



PORT OF **KASKINEN**

Quick access to the high seas



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INSTRUCTIONS FOR EMERGENCIES

1. If police, ambulance, or fire brigade are needed, call 112
2. Call the port security service at 0400 798 698

General emergency number: 112

Maritime rescue emergency number: 0294 1000

Kaskinen Health Center: 045 232 2200

Kaskinen Pharmacy: 044 776 0902

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Oy Kaskisten satama – Kaskö Hamn Ab

CONTACT INFORMATION

Oy Kaskisten satama – Kaskö Hamn Ab

Kalasadamantie 30, 64260 KASKINEN
FINLAND

Port services 24h

satamapalvelu@portofkaskinen.fi
+358 40 615 2848
portofkaskinen@portofkaskinen.fi
firstname.lastname@portofkaskinen.fi

Security service

For any inquiries regarding the safety of
the Port of Kaskinen, please contact
the 24-hour port security service
+358 40 615 2848
PFSO

CEO

Patrik Hellman
+358 50 343 0676
patrik.hellman@portofkaskinen.fi
PFSO

Harbour master

Jarmo Nordback
+358 40 848 8855
PFSO

Invoicing contact person:

Jarkko Österman
+358 50 511 9646
alekser@alekser.fi

Electronic invoicing

E-invoicing address: 003726335634
Bank identifier: 003708599126 (OpenText)
E-invoice operator: OpenText

e-mail invoices

Send in pdf format to email address
fennoa.513729@erin.posti.com

Paper invoicing address

Oy Kaskisten Satama – Kaskö Hamn Ab
PL 87930
01051 LASKUT

Bank

SWIFT (BIC): ITELFIHH
IBAN FI87 4963 0010 0762 52
VAT REG
Business ID: 2633563-4
VAT number: FI26335634

PORT OPERATORS

BB LOGISTICS OY

www.bblogis3cs.fi
+358 44 9782 507

WIBAX LOGISTICS OY

www.wibax.com
+358 44 743 6138

HAVATOR OY

www.havator.fi
+358 40 548 3024

OY SILVA SHIPPING AB


www.silvashipping.com
+358 207 801 800

CEWAL GRAINS

+358 500 664 534



WELCOME TO THE DEVELOPING Port of Kaskinen



The Port of Kaskinen is a sheltered deep-sea port serving versatile traffic on the western coast of Finland. It is one of the most important Finnish exporting ports for sawn timber and pulp, and is also specialized in handling chemical industry products and bulk cargo. The port handles over 1 million tons of goods per year.

The most important nearby customers of the Port are the Metsä Board chemi-thermo-mechanical pulp mill in Kaskinen, Oy Lunawood Ltd and Aureskosken Jalostetehdas Ltd. Efficient and safe handling of material flows is enabled by the modernity and functional infrastructure of the port. Five professional operators provide services for customers within the port area.

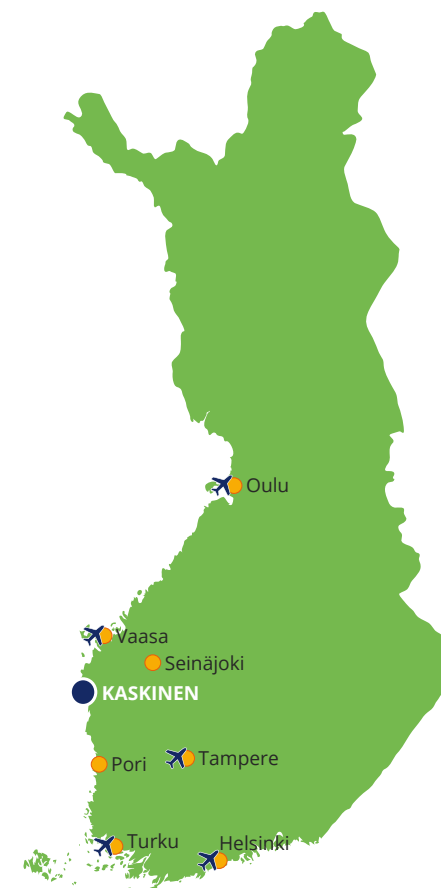
Large single batches move smoothly between different modes of transportation, storage facilities, and vessels. We are able to easily handle more than 15,000 tons of goods each day. The services and infrastructure of the Port are constantly being developed in order to better serve the diverse customer base. There is an industrial area in the vicinity of the port, which is reserved for future expansions and diversification of supply.

The Port of Kaskinen offers quick and easy access to the open sea and the shipping lanes of the Baltic Sea. Due to the Port's sheltered location, icebreaker assistance is rarely needed during the winter season. Access routes are also great on land: a well-functioning railyard and direct highway routes provide for smooth land transport connections.



DISTANCES

from the Port of Kaskinen:



