

Rules of conduct for Port of Aalborg A/S

Effective from 1 January 2011

These rules of conduct, drawn up pursuant to Section 15 and Section 18 (2) of Danish Act no. 326 of 28 May 1999 on Ports, with subsequent amendments, are approved by the Danish Coastal Authority in accordance with Section 7 (1) (6) of Executive Order no. 427 of 9 May 2007 by letter dated 22 November 2010 and become effective 14 days after the Danish Maritime Safety Administration's notification thereof in Danish Notices to Mariners.

SECTION I

Port of Aalborg A/S' boundaries

Port of Aalborg A/S' land includes the port facilities in the town of Aalborg, in Nørresundby and at Langerak (Aalborg East Port). The said port areas are managed by Port of Aalborg A/S.

Town of Aalborg

1. With the exceptions specified below, the boundary for port waters facing the fjord is a broken line at a distance of 100 m from the quay line (the coastline) and the boundary line extensions for the port's onshore areas.
2. The north-eastern boundary is 100 m north-east and the south-western boundary is 100 m south-west of the Nordens Bro quays. This wharf is owned by Mølhomparken A/S. According to a separate agreement, the specified port area is part of Aalborg Havn A/S' port area, and shipping traffic to and from the wharf is managed by f Port of Aalborg A/S.
3. The main port facilities in Aalborg consist of Skudehavnen, Vestre Bådehavn, the wharf along the southern side of the fjord, the tunnel basin and the oil terminal. Towards the west, the port waters boundary is formed by Skudehavnen's onshore areas at the western boundary line extension. Towards the north-east, the port waters boundary is formed at Quay 4120 by the south-western boundary line for the Port of Aalborg Portland.
4. Marina Fjordparken and the channel basin between the bridges do not belong to Port of Aalborg A/S' port waters. Marina Fjordparken and the channel basin are managed by the Municipality of Aalborg. East Port is owned and managed by the Municipality of Aalborg. However, it belongs to Port of Aalborg A/S' port waters.

Nørresundby

The port's waters extend to the west to Nørresundby Marina's (also called Nordre Bådehavn) western boundary line extension, and to the east to 180 m east of the end of Quay 3017.

Port of Aalborg East

The port area consists of the bulk terminal (quays 8005–8007), Grønlandshavnen (quays 8011–8013) and the multi-terminal (quays 8014–8016). To the west, its boundary is formed by the bulk terminal's north-western port boundary, bordering on Bladt Industries' land. To the east, the boundary is formed by the eastern end of Quay 8016.

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Thus, the boundary of the port waters to the west is the extension of Quay 8004 towards the north-east. Similarly, from the eastern boundary of Quay 8016, the port waters extend to the east to the south-eastern boundary of the land owned by the port. Basins, etc. and other waters behind the fjord wharf line are included in the port waters. Quay 8004 and the land to the west of this is owned by Bladt Industries A/S. However, the waters from Quay 8004, as described, belong to and are managed by Port of Aalborg A/S.

See appendices 1 and 2 for maps of Port of Aalborg A/S' port waters and appendix 3 for the precise coordinates of the waters.

Rules for navigation:

The Danish Maritime Authority's Executive Order no. 779 of 18 August 2000 on rules of navigation etc. in certain Danish waters applies to navigation in the port's waters.

Furthermore, the Danish Maritime Authority's Executive Order no. 953 of 18 December 1991 on navigation on Limfjorden between Egholm and Kattegat applies. This states, for example, that anchoring as well as dragging anchor is prohibited in a 200-metre-wide area along and on either side of the Limfjord Tunnel. However, the area of prohibition south-west of the tunnel is limited to 100 metres for ships needing to use their anchor during calls at the tunnel basin in the port of Aalborg.

Similarly, the Danish Maritime Authority's Executive Order no. 961 of 7 December 1992 on navigation through certain bridges in Danish waters applies.

Observance of good order:

In addition to these rules of conduct, approved by the Danish Coastal Authority, the following executive orders apply: Executive Order no. 1146 of 25 November 2004, 'Standard regulations for the observance of good order in Danish commercial ports', drawn up by the Danish Coastal Authority, and the Danish Ministry of Transport's Executive Orders no. 895 and 896 of 9 July 2010 on security of port facilities and security of ports, respectively.

