
Beheerorganisatie Slufter

Operational Delivery Conditions governing the storage and processing of Dredged material at the Confined Disposal Facility “de Slufter”

Operational Delivery Conditions

The execution of disposal activities at ‘de Slufter’ is subject to certain conditions. These conditions are derived partly from the permit and for the rest are determined by the manager, in order to ensure that ‘de Slufter’ is run as efficiently as possible. In general, the disposal activities are part of dredging activities that usually involve several parties: the financier, client, consultancy or engineering firms and contractors. Each party involved has its own specific responsibilities and these responsibilities are laid down in an agreement and/or the specifications. In order to be in compliance with the conditions set by the manager of ‘de Slufter’, Boskalis Beheer Slufter, both in relation to and during the disposal activities, it is advised that these be included in advance in the specifications. If reasons exist for rejecting these conditions or for applying supplementary conditions, all contractors are advised to bring this to the prompt attention of Boskalis Beheer Slufter.

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1. Delivery options

The following disposal facilities are available in or around Confined Disposal Facility 'de Slufter' for the delivery of dredged material:

- a. Several discharge locations on the grounds of 'de Slufter' for deliveries by truck;
- b. A shore-based connection for the pressure pipeline to 'de Slufter' for the barge unloading suction dredger, at the Hartelhaven adjacent to the public quay;
- c. Two floating pipelines with a bow coupling (Ø 650 mm and Ø 750 mm) connected to the pressure pipeline to 'de Slufter' for trailing suction hopper dredgers, at the Mississippihaven. Trailing suction hopper dredgers may use the mooring bollards that are installed at this location.

2. Opening hours

The following opening hours apply for disposal activities at 'de Slufter':

- a. Delivery by truck:

Monday - Thursday	07.00 - 17.30
Friday	07.00 - 17.00
- b. Delivery by barge:

Monday - Thursday	07.00 - 17.00
Friday	07.00 - 16.00

The barge unloading suction dredger may operate different times for discharging from barges. Make sure to check in time with the barge unloading suction dredger.

- c. Delivery by trailing suction hopper dredger:

Daily from 00.00 to 24.00 hours, 365 days per year.
Delivery during the weekend and on Sundays and public holidays is possible following prior arrangement with the manager;
Boskalis Beheer Slufter must be notified of deliveries at least 1 week in advance.
On the day of the delivery, a minimum of one hour's notice must be given prior to arrival, stating the waste stream number.

Trailing suction hopper dredgers which have previously not availed of the connection points at 'de Slufter' should arrive with their first load between the hours of 07:00 and 15:00 in order to receive the relevant instructions from Boskalis Beheer Slufter.

- d. In special circumstances, the above opening times may be deviated from, following consultation with Boskalis Beheer Slufter.

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3. Volume determination

Two measurement systems apply

- a. Delivery by truck:
The tonnage volume of the delivered dredged material will be equal to the difference between the weighing in and weighing out of the truck. Whether the container or tank is more or less fully loaded or whether the dredged material has a low or high density is irrelevant when calculating the volumes.
- b. Delivery by barge or by trailing suction hopper dredger:
If the delivery is by barge or by trailing suction hopper dredger, the **certified hopper content lists and tonnage certificates** for the equipment to be used must be submitted to the depot manager, Boskalis Beheer Slufter, two weeks prior to the start of the disposal activities.

The measuring of dredged material delivered by barge is carried out by an accredited weights and measures inspector based on the hopper and tonnage certificate for the ship / barge.

Measurement of the volumes of dredged material delivered by hopper is carried out by the hopper by means of the “**half sphere**” method or using the hopper’s TDS system. The “**half sphere**” method is a measuring method by which only volumes with a density of 1.2 tonnes per m³ or higher are measured.

The volumes are measured to facilitate the payment settlement arrangements for stored volumes of dredged material agreed between the disposer and the Port of Rotterdam Authority / Rijkswaterstaat Western Netherlands South. As such, the volume determination process is entirely separate to the manner in which payment is settled between the disposer and the dredging contractor in respect of the dredging and disposal activities. The water displacement tonnage is also determined by means of the tonnage certificate for both the full and the empty ship.