VAASA: 95 km

SEINÄJOKI: 110 km

PORI: 115 km

TAMPERE: 225 km

TURKU: 250 km

HELSINKI: 360 km

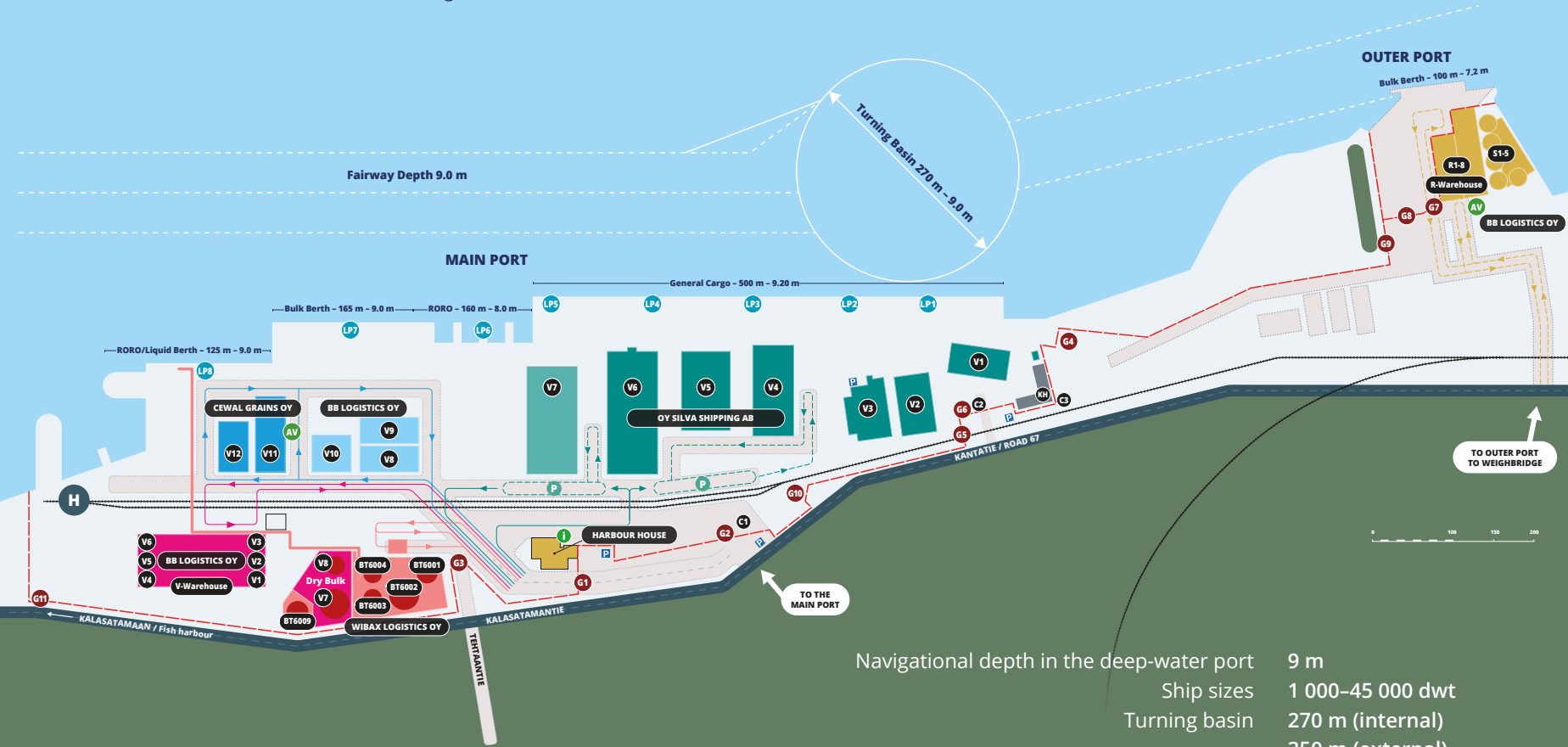
OULU: 410 km



PORT OF KASKINEN

Quick access to the high seas

NOT FOR NAVIGATION



THE PORT IS DIVIDED INTO ZONES ACCORDING TO THE MATERIAL TO BE HANDLED:

BB Logistics Oy – Bulk cargo, loose material (outer harbour and deep harbour)

Wibax Logistics Oy – Liquid material

Oy Silva Shipping Ab – Forest industry

Cewal Grains Oy – Fertilizers and feed

Bulk is handled in both harbours. There are two car scales, one in each harbour

Navigational depth in the deep-water port

Ship sizes	9 m
Turning basin	1 000–45 000 dwt
	270 m (internal)
	350 m (external)
Lo-Lo/Bulk berths	7
Ro-Ro berths	2
Liquid Bulk berth	1
Double railway track	900 meters
Hybrid cranes	3
Heavy-duty port mobile cranes	2
Storage space for general cargo	38 000 m ²
	Dry bulk 15 000 m ² + 53 500 m ²
	Liquid bulk 49 000 m ³
Port area	42 hectares



RAHTIKIRJAT
tuleva/lähtevä
Fraktsedel
inkommande/utgående
WAYBILL arriving/leaving
Oy Silva Shipping Ab



PYSÄKÖINTI 1-4
Parkering
PARKING



PORTTI 1-11
Port
GATE



REKKOJEN PURKUALUE
Lossningsplats för
långtradare
CARGO HANDLING
OPERATIONS FOR TRUCKS
Oy Silva Shipping Ab



HENKILÖPORTTI 1-3
Personport
PERSON GATE



KONEHALLI
Maskinhall
MACHINERY HALL
Oy Silva Shipping Ab



LAIVAPAIKAT 1-8
Kajplatser
BERTHS



VARASTOT 1-7
Lager
WAREHOUSES
Oy Silva Shipping Ab



AUTOVAAKA
Fordonsväg
WEIGHBRIDGE



Accessing THE PORT AREA

Apply for permission by calling the operator you primarily deal with at the port. Only the listed port operators can issue an access permit.

Oy Silva Shipping Ab +358 207 801 800

BBLogistics Oy +358 44 9782 507

Wibax Logistics Oy +358 44 743 6138

Havator Group +358 40 548 3024

Cewal Grains +358 500 664 534

In other cases, contact the Port of Kaskinen at +358 40 8488855 / +358 50 3430676 or in case of emergencies, contact Securitas Security Services at +358 20 491 3903, if you can prove that you are a customer of the port.

The car registration number, company, telephone number, reason for visit, and visit time must be provided. The port's car gate opens with a license plate recognizer.

You can also send the requested information via email to jarmo.nordback@portofkaskinen.fi





ARRIVAL BY ROAD

A truck arriving via the road network can conveniently reach the port via Highway 67. The road is congestion-free, and a clear route passes by the city of Kaskinen, adjacent to the industrial area, all the way to the port gate. From the intersection of Highway E8 and Highway 67, it is only 14 km to the Port of Kaskinen

The unobstructed route is spacious enough even for oversized transports, such as wind turbine components, without requiring significant separate operations.



