

## Bilag 3



### Fehrn Belt Contractors I/S

#### Tunnel Dredging & Reclamation

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**To:** Femern A/S  
Vester Søgade 10  
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**Attn:** Mr. Pedro da Silva Jørgensen

**Letter ID:** TDR-FBC-OWN-00224

**Project No. / Name:** 208-10047 / Fehmarnbelt TDR contract

**Client Name / Ref:** Femern A/S

**Date:** 15-Feb-21

**Reference:** TDR-OWN-FBC-000740.

**Attachments:**  
A. 181129.CONWENNA.RD-RS-Maritime Labour.till 2023.11.29  
A. 191028.TREWENNA.RD-RS-MLC.pdf  
B. 201220.TREWENNA.CL.pdf  
B. 201222.CONWENNA.CRL.pdf  
C. 10.02.21 Табель рабочих часов.pdf  
C. 311220.Conwenna.TS-new.pdf  
D. Conwenna payroll 12-2020.pdf  
D. Trewenna payroll 12-2020.pdf  
E. CONWENNA.EMPLOYMENT CONTRACT.zip  
E. TREWENNA.EMPLOYMENT CONTRACT.zip  
F. FBCo MSE planning Dec-20.pdf  
G. FBCo MSE timesheet Dec-20.pdf  
H. MSE Lønbilag 49-52.pdf

### **SUBJECT: Complaint related to workers welfare on Boka Barges and other vessels**

Dear Pedro,

With reference to your letter TDR-OWN-FBC-000740, dealing with complaints regarding worker's welfare etc. addressed to the Danish Maritime Authorities (DMA) on a number of vessels, we herewith provide you with our explanatory statement of the operations of the Conwenna, Trewenna and Bokabarges 6-9, and proof of Contractor's compliance with the requirements of the Contract.

The scope of work for which the vessels have been selected is for the transport of the dredged material, excavated by the BHD Simson in the Work Harbour basin and the Access Channel, to the reclamation area. The dredged material is loaded on the barges by the Simson, the tugs will push the barges from the Simson to the offloading areas and back. At the offloading areas the dredged material is offloaded by the excavators on board of the barges.

Considering that operations would take place in shallow water the selection of the (push) tugs was based on its capability to operate in these waters in combination with other selection criteria:

- Technical suitability for scope of work
- Compliance with Danish and German regulations
- Safety requirements
- Previous in-house experience with tug owners
- English speaking



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- Price

After weighing all criteria the tugs Conwenna and Trewenna were selected for the execution of the works. Before departure from St. Petersburg the tugs underwent a RINA-inspection. The tugs have been inspected by FBC prior operation and meanwhile Port State Control inspections were also carried out by DMA, which the tugs have passed. Please note that Port State Control does not issue reports of their inspections.

The selected Bokabarges 6-9 are flattop barges fitted out with an excavator on tracks for offloading the dredged material in shallow water areas. Operators for handling the excavators are hired by FBC from MSE Enterprise A/S.

As requested for the operations of the vessels and its crew and the excavator operators we herewith enclose the following documentation:

**Conwenna / Trewenna**

Planning: Vessels have been on site since mid-November 2020 and will continue to operate with BHD Simson till completion of the dredging works.

- A. MLC certificate
- B. Crew List
- C. Timesheet
- D. Payslips (anonymised)
- E. Personnel contracts

Work permits for the Russian crew are not required for offshore works, whereas crew does not enter the country

**MSE**

- F. Planning
- G. Time register
- H. Payslips (anonymised) & contract amendments

With reference to the request for the CBA or normative reference, we refer for the vessels to the MLC compliance and certification and for the MSE employees to the CBA between the BAT Kartellet and FBC as further referenced in our letter TDR-FBC-OWN-00216, dated 3 February 2021

Please note that the crew of the Conwenna and Trewenna have their accommodation on board of the tugs, and the operators from MSE are staying at their respective homes. As a result none of the crew or operators bear any costs with regard to accommodation.

We expect to have informed you sufficiently.

Sincerely yours,

Bart Prøpper  
Project Director