If necessary, the depot manager, Boskalis Beheer Slufter, may require the dredging contractor to assist in recording the measurement data for the determination of the volume of material delivered to the depot.

4. Execution of disposal operations

General

- a. Two weeks before commencement of the disposal activities, the disposer must submit the following information to the depot manager, Boskalis Beheer Slufter:
 - Name and address of the dredging contractor.
 - Name, address and telephone number of the contractor and the contact person for (where applicable) the hired barge unloading suction dredger.
 - A detailed schedule of the volumes, methods and frequency with which the dredged material will be delivered.
 - Technical specifications for the equipment to be used, such as pump characteristics etc.

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- Up-to-date certified hopper content lists for deliveries by barge or trailing suction hopper dredger.
 - Up-to-date certified tonnage certificates for deliveries by barge or trailing suction hopper dredger.
- b. Boskalis Beheer Slufter or its agent must be notified of the arrival of the means of transport at the disposal facility with at least one hour's advance notice.
- c. On arrival at the disposal facilities, a transport document must be handed over for each load of dredged material. Any dredged material without an accompanying transport document or filled in incorrectly or incompletely will be **refused**. The dredged material will also be **refused** if the document contains additional remarks which lead to a lack of clarity.
- d. The disposal activities must **not** be commenced with until they have been authorised by Boskalis Beheer Slufter or its agent and not before the volumes of dredged material have been measured.
- e. The dredged material to be disposed of must be free from dirt or substances which will cause surface crusts in 'de Slufter'. When the transport barges and/or trucks are loaded, the dredged material must be passed through a grid with a maximum mesh width of 20 x 20 cm.
- f. In the event of an emergency during the disposal process, the instructions of Boskalis Beheer Slufter or its agent must be followed promptly and to the letter. Any costs ensuing from such contingencies may not be recovered from the manager.
- g. Boskalis Beheer Slufter or its agent must be given proper advance notice regarding the departure of the means of transport from the disposal facility. This is proceeded with once the residual dredged material has been measured (where applicable).
- h. Boskalis Beheer Slufter reserves the right to make use of the offloaded dredged material for recycling purposes, if warranted. The disposer will not be entitled to invoke rights thereunder.
- i. The disposers are deemed to have acquainted themselves with the site conditions in and around 'de Slufter'.
- j. All instructions from Boskalis Beheer Slufter or its agent and, where transport by water is concerned, the harbour master's instructions, must be followed promptly at all times by the disposer.

Delivery by truck

- k. The disposer or its agents are deemed to have acquainted themselves with the site conditions in and around 'de Slufter'.

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- l. Truck drivers are required to receive the instructions of Boskalis Beheer Slufter and to sign for same. A driver may be refused access to 'de Slufter' in the event of failure to comply with these instructions.
- m. Every truck must **clearly display** its registration number on the side of the trailers. In addition, the content of the container must be listed. If trucks with more or less separate containers are used for the delivery of dredging material, the containers must have a unique number. The content of the containers must also be stated.
- n. The maximum length of a truck for weighing is 18 metres. If a combination is longer than 18 metres, it will be weighed in two parts.
- o. If trucks with more or less separate containers are used for the delivery of dredging material, the containers must be operated from the cab of the truck.
- p. The dredging material in trucks must be delivered in a way that prevents spillages.
- q. If spillages do occur, the disposer / transporter will be liable for the clean-up costs.
- r. When truck drivers are in the contaminated zone, they must remain in the cab of the truck with the windows closed.