GENERAL INSTRUCTIONS

Ensure before arriving at the port that

- you have obtained a pass from the port operator you will be dealing with
- you have the necessary safety equipment (safety vest, helmet, and safety footwear)
- your vehicle's license plate is clean
- if you are dealing with a ship, you have confirmed the ship's arrival time and the correct berth

RAIL TRANSPORTATION

The Port of Kaskinen is also accessible by rail, via the Suupohja railway, from which two 900-meter-long pairs of tracks lead to the port. The loading and unloading areas for trains at the Port of Kaskinen's railway network are available free of charge for practicing traffic to the respective port operator's area. The handling of cargo transportation (unloading, loading, and storage) is managed by the port operators operating at the Port of Kaskinen. The operators have their pricing for the services they offer based on orders.



Watch an illustrative video from the driver's perspective showing the route from the gate to the different destinations.



Delivering or picking up cargo? Use our Port Guide app to find the fastest route to your destination within the port area.





FAIRWAY

The Port of Kaskinen is accessible via a maritime route that provides a navigational depth of 9 meters and stretches approximately 8 nautical miles.

- Navigational depth: 9.0 m
- Suitable vessel sizes: 1000–45,000 dwt
- Turning basin: 270 m (internal) 350 m (external)

The maximum allowed speed or any other potential restrictions are indicated by maritime buoys. Additionally, the speed of vessels must be adjusted situationally within the port's waters to avoid causing damage, disruption, or danger to other port users, the port itself, its equipment or structures, and the vessels themselves.

PILOTAGE

Pilotage to the Port of Kaskinen is provided by Finnpilot Pilotage Oy. The Port of Kaskinen falls within pilotage area 2, which encompasses the Archipelago Sea and the Bothnian Sea.

The area manager is Ari Saari, who can be reached at ari.saari@finnpilot.fi.

TOWAGE

During the winter months, towage services are provided by Alfons Håkans. *Towage services can be ordered directly from Alfons Håkans by phone at +358 400 591 560.*

Please note that towage services will be invoiced separately by Alfons Håkans.

VESSEL MOORING

Berths are generally assigned to vessels in the order of their arrival at the port area. However, deviations from this principle may occur at the discretion of the port authority. The port uses the Port Activity application to optimize berth assignments.

Vessels must be moored to the berth designated by the port authority and in a manner approved by them. The owner or operator of the vessel is responsible for ensuring that the vessel's mooring equipment is always in good condition. The vessel's captain must be aware of the current water depth at the vessel's mooring location.

BERTHS

Deep-water berths, berths 1–5: length 500 m, verified water depth –10.2 m.

Dolphin berth, berth 6: length 160 m, stern-to berth, verified water depth –8.8 m.

Berth 7: length 165 m, verified water depth –10.2 m.

Ro-Ro, chemical berth, berth 8: length 130 m, verified water depth –10.2 m, maximum allowed vessel length 140 m.

Outer Port berth: length 170 m, verified water depth –8.0 m.

When mooring or unmooring a vessel to/from the berth, and while the vessel is at the berth, necessary caution must be taken to prevent damage to the berth and the cranes and other equipment on the berth. The port authority may also require the vessel to use a pilot and tug assistance while maneuvering in the port area.

Permission from the port authority is required for the long-term placement of a stripped vessel or other floating structure in the port. The owner or agent of the vessel or floating structure must entrust their maintenance to a reliable individual, whose name and address must be provided to the port authority.



Marine Traffic is a web service that tracks maritime traffic in real time. It provides information about the movements, positions, speeds, and directions of ships, as well as information about the ports.





Port regulations AND SAFETY INSTRUCTIONS

1. General provisions

This port order complements the existing laws and other regulations. The provisions and instructions of the port order are followed in the area managed by Kaskisten Satama Oy. The boundaries of the port area are marked on the map attached to this document.

Additionally, this port order's map defines the movement and residence restriction areas in accordance with the Police Act and Regulations. The prohibition, as well as the consequences of its violation, are indicated on notice boards placed at the boundary of the port area.

The port company will report all suspected crimes to the police authorities.

The vessel's master or agent, as well as other operators, must provide all information necessary for the port company to charge the fees it levies and to promote the safety of the port and traffic.

Photography and video recording are permitted in the restricted area only with the permission of the port company.



2. Port area security

Companies operating in the port must comply with the instructions and security regulations issued by the port company.

