Valero Meraux

Port Information and Terminal Regulations

Manual

Revision 1.0 November, 2020

MARINE INCIDENT NOTIFICATION

Valero expects immediate notification to its Marine Incident 1-800 number for any Marine Incident that involves your vessel and crew while conducting business for Valero, ***even if the Incident occurs at a Valero facility.***

Valero has defined a Marine Incident as a spill, personal injury, fire, grounding, collision, allision, security issue, significant media inquiry, governmental inquiry, or any event outside normal vessel operations.

The following **24 hour** number should be used to report a Marine Incident that has affected a vessel conducting business with Valero:

1-866-565-5220 or +1-210-345-5399

It is important to emphasize that this 1-866 number is **not** a first response number for emergencies occurring on the vessel.

PREFACE: VALERO MERAUX PORT INFORMATION AND TERMINAL REGULATIONS MANUAL

This Port Information and Terminal Regulations Manual ("Manual") is addressed to masters, owners, operators, and agents of all vessels (collectively referred to as the "Vessel Representatives") calling at the VALERO Marine Terminal designated on the front of the Manual ("Terminal").

The Vessel Representatives calling at the Terminal are responsible for: (a) the condition of the vessel, (b) the safe conduct of all operations on board the vessel, (c) compliance with all federal, state and local laws, rules and regulations, and (d) compliance with all rules and regulations in the Manual.

VALERO reserves all rights and remedies it may have for noncompliance by any of the Vessel Representatives, or any other party, with any of the provisions set forth in the immediately preceding paragraph. Personnel staffing the Terminal have the discretion to exercise VALERO's rights and remedies for the Vessel Representatives' non-compliance with the Manual, including, but not limited to, refusing to permit a vessel to dock or requiring a vessel to immediately disconnect and leave the berth.

WHILE WE BELIEVE THAT THE DATA AND INFORMATION HEREIN IS ACCURATE AT THE TIME OF ISSUE, AND THAT THE RULES AND REGULATIONS CITED ARE COMPLETE, VALERO MAKES NO REPRESENTATIONS OR WARRANTIES AS TO THE VALIDITY, ACCURACY, OR COMPLETENESS OF ANY INFORMATION CONTAINED IN THIS MANUAL. IT IS THE RESPONSIBILITY OF THE VESSEL REPRESENTATIVES TO BE FAMILIAR WITH ALL APPLICABLE LAWS, RULES AND REGULATIONS.

Vessels calling at the Terminal are required to maintain a copy or copies of this Manual on board the vessel, with all notices and amendments fully accessible to all Vessel Representatives.

This Manual is the property of VALERO. The information contained herein may not be duplicated, used or disclosed except for purposes as reasonably contemplated in this Manual or as may be expressly authorized by VALERO in writing. VALERO reserves the right to periodically amend this Manual. Please verify you are referencing the most current version. The Vessel Representatives are solely responsible for ensuring that they have the most current version of this Manual when calling on a Terminal.

AT ALL TIMES THERE MUST BE NO COMPROMISE OF SAFETY.

Our goals are simply stated -
No accidents
No harm to people
No damage to the environment

CONTACT NUMBERS:

Meraux Marine Terminal Scheduler:

Telephone: 504-241-4141
Email: MerauxMarineOps@valero.com

Terminal Superintendent:

Terminal Supervisor
Telephone: 504-432-6265
Email: MerauxOM@valero.com

Terminal Superintendent - Jessica Naquin
Telephone: 504-278-6779
Email: Jessica.Naquin@valero.com

Marine Terminal Office:

Telephone: 504-278-5255 or 504-278-5257 (24hrs during cargo operations)
Email: MerauxMarineOps@valero.com

Valero Marine Assurance – Meraux:

Telephone: 985-764-4716
Mobile: 504-223-3802
E-mail: Tim.Long@valero.com

Meraux Pilots:

Bar Pilots (Bar pilots request 24 hours advance notice of arrival.)
TEL 504-524-3384
VHF Ch.67 (calling); Ch.06, 09, 16 (primary);

Crescent Pilots
TEL 504-392-8001
VHF CH.67 CH.09

Federal Pilots (American Flag)
TEL 504-456-0787
VHF CH.67 CH 9, 16, 06, 79A working frequencies.