Delivery by hopper / barge

- s. The disposer or its agents are deemed to have acquainted themselves with the site conditions in and around 'de Slufter'.
- t. If wishing to avail of the pressure pipeline to 'de Slufter', the disposer will be responsible for the use of the shore-based connection and/or floating pipe and for the pumping process in the pipeline. Any loss or damage, including where applicable consequential loss following the occurrence of contingencies (collision damage, deposit forming, leakage, closing of pipeline, etc.) and vacuum collapse attributable to the disposer will be recovered from same.
- u. During the execution of disposal activities, the disposer should bear in mind that the disposal facilities are also used by trailing suction hopper dredgers that are under contract to the Port of Rotterdam Authority or Rijkswaterstaat for the purpose of maintenance dredging activities in the Rotterdam region. These vessels **always** take precedence when disposing of dredged material.
- v. The dredging material in the trailing suction hopper dredger or in the barges must be delivered in a manner that **no** dredged material spillages occur at the start of and throughout the disposal process.
- w. Throughout the disposal process, the pressure in the transport pipeline that arises when pumping the dredged material may not exceed **8 bars**. Occasionally, as a major exception, the pressure may be increased to **10 bars**.

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Delivery by barge

- x. For discharging barges the disposer may connect a barge unloading suction dredger to the pressure pipeline to 'de Slufter' via the shore-based connection at the Hartelhaven or at the hopper site in the Mississippihaven.
- y. During the execution of the disposal activities, the quay facilities may also be used by third parties. The order of arrival at the disposal facility will also be the order of discharging, unless special circumstances cause the depot manager, Boskalis Beheer Slufter, or its agent to decide otherwise.
- z. If the disposer wishes to use its own barge unloading suction dredger, permission must be sought in good time in writing from Boskalis Beheer Slufter. Permission will only be granted, in consultation with the Slufter Administrative Organisation, once specific arrangements have been made with Boskalis Beheer Slufter regarding the use of the barge unloading suction dredger and the possible consequences of such usage. These arrangements will be set down in writing and as such form part of the conditions governing the disposal of dredged material at 'de Slufter'.
 - aa. When using the discharge point for a barge unloading suction dredger, the dredger must have the capacity to pump sandy dredging material through a pipeline with a diameter of 750 mm for a maximum length of 6 km, based on a flow rate of approx. 5000 m³ per hour and a hopper content of approx. 400 m³.
 - bb. On completion of the transfer, the pipeline should be flushed through with water for five minutes.
 - cc. The barge unloading suction dredger must be capable of starting up a pipeline filled with dredging material and pumping this through. This dredging material is generally a residue from the previously discharged barge or trailing suction hopper.
 - dd. The barge unloading suction dredger must transmit the VCP data (velocity, concentration and pressure) electronically to Boskalis Beheer Slufter. If this data cannot be supplied, the VCP data as measured by Boskalis Beheer Slufter must be accepted.
 - ee. Under the current permit conditions, the barge unloading suction dredger is obliged to make use of water from the recirculating water basin (recirculating water) for use as processing water. In the event of an emergency, Boskalis Beheer Slufter or its agent may give instructions that water be taken from the surface water off board.

Delivery by hopper

- ff. Hoppers must have the hopper instructions from Boskalis Beheer Slufter on board.
- gg. Details for the floating pipelines and bow coupling (Ø 650 and Ø 750 mm) may be requested from Boskalis Beheer Slufter.

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- hh. A pipe diameter of 750 mm applies. The distance varies between 3,200 m and 6,000 metres.
- ii. If the disposer using a trailing suction hopper dredger wishes to avail of the disposal facilities, the disposer or its agent must ensure that the trailing suction hopper dredger is moored securely so that the trailing suction hopper dredger cannot break loose during the disposal process. Moreover care must be taken to ensure that no impermissible forces are exerted on the coupling and pipeline.
- jj. On completion of the transfer, the pipeline should be flushed through with water for five minutes.

5. Occupational health and safety aspects

It should be assumed, in the context of personal protection and working conditions, that exposure to all dredged materials and process water released during disposal activities can be harmful to health. In order to safeguard as effectively as possible the safety and health of the environment and of persons whose work exposes them to the processing of contaminated dredged material, an Occupational Health & Safety work plan, linked to a safety contingency plan, has been put in place. The work plan may be viewed by all those concerned at the offices of the depot manager, Boskalis Beheer Slufter. All persons are expected to have familiarised themselves with its contents.

Compliance with all of the health and safety measures and arrangements that have been put in place is mandatory. In order to avoid as much as possible the occurrence of unsafe circumstances during the disposal activities, all persons are obliged to promptly report any imminent danger to Boskalis Beheer Slufter, the site manager and/or the safety expert. The signalling of potentially unsafe situations can lead to changes in the measures to be taken.