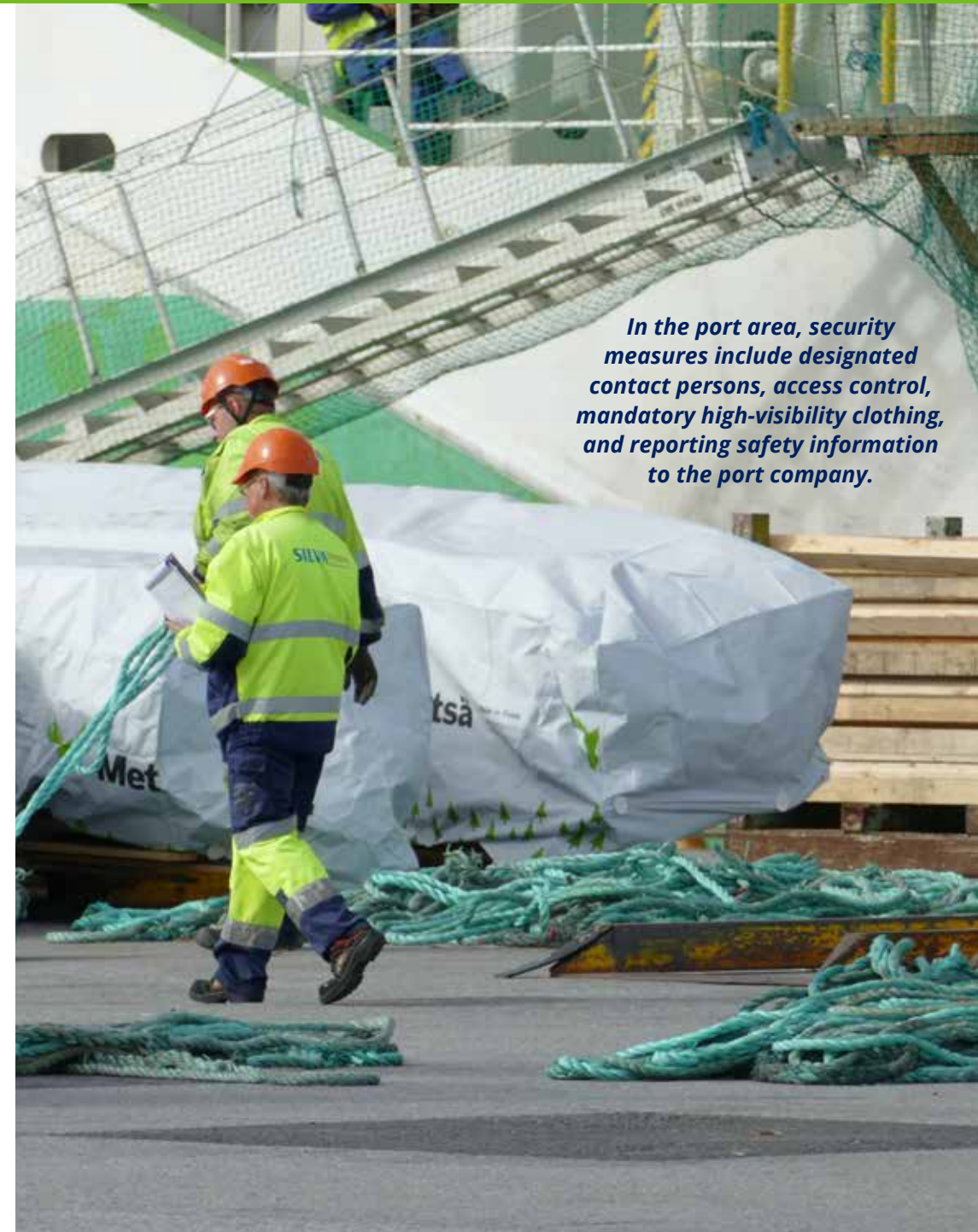
Companies operating in the port area must designate a contact person for security matters. Companies with long-term operation and lease agreements are additionally required to join the port's access control system.

Anyone attempting to enter the restricted area of the port must present an identity card or access permit approved by the port company upon request or, in the absence of these, provide the information necessary to grant access rights. Unauthorized individuals found in the port area may be removed with the assistance of the police, customs, and border authorities if necessary.

High-visibility clothing marked with a CE label (EN 471) must be worn in the port area.

Everyone is obligated to provide the port company with information that may affect the safety of the port and the security of the port and maritime transport as defined by the ISPS Code.

When a vessel is in the port, it must inform the port company of all incoming and outgoing personnel and traffic serving the vessel for access control purposes.



In the port area, security measures include designated contact persons, access control, mandatory high-visibility clothing, and reporting safety information to the port company.



3. Environmental management

Companies operating in the port must take into account the environmental permits in force at any given time and adapt their operations to comply with their regulations. Additionally, companies must follow any specific orders issued based on these permits.

Companies operating in the port area must designate a contact person for environmental matters.

Companies must allow the port company to conduct necessary inspections of facilities, machinery, and equipment within the area covered by environmental permits to implement and monitor the granted environmental permits.

Companies must provide the port company with all necessary information required to comply with permit conditions free of charge and participate in environmental studies required by the permit conditions, as far as they apply to the company's operations in the port area.

VESSEL WASTE MANAGEMENT

The port's vessel waste guidelines outline the current waste management regulations, collection points, and contact persons.

The vessel's master must ensure that waste handling and sorting comply with the port's vessel waste guidelines.