Meraux Vessel Traffic Information System (VTIS):

TEL: 504-365-2230
VHF Ch.11.utilized to mile 88
VHF Ch.12 mile 81 to 106

U.S. Coast Guard:

USCG Captain of the Port, New Orleans	+1-504-365-2200
USCG National Response Center	+1-800-424-8802 or +1-202-426-2675

State of Louisiana:

Louisiana Oil Spill Coordinators office	1-800-538-5388 (Pin # 129340)

Slops:

Envision Marine Services, LLC
Capt. Jim DeSantis
Telephone: 516-227-5723 or 516-528-7146
Email: jrd@slopsremoval.com

Garbage:

Trash Doctors
Telephone: 504-222-2471

PART A: COMMUNICATIONS

A.1 Terminal Ownership

Meraux docks are owned and operated by Valero. See Contact Numbers section.

2235 Jacob Drive
Chalmette, Louisiana 70043

A.2 Communication Pre-Arrival Requirement

Vessels nominated to discharge at Meraux Docks shall transmit a comprehensive list of vessel and cargo information to MerauxMarineOps@valero.com, 96 hours prior to arrival at the sea buoy, and update ETA information at 72, 48 and 24-hour intervals. *Refer to Figure A.1 for the Pre-berthing Message.*

Vessels shall ensure that return contact numbers/e-mail addresses are included in the ship's initial transmitted communication in the event the Terminal requires further detail or clarification of information provided.

A.3 Communication – Nomination Coordinator

The Valero Meraux Terminal Scheduler – see Contact Numbers section.

Vessels shall ensure that return contact numbers/e-mail address is included in the ship's initial transmittal communication.

A.4 Terminal Supervisor

All other questions, information requests and operational decisions regarding Terminal rules, regulations, policy and procedure should be directed to the Terminal Operations Supervisor or Superintendent.

See Contact Numbers section.

A.5 Terminal Operations Center

See Contact Numbers section.

A.6 Local Time

Meraux, LA is in the US Central time zone, which is GMT (-6) hours. Daylight Savings Time is in effect during such time periods as established by the federal government, usually from the second Sunday in March to the first Sunday in November. During this period, local time is advanced (1) hour to GMT (-5) hours.

A.7 Receipt of Manual

To assist in familiarizing the vessel's Master and Crew with the terminal's regulations, a copy of this Port Information and Terminal Regulations Manual will be supplied to the vessel. The vessel may be requested to complete a written receipt for the manual. This receipt may be used to track which vessels have been supplied with the manual. Vessel Representatives should verify with the personnel at the Terminal that the copy in its possession is the current edition of this Manual.

A.8 Valero Marine Assurance

Valero Shipping representation for the Terminal is through VALERO's Regional Marine Assurance Manager. Any questions concerning VALERO Shipping policies, or this manual, should be communicated to the Marine Assurance Manager.

See Contact Numbers section.

Figure A.1: Content of Pre-berthing Communication

The Pre-Berthing Questionnaire should be sent to the Meraux Terminal/Dock Schedulers, 72 hrs prior to arrival with ETA information updated at 48, 24 and 12-hour intervals, at the following addresses as appropriate:

E-Mail: MerauxMarineOps@valero.com

1. Name of vessel, registration, deadweight, arrival, shifting and departure displacement
2. Estimated time at pilot station (ETA) in local time
3. Vessel's return contact numbers: facsimile, telephone, email
4. LOA, beam, maximum draft, trim at pilot station, and anticipated maximum draft during cargo operations.
5. Cargo details: load port, type of cargo, total net barrels, API, discharge temperature (approx.), free water content *for vessels loading cargo; previous cargo carried in tank to be loaded
6. Number of mooring lines, synthetic / wire. (All wire ropes must be fitted with synthetic pennants)
7. Bunker requirements: quality, quantity, max rate, manifold location and size.
8. Inert gas system fully operational (y/n)
9. Crude oil washing system: request to cow *(If yes answer the following questions)* (y/n)
   - Are all cow machines fixed installation? (y/n)
   - Has the cow system been recently pressure tested and found to be in satisfactory condition? (y/n)
   - Is there a dedicated cow slop tank that will be discharged ashore? (y/n)
10. Is there any defective equipment which would affect navigation, maneuvering, or cargo operations (y/n)
11. USCG issued valid C.O.C. (certificate of inspection) (y/n)
12. Local response company in case of emergency
13. Does the vessel require potable water? Note there is a 1500 USD flat fee for potable water.