Everyone must comply consistently with:

- the generally applicable rules of conduct;
- the instructions provided;
- the agreed procedures.

Employees or visitors will be removed or refused access to the workplace in the event of non-compliance with these rules, instructions and procedures.

The area of work in and around 'de Slufter' is sub-divided in three zones, as indicated by signs in the so-called 'traffic light colours', i.e.:

- The 'Clean zone' green
- The 'Cleaning zone' orange
- The 'Contaminated zone' red

The '**Clean zone**' is the area in which no contaminants can be found, or where the contaminated dredged material is processed in a manner that poses no danger to staff and visitors.

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The '**Cleaning zone**' is located between the contaminated zone and the clean zone and it is here that equipment is cleaned where necessary.

The '**Contaminated zone**' is the area where the disposal activities take place. The Occupational Health & Safety work plan makes specific reference to the areas that are identified as a contaminated zone.

Finally, please note that the boundary between the clean zone and the cleaning zone has a facility for cleaning boots, gloves, clothing, materials, etc. This is the health and safety area in the weighbridge and it is not on the boundary of the clean zone and the contaminated zone. For all other safety measures, please refer to the abovementioned Occupational Health & Safety work plan.

6. Contact details

For queries in relation to disposal requests, admission criteria, waste stream numbers, acceptance and registration procedures, please contact Boskalis Beheer Slufter. Queries in relation to the discharge fee and usage of the discharging quota should be directed to the Port of Rotterdam Authority / Rijkswaterstaat.

Contact details for Boskalis Beheer Slufter v.o.f.

Postal address:
PO Box 4234
3006 AE Rotterdam

Office address:
Boskalis Servicepunt Grondstoffen
Waalhaven oostzijde 85
3087 BM Rotterdam (the Netherlands)
E-mail: slufter@boskalis.com
Telephone: +31 (0)10-2882800

Disposal acceptance requests:
Telephone: +31 (0)10-2882813
E-mail: slufter@boskalis.com

Depot:
Telephone: +31 (0)6-13055162
E-mail: slufter@boskalis.com
Watchkeeping (24 hours): +31 (0)6-13055162
Watchkeeping back-up: +31 (0)6-10733174

Contact details for the Slufter Administrative Organisation (Port of Rotterdam Authority & Rijkswaterstaat)

Postal address:
Asset Management Havens & Vaarwegen
PO Box 6622
3002 AP Rotterdam (the Netherlands)

Telephone: +31 (0)10-252 2140
+31 (0)6-51821857
E-mail: r.rutgers@portofrotterdam.com

Beheerorganisatie Slufter

Usage of discharge quota and invoicing

Telephone:

+31 (0)10-252 2173

+31 (0)10-252 3191

Fax:

+31 (0)10-252 2178

E-mail:

R.van.Spijk@portofrotterdam.com

7. Final comments

In exceptional circumstances and for reasons of their own, the Port of Rotterdam Authority / Rijkswaterstaat Western Netherlands South (incl. the depot manager, Boskalis Beheer Slufter) may deviate from these Operational Delivery Conditions.

The Port of Rotterdam Authority / Rijkswaterstaat Western Netherlands South have been extremely meticulous in drawing up these Operational Delivery Conditions. Any modifications to the permit conditions, admission criteria, procedures, etc. will be published as consistently and as quickly as possible, among other things through an updated issue of these Operational Delivery Conditions. This should not be taken to mean, however, that the Port of Rotterdam Authority / Rijkswaterstaat Western Netherlands South can at all times vouch for both the accuracy and display of the most recent conditions, criteria, procedures etc.

The Port of Rotterdam Authority / Rijkswaterstaat Western Netherlands South hereby refuse in advance to accept any responsibility in this matter. Queries should be directed to the persons referred to under point 6 in the event of any doubt about the application of the appropriate regulations.

The Dutch-language version of the Operational Delivery Conditions governing the storage and processing of Dredged Materials at the Confined Disposal Facility “de Slufter” will take precedence over other versions.