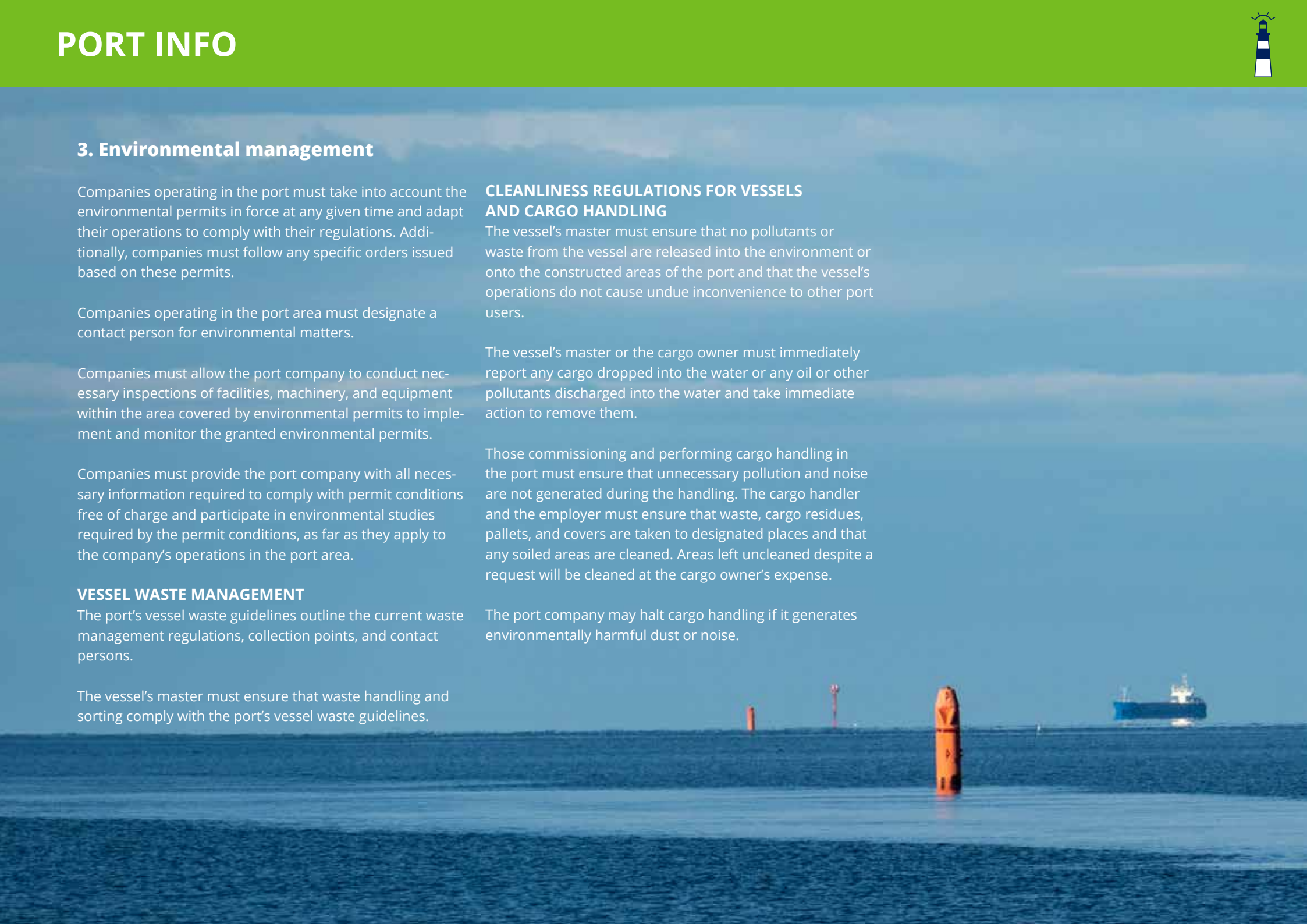
CLEANLINESS REGULATIONS FOR VESSELS AND CARGO HANDLING

The vessel's master must ensure that no pollutants or waste from the vessel are released into the environment or onto the constructed areas of the port and that the vessel's operations do not cause undue inconvenience to other port users.

The vessel's master or the cargo owner must immediately report any cargo dropped into the water or any oil or other pollutants discharged into the water and take immediate action to remove them.

Those commissioning and performing cargo handling in the port must ensure that unnecessary pollution and noise are not generated during the handling. The cargo handler and the employer must ensure that waste, cargo residues, pallets, and covers are taken to designated places and that any soiled areas are cleaned. Areas left uncleaned despite a request will be cleaned at the cargo owner's expense.

The port company may halt cargo handling if it generates environmentally harmful dust or noise.





Vessel operators must follow specific notification procedures for arrivals, schedules, dangerous cargo, and health incidents as required by the port company.



4. Notifications to the port

The operator, agent, or master of a vessel arriving at the port must submit the advance notifications required by the Vessel Traffic Services Act to the PortNet information system. Other notifications (e.g., rail traffic) must be made in the manner specified by the port company.

The schedules and any changes of vessels engaged in regular cargo traffic must be negotiated and agreed upon with the port company well in advance.

Agreements must be made with the port company before commencing operations for tugs, water buses, fishing trawlers, or other similar vessels (such as LNG bunkering barges) used for commercial activities in and from the port.

An advance notice of 24 hours must be given to the port company for substances classified as dangerous before bringing the cargo to the port area, unless otherwise agreed. Dangerous substances refer to those defined by the International Maritime Dangerous Goods (IMDG) Code, the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), and the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID).

When transporting particularly dangerous substances or large quantities of dangerous substances, it must be ensured in advance that the cargo can be brought to the port area (advance inquiry).

If a vessel arrives from a location contaminated by a generally hazardous infectious disease or if someone on board has contracted or is suspected to have contracted a generally hazardous, infectious, or unknown disease during the voyage, this must be reported to the port company well in advance and instructions must be awaited before arriving at the port.

If an animal has died or become seriously ill during the voyage, this must be reported to the port company to obtain instructions from the veterinary authorities.



Vessel operations in the port must adhere to speed limits, assigned berth positions, and safety protocols to prevent damage and ensure smooth navigation.

5. Positioning and movement of vessels in the port

The maximum permitted speed or other possible restrictions are indicated by water traffic signs. Additionally, vessel speeds must be adjusted according to the situation in the port's water areas to prevent damage, inconvenience, or danger to other port users, the port itself, its equipment, structures, or the vessels themselves.

Berth positions are generally assigned to vessels in the order of their arrival in the port area. Deviations from this can be made by the port company's decision. The port uses the Port Activity application to optimize berth assignments.

A vessel must be moored at the location designated by the port company and in a manner approved by it. The vessel's owner or operator must ensure that the vessel's mooring equipment is always in proper condition. The vessel's master must be aware of the current water depth at the vessel's location.

When mooring a vessel to the quay and when releasing it, as well as while it is at the quay, necessary caution must be exercised to avoid damage to the quay, cranes, and other equipment on the quay. The port company may also require the vessel to use a pilot and tug assistance when moving within the port area.

The use of anchors alongside quays is prohibited. Adequate fenders must be used alongside the vessel while it is moored at the quay.

Gangways and access ladders must be equipped with handrails and safety nets and be illuminated during the dark hours of the day.

Boat cranes, booms, cranes, access ladders, and other equipment extending beyond the vessel must be positioned so as not to obstruct the movement of cranes or vessel traffic on the seaward side.

The propeller of a moored vessel may only be used for slow-speed testing when the vessel is preparing to depart, unless otherwise agreed with the port company.

Snow and ice removal from the vessel onto the quay is prohibited.

A vessel must be moved to another location if so directed by the port company. Every vessel in the port area that is not decommissioned must have a sufficient number of crew members on board to move the vessel if necessary.

A permit from the port company is required for the long-term placement of a decommissioned vessel or other floating structure in the port. The owner or agent of the vessel or floating structure must entrust its maintenance to a reliable person whose name and address must be provided to the port company.



6. Unloading, loading, and storage of goods

When unloading and loading cargo, care must be taken to avoid damaging quay structures or the port equipment used for loading and unloading. When heavy cranes are placed on the quay, the crane owner must obtain assurance from the port company regarding the quay's durability and obtain their consent when determining the placement.