PART B: PORT INFORMATION

B.1 Location

East bank of Mississippi River at mile 87.5.
Latitude 29°55'31"N Longitude 89°56'45"WPhysical address

2500 East St. Bernard Highway
Meraux, Louisiana 70075

B.2 Vessel Traffic Information System

By order of the Captain of the Port, United States Coast Guard, all vessels arriving and/or departing from the port of New Orleans zone shall participate in the Vessel Traffic Information System (VTIS). Masters requiring advice on procedure may contact the Vessel Traffic Control center.

See Contact Number section.

Within the precautionary zone, vessels shall use VHF Ch. 67 to communicate 'bridge-to-bridge', and VHF Ch.6 to communicate 'intership'.

B.3 Navigation Aids & Information Publications

The following charts and publications are suggested as valuable information sources:

DMA charts--- 11361, 11364, 11368 and 11370
Coast Pilot (sailing direction) #5 - US Gulf Coast
Tide Tables for East Coast of N. & S. America
List of Lights Vol. #IV – Gulf of Mexico

B.4 Anchorages

Vessels proceeding to an outside anchorage are not required to take the services of a pilot. Vessel should anchor at Southwest pass anchorage SE of entrance to southwest pass light.
Vessels proceeding through to the inner harbor are required to have a state licensed pilot on board.
Closest anchorage to terminal is 9 Mile Anchorage at mile 80-85.

B.5 Water Depth

Operators should verify this information prior to arrival with Agent.

The Mississippi River current transit draft is 45 feet MLLW. Up to date data can be accessed via website:

https://rivergages.mvr.usace.army.mil/WaterControl/new/layout.cfm

B.6 Maximum Draft, Under Keel Clearance, Air Draft

Valero policy requires the following under keel clearance on ships while alongside Valero terminals:
1 foot.

Air Draft restriction for the Mississippi River is 151 ft at Huey P. Long Bridge, MM 106 (Carrolton Gauge).

B.7 Masters Responsibility - Communication

It is the Master's responsibility to contact the Terminal, directly or through the ship's agency, should his/her vessel be in non-compliance with any of the restrictions mentioned in this manual, and to ensure that any conflict with the rules is resolved prior to the vessel's arrival at the port.

B.8 Vessel Maneuverability

Should an emergency situation arise, vessels may be required to vacate the Terminal and proceed to sea with a 60 minute notice. Masters shall ensure that the propeller is immersed at all times during cargo operations. The vessel's trim shall not be so excessive as to restrict maneuvering and navigation capability. Segregated ballast and cargo operations, whenever possible, shall be done concurrently.

B.9 Terminal Security

Security at the Terminal varies depending on the current MARSEC level. The current MARSEC level should be verified with the Terminal during the Pre-Transfer conference.

All email communications can be sent to: MXRFDockSecurity@valero.com

Access to the Terminal is strictly limited to Terminal employees, vessel crew (verified by the vessel's crew list), Owner/Vessel Management personnel, government employees, vendors (specifically approved), and other visitors with a valid reason for entry, who have been *pre-approved* through the agent prior to berthing by both the Owner and the Terminal. The vessel Master is requested to supply a list of crewmember names including any expected visitors/vendors.

All Terminal rules and regulations concerning safety must be strictly adhered to by all Vessel Representatives.

Vendors will not be allowed into the terminal unless they have been included on a list of visitors approved by the Master of the vessel and submitted to Valero Terminal Office. See Contact Numbers section.

All individuals entering the terminal property must present photo identification to the security guard before they will be allowed into the terminal. Examples of acceptable photo identification include passport, government issued ID, Company ID or other official document.

All areas within the Terminal perimeter are off-limits to non-employees. Security at the Terminal is accomplished by means of perimeter fencing, a video surveillance system, uniformed security guards and controlled access gates. Vehicle access to the Terminal is strictly limited, and such vehicle access can be conditioned or denied, in the sole discretion of Valero.

Figure B.1 Coordination of Shore Leave for Vessel Personnel or Crew Change-Out

Vessel Crewmembers are permitted off the vessel and to depart or arrive by way of the facility but certain conditions do apply and the procedures listed below must be followed.