General information:

The 'Port Supervisory Authority' (hereafter 'the Port Authority') is understood to be:

Port of Aalborg A/S

Traffic Department

Langerak 19

9220 Aalborg East

Tel: +45 9930 1520

Email: trafik@portofaalborg.com

VHF channel 16 (24-hour service)

The Port Authority's staff are in charge of monitoring observance of good order in the port area.

Staff usually wear uniforms. However, they are required to provide identification if requested.

Anyone visiting the port area is required to comply with the instructions and orders of the Port Authority.

The police, fire service and other legitimate authorities perform their duties within the port area according to the general rules of legislation.

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Ships calling at secure port facilities after 1 July 2004 (chapter XI-2 of SOLAS 74, the ISPS code) must comply with the requirements laid down in chapter XI-2 of SOLAS 74 and Part A of the ISPS code.
From 1 July 2004, unauthorised persons do not have access to secure port facilities.

The following port facilities are ISPS-certified according to chapter XI-2 of SOLAS 74 and the ISPS code.

Aalborg

The multi-terminal at quays 4110, 4111 and 4113
The oil terminal at quay 4120

Nørresundby

Quays 3014, 3015 and 3016

Port of Aalborg East

The bulk terminal at quays 8004–8007
Grønlandshavnen at quays 8011–8013
The multi-terminal at quays 8014–8016

Nothing in these rules of conduct exempts the ship, its operator or a third party from the obligation always

to act in accordance with common sense, the rules of seamanship as well as the Port Authority's and other legitimate authorities' instructions,

to comply with the rules of Danish and international legislation in force from time to time for the ship, call at port and use of the port,

to familiarise themselves and comply with the special rules and regulations other than these rules of conduct which may apply to Port of Aalborg,

to handle all hazardous cargo, whether solid, liquid or gaseous, including cargo which is toxic, explosive, flammable and/or referred to in the Maritime Dangerous Goods Code (IMDG code) in compliance with safety regulations and the rules of law in force, and

to notify the Port Authority of exceptional circumstances or events regarding the port, the ship, its cargo, crew and passengers, and the ship's or a third party's use of the port.

Port of Aalborg A/S' current regulations can be requested from the Port Authority at any time.

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SECTION 2

Entry into port, registration and mooring (annex to the provisions of the standard rules of conduct):

A. Navigation

Vessels may not sail at more than 6 knots within the harbour area, and at no more than 3 knots in docks.

Violation of the stated speed limits may result in legal proceedings according to the Danish Consolidated Act no. 654 of 15 June 2010 on Safety at Sea.

Great caution must be exercised when entering and leaving docks. Ships can signal their intention to enter or leave the docks in good time by giving one long blast on their horn..

Pleasure craft, motor boats and rubber dinghies in the port must not inconvenience other traffic. In this context, the general navigation rules of the International Regulations for Preventing Collisions at Sea must always be observed.

Ships about to leave the harbour, shift berth or make some other type of port manoeuvre must report this to the Port Authority no later than 15 minutes beforehand.

A ship leaving the port must notify the Port Authority of its next port of call.

A ship must notify the Port Authority immediately after it has left its berth.

Ships passing the port of Aalborg in transit are not subject to the above-mentioned navigation restrictions, and the other rules for navigation in Limfjorden should be consulted.

B. Hazardous goods

Please refer to the rules in the standard regulations for the observance of good order in Danish commercial ports, Executive Order no. 1146 of 25 November 2004.

C. The oil terminal

There is restricted access to the port area in the oil terminal. When a tanker arrives at the oil terminal, tows of a non-flammable material must be lashed on board and lowered to the water surface, forward and aft, from the side facing away from the quay. Moorings to the shore must be roping or synthetic materials.

In the event of a fire on board, the Port Authority may demand that, to the extent possible, the ship moves to a berth that is more appropriate for tackling the fire.

D. Pleasure craft

If space allows, the Port Authority may allow pleasure craft to berth for up to 24 hours. The Port Authority will subsequently refer pleasure craft to the marinas.

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E. Forbidden activities

The following surface treatments of vessels are forbidden outside the shipyard area:
Sandblasting with or without addition of water. Spray painting and metal coating.

**F. Activities requiring the permission of Port of Aalborg A/S alone or of Port of Aalborg A/S
and other relevant authorities**

Trying the engine.

Fishing and fishing up or tipping of materials. Water-skiing, yacht racing, use of surfboards, water scooters, etc.

These rules of conduct become effective on 1 January 2011 when the current version of the rules of conduct from 1 March 2006 terminate.

Port of Aalborg, date _____

Claus Holstein, CEO
Port of Aalborg A/S