Goods or cargo units must not be stored or placed in the way of quay cranes during unloading or loading operations, on quays, traffic routes, or their surrounding safety zones, walkways, in front of storage shelter doors, over fire hydrants, in front of life-saving equipment, or anywhere else where they obstruct their use or traffic.

Private cargo-handling equipment and machinery used in the port area must be labeled with the owner's name or identifier, and machinery must additionally have an identification number. Cargo-handling equipment and machinery must not be left in the quay area after work is completed.

Cargo handling in the port requires careful procedures to avoid damage, proper labeling of dangerous goods, and adherence to safety guidelines.

If pests or organisms classified as such are found in the ship's cargo, unloading must be immediately halted. The vessel's master is obliged to report the matter to the port company and await their instructions before resuming unloading.

When storing goods in the port area, relevant guidelines must be followed. Goods causing inconvenience or damage due to leakage, odor, or other reasons must be promptly removed from the port area by the cargo owner.

DANGEROUS GOODS IN CARGO

The unloading and loading of dangerous goods require proper labeling, such as in accordance with the IMDG Code, or packaging as required by the said code or another appropriate method.

If dangerous goods are not labeled or packaged as stated above, the port company may refuse the unloading from the ship or the transportation of goods by land to the port area for loading, or take other safety measures.

When unloading and loading dangerous goods in bulk, the vessel's master or

cargo owner must, at the port company's request, at their own expense, arrange for sufficient effective surveillance and take other safety measures. The company responsible for cargo handling must ensure that unauthorized persons do not access the unloading and loading area.

Dangerous goods and waste may only be stored in designated storage areas and field areas.

Explosives and radioactive materials may be stored in the port area only if permitted by law or regulation and if a permit has been granted based on them.

When unloading and loading liquid fuels in the oil port, international industry standards (ISGOTT) and safety guidelines established by the port for liquid fuels must be followed.





7. Vehicle and railway traffic

Traffic within the port area follows the principles of road traffic laws. The maximum allowed speed for vehicles, parking spaces, and other traffic arrangements, such as permitted crossing points for railway tracks, are indicated by traffic control devices.

Parking in port areas is regulated by parking signs, and parking is only permitted in these designated areas. Otherwise, the vehicle owner or holder is liable for damages in case of accidents.

All vehicles must yield to trains and port equipment moving on the tracks. Other vehicles must yield to machinery and cranes unless otherwise indicated by traffic signs. The driver of a vehicle parked or stopped on a crane or railway track must not leave their vehicle.

Work conducted within the proximity of railway tracks must always be reported to the port authority.

Specific regulations apply to driving motor vehicles on ice-covered water areas.

The port company is not responsible for any damages to vehicles.



Traffic within the port area operates under road traffic laws, including designated speed limits, parking regulations, and safety protocols.



Companies in the port area must appoint safety contacts, prepare rescue plans, and maintain firefighting equipment according to risk levels.



8. Rescue regulations

Companies operating within the port area must designate a contact person for safety matters and participate in the preparation of area rescue plans, procurement of necessary equipment, and exercises in proportion to the risks of their own operations. The designated contact person must be reported to both the port and the operator. Operators handling hazardous chemicals must also appoint a usage supervisor as required by chemical legislation.

Marked escape routes in warehouses and storage yards within the port area, as well as pathways leading to fire hydrants, fire wells, and firefighting pipelines, must always be kept clear for traffic. Firefighting and rescue equipment, as well as automatic fire detection and extinguishing equipment, must be kept constantly in good condition, and fire extinguishers must be easily accessible.

If the ship is carrying easily combustible cargo, open fires, spark-producing repair work, and smoking are prohibited in the ship's outdoor areas as well as in the vicinity of the ship on the dock and in the water area.

Ventilation and washing of tanks containing flammable or dangerous substances on board the ship are prohibited unless permission has been granted by the port authority.

Open fires, spark-producing repair work, and smoking are prohibited in areas where flammable liquids and liquid containers are stored. This prohibition also applies to the water area within a radius of 50 meters from the storage areas, docks, and ships in such areas.

The crews of vessels in ports must participate in rescue operations and the relocation of vessels from hazardous locations according to the instructions of the authorities and the port company to the best of their ability.



Leisure boats must operate with caution and yield to commercial vessels within the port area.

9. Rules for boating and other leisure activities

Leisure boats must avoid unnecessary movement within the port area and always yield to commercial vessels.

If a vessel, boat, or cargo is placed without permission or otherwise in violation of port regulations or in a manner that obstructs traffic, and the captain, driver, owner, or holder fails to move it, it may be moved by the port authority at the expense of the party involved.

Regarding vessels, boats, and goods taken into possession by the port authority whose owner is unknown or for which no owner appears within three months, the procedures prescribed for lost property shall apply.

Fishing within the closed area of the port in navigation channels, on bridges, in the harbor basin, on the dock, or from any comparable location is prohibited. Swimming in harbor basins and navigation channels is prohibited. Opening the channel beyond the public navigation route is permitted only with the permission of the port authority.

Permission from the port authority is required for any competitions held within the area managed by the port company.



10. Actions in case of accidents and violations

If a vessel or boat runs aground, becomes flooded, or sinks within the port area, the owner or holder must remove it as soon as possible.

Dredging of the water area is prohibited. If the port's water area becomes shallower due to an accident or other reason, it must be immediately reported to the port authority and maritime authorities.

Cleaning of the port area is performed at the expense of the offender.

If a sunken vessel or other submerged object poses a danger or inconvenience to traffic, the owner or holder must mark it with warning signs. If this is not done, the port authority will mark it at the expense of the owner or holder.

If a dock or other structure or building in the port is damaged by a port user, it must be immediately reported to the port authority. The port authority arranges a damage assessment meeting, to which the party causing the damage or their representative is invited.

If a vessel, boat, or cargo is placed without permission or otherwise in violation of port regulations or in a manner that obstructs traffic, and the captain, driver, owner, or holder fails to move it, it may be moved by the port authority at the expense of the party involved.

If goods, machinery, or vehicles are placed on the port's land area in violation of regulations and the captain, owner, driver, or holder fails to move them, they may be moved by the port authority at the expense of the party involved.

For violations of this port order, the port authority may deny access to the port area to the violator. Additionally, the violator is liable for compensating for damages and costs caused by their actions.

Violation of the law or regulations results in the penalties prescribed by legislation.





11. Compensation claims and limitation of liability

Complaints or compensation claims addressed to the port authority must be made without undue delay.

If a complaint is made later than 30 days after the event or when the injured party became aware of the event, the injured party loses their right to sue in cases where the injured party is a business operator.

A lawsuit against the port authority must be filed within one year from the date of the damage or from when the injured party became aware of the damage. The lawsuit will be handled in the court of the port authority's domicile unless otherwise agreed.

Finnish law applies to the legal proceedings.

PORT FEES

Detailed information regarding port fees can be obtained by contacting the Port Master.

Jarmo Nordback,
phone +358 40 848 8855



The safety procedures at the Port of Kaskinen comply with international and national regulations concerning the safety measures for vessels and the associated port areas. The Finnish Transport and Communications Agency (Traficom), Finland's national supervisory authority, audited and approved the safety assessments and safety plans.

1. All vessels must provide the port security control with the following information 24 hours prior to arrival, if possible, or at the latest upon arrival:

- A complete crew list
- A passenger list
- Details of any crew changes
- Names of expected visitors to the vessel
- Information on expected suppliers and service personnel for the vessel
- The vessel's security level and contact information for the vessel's security officer.

2. If the port security control has no prior information about arriving visitors, the visitors must wait until confirmation is received from the vessel that they are expected. The port security control must be informed of visitors in advance.

3. A "**DECLARATION OF SECURITY**" between the port and the vessel must be made in accordance with Chapter XI-2 of the SOLAS Convention and the ISPS Code ONLY IF

- The security level of the vessel or port has been raised from level 1 to level 2 or 3
- There has been a security incident at one of the vessel's last ten ports of call (the vessel must have a list of its last ten ports of call, but it does not need to be provided if none of them had a security incident)
- The vessel has a security risk upon arrival at the port.



4. The vessel's master will receive a code number that crew members must use at the gate. The code will be valid for the duration of the vessel's stay in the port. Every person passing through the port area must be prepared to prove their identity by presenting an appropriate identification document issued by their home country upon request. Refusal to present such documentation will result in denial of access and possibly removal from the port area. Entry to and exit from the port area is permitted only through the main gate.

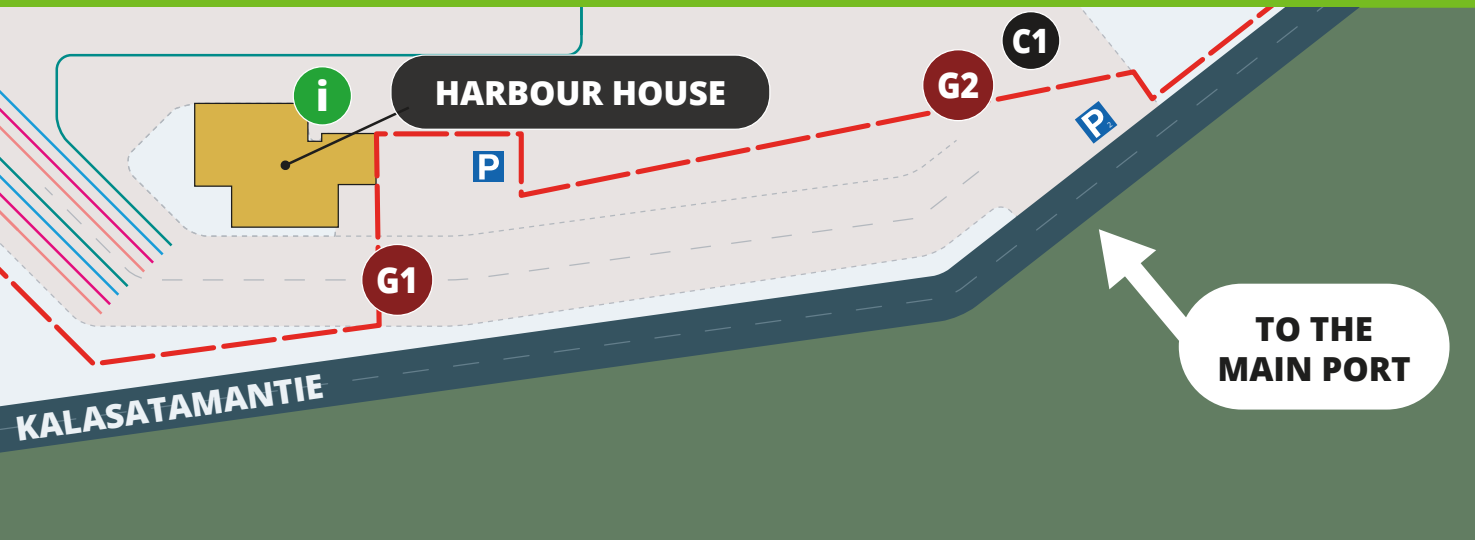
5. When the security level is raised to level 2, all persons leaving the vessel or entering the port area must be directed via the shortest route between the vessel and the gate and vice versa. Identification documents must be presented and luggage must be made available for inspection upon request.

6. When the security level is raised to level 3, no one is allowed to leave the vessel and go to the gate without the permission of the Port Facility Security Officer. The vessel must be ready to depart from the port with a half-hour notice and must follow the instructions of the port company.

Safety instructions for opening and closing hatch covers

Before opening or closing hatch covers, all loading, unloading, and securing operations must be suspended. The person responsible for loading or unloading must ensure that everyone near the hatch covers is warned before the covers are opened or closed. No one is allowed to be in the hold or on the hatch cover when it is being opened or closed.

**MOVING THE HATCH COVER IS STRICTLY PROHIBITED
UNTIL IT IS CONFIRMED THAT THERE ARE NO
PEOPLE IN FRONT OF IT.**



SAFETY

The safety of the port area is ensured in accordance with the ISPS Code (International Ship and Port Facility Security Code), and it is managed by Traficom at the Port of Kaskinen.

Access control AND SECURITY

The Port of Kaskinen utilizes recorded camera and video surveillance and conducts regular patrol rounds. Surveillance within the port area is managed by **port security personnel** at +358 (0)40 615 2848 and **Securitas** at +358 (0)20 491 3029. Camera surveillance covers all dock areas and critical operations within the port area.

Access to the port area is primarily through the main gate (**G1**) located next to the **harbour house**.

Apply for permission by calling the operator you primarily deal with at the port. **You can also send the requested information via email** to jarmo.nordback@portofkaskinen.fi



Vessel Waste Management

The port vessel waste guide presents the current port waste management regulations, collection points, and contacts.

The ship's captain must ensure that waste handling and sorting comply with the port vessel waste guide.

Regulations for the cleanliness of ships and cargo handling

The ship's captain must ensure that the vessel does not discharge substances or waste that pollute nature or the built-up areas of the port, and that the vessel's operations do not unreasonably inconvenience other port users.

The ship's captain or cargo holder is obligated to immediately report any goods fallen into the water or oil or other pollutants discharged into the water and take immediate action to remove them.

Port users responsible for cargo handling must ensure that the handling process does not unnecessarily soil or cause excessive noise pollution. Cargo handlers and employers must ensure that waste, cargo residues, cargo platforms, and covers are taken to designated locations and that contaminated areas are cleaned. Despite warnings, areas left uncleaned will be cleaned at the expense of the cargo holder.

The port company may suspend cargo handling if it generates environmentally harmful dust or noise.



The port vessel waste guide outlines regulations for waste management and responsibilities of ship captains to ensure proper handling and sorting of waste in compliance with port guidelines.



Port area waste management

Ships operating in the area must collect their various types of waste and place them in designated collection containers within the port area.

Normal kitchen waste should be deposited in containers located on the pier labeled “*EU kitchen waste.*” **Metal waste** should be taken to containers labeled “*metal garbage,*” and **glass waste** should be placed in containers labeled “*glass garbage.*” For **hazardous waste** (e.g., batteries, oils, oily waste, paints), contact the ship’s agent. **Other waste** should be placed in containers marked “landfill garbage.”

International food waste: Ships arriving from non-EU member states

All kitchen waste must be kept completely separate from other waste. The ship must notify when intending to dispose of waste in the port. Based on the notification, the port will arrange a separate collection from the waste management company. For waste collection, specially marked yellow garbage bags will be delivered to the ship, which must be placed in yellow collection bins at the port labeled “non EU kitchen waste” (to be disposed of only). The collection bins will be further handled by the waste management company.

Toilet Wastewater

Ships must notify when intending to discharge toilet wastewater into the port. Based on the notification, a tanker truck will be ordered to the port.



Baltic Sea Waste Fee Info provides cargo ships with information about responsible waste management in Baltic ports.



Five specialized **PORT OPERATORS** serve the Port of Kaskinen. Seamless cooperation and efficiency among the operators are the cornerstones of the port. Loading and unloading of goods between various modes of transportation as well as storage are handled by skilled professionals.



BB Logistics Oy specializes in handling bulk products, sacks, and LCL goods, as well as storage and transportation. Their expertise also extends to wind turbine components. Their operations include stevedoring and port clearance services. Kaskinen is the largest terminal of BB Logistics Oy, offering storage for various needs and customized material handling according to customer requirements.

www.bblogistics.fi | +358 44 9782 507



WIBAX

Wibax Logistics Oy is the largest independent terminal operator in Finland, specializing in the storage services of various liquid products, including hazardous chemicals. Wibax Logistics Oy terminal in Kaskinen is storing liquid chemicals which are mainly used in pulp and paper industry. The terminal has a tank capacity of approximately 32,000 m³. Quality and environmental management systems are certified with ISO 9001 and 14001 certifications.

www.wibax.com | +358 44 743 6138



HAVATOR

Havator Group is the largest conglomerate in the Nordic countries providing lifting services, heavy transport, and heavy lifting services. Havator Group is part of the Danish-Norwegian crane service company BMS Stangeland. Havator delivers material handling services to port operators with three material handling machines (one Mantsinen 120 Hybrilift, one 140 Hybrilift, and one Sennebogen 880EQ) and port lifting services with two Gottwald HMK 300E harbor cranes capable of lifting up to 100 tons. Material handling and port lifting services include, for example, the unloading and loading of various forest industry products such as dry bulk products, sawn timber, pulpwood, and chips, as well as loading of BCTMP from the Metsä Board factory in Kaskinen. In addition to these services, Havator provides various project works upon request, including lifting operations related to wind power and sea containers.

www.havator.fi | +358 40 548 3024



SILVA Shipping

Oy Silva Shipping Ab provides agency, port clearance, and stevedoring services at the Port of Kaskinen.

FREIGHT FORWARDING:

- Reception of truck and train transports
- Ship side deliveries
- Documentation of ship consignments and communication with shippers
- Port clearance
- Storage of ship consignments in sealed warehouses
- Local agent services for vessels and shipping companies
- Services for authorities and suppliers to vessels
- Fast and efficient port calls

STEVEDORING:

- Stevedoring operations with hydraulic port cranes
- Single shift stevedoring production with two cranes, handling approximately 5000-5500 m³ of sawn products or 4000-4500 tons of BCTMP pulp.
- The company has approximately 38,000 m² of covered storage space within the port area.
- 500 meters of quay are available for stevedoring operations.
- Loading and transfer equipment consists of 20 units.

www.silvashipping.com | +358 207 801 800



Cewal Grains Oy specializes in feed and fertilizers, which it imports through the Port of Kaskinen. Cewal Grains has about 10,000 m² of storage space in the port.

+358 500 664 534