Shore Leave Procedure for Vessel Personnel:

1. Valero Meraux Dock must be contacted prior to the arrival of the vessel with a list of crewmembers coming ashore. This list must also be faxed to security @ (504) 278-5335. It must include crew as well as any contractors (transportation, mechanics etc.) going onboard or off. The company name and a company logo with address and contact information
2. Prior arrangements must be made by the vessel with a company that has been approved by Valero Refinery for crewmembers to be escorted from the dock and transported to the requested destination.
3. All crewmembers coming ashore must sign in and out when departing and re-boarding the vessel. The crewmembers must possess the required credentials to depart and re-board the vessel. The required credentials are I-95 form or I-94 Form and photo ID (copy of Visa / Passport is acceptable).
4. Crewmembers departing and re-boarding the vessel have a 05:00 – 17:00 window to board or depart the vessel (unless there is an emergency). Crewmembers should take into consideration the departure time of the vessel they arrived on from the Valero Meraux Dock to make the proper arrangements from and to the vessel.
5. Crewmembers are allowed to go shopping for personal items that may be needed to replace the items they are out of while on the vessel. (toothpaste, deodorant, clothing, shoes, etc.)
6. Prohibited items and Substances - artículos y sustancias prohibidos escritos

- Illegal Drugs - sin drogas ilegales
- Alcoholic Beverages - sin bebidas alcohólicas
- Firearms - sin Armas de fuego
- Weapons - sin Armas
- Electronics - sin Electrónica
- Cameras - sin cámaras

Note: Valero is not responsible for any crewmember that misses his vessel's departure.

Crew Change and Ship Stores Procedure:

A Crew change shall only be allowed after the vessel has docked and is loading or unloading. This facility will not permit River Pilots to board the vessel via crew boat on the water side of a vessel moored up to our dock. The vessel must be boarded from the dock side only. River Pilots, Shipping Agents, Crewmembers are allowed to keep their cell phones in their possession on the Valero Meraux Dock, but must remain powered off while on dock structure. Service boats or bunkering activities are not permitted at the Valero Meraux Dock. The receipt of stores by truck in not allowed nor is ship's stores permitted to be accumulated at the facility. If a tug/tow requires provisions (ship stores) or a Crew Change they may obtain them through a supplier and delivered by vessel to our buoy down river from our dock. The vessel can also obtain provisions (ship stores) and Crew Change at Port Ship Services at mile 91.1AHP or mile 82.3AHP before arriving at the Valero Meraux Dock mile 87AHP.Ships moored at the Valero Meraux Dock are allowed to receive stores if prior arrangements are made with the Complex Manager and the Security Manager is notified. (Details will be given with request) The vessel will be given the shore leave policy when information is sent to the shipping agent.

PART C: PORT SUPPORT SERVICES

C.1 Pilotage

The local pilot service consists of three pilot agencies which are required to transit to the facility. The pilotage service duty officer may be contacted at:

See Contact Numbers section.

Masters requesting the services of a harbor pilot (inbound & outbound) shall place their request at least four (4) hours prior to arrival at the sea buoy. Vessel movements are conducted on a 24-hour basis throughout the year.

Pilots will advise the appropriate side for the placement of the ladder 6 feet above water edge.

C.2 Pilot/Master Information Exchange

In the interest of safety of the vessel and protection of the shore facility, the Master and the Pilot shall exchange information regarding navigation procedures, local conditions and the vessel's characteristics. It is particularly important that any deficiency of equipment, which may affect the navigation, maneuverability or capability to safely moor at the Terminal dock, be noted on the information card and brought to the attention of the pilot.

C.3 Tugs and Mooring Crews

Ships should advise agents to consult with the pilot authority for advice on type and power of tug required for the particular service, and so, advise the Master before placing the contract. Tug companies shall be given adequate advance notice to ensure tug availability.
During high river the master may order hold in tugs to be billed to owners account.

C.4 Agencies

Masters should contact their Owner for details.

C.5 Surveyors

All major Classification Societies and Cargo Inspection Companies have representatives in New Orleans. There are also numerous independent inspectors and surveyors in the area capable of providing a wide range of ship support services. Masters should contact their agent for information.

C.6 Government Officials

Masters of foreign flag vessels requiring official entry/clearance shall advise their company agent in advance, especially on weekends, of last departure port and requirement for immigration, customs and any other government clearing official upon the vessel's arrival at the Terminal dock.

US Coast Guard may be contacted on VHF Ch.16 (primary); Ch.22A (secondary) or 1-800-682-1796

C.7 Transportation Systems – Land/Air/Water

The Terminal is located approximately 87 miles from the sea buoy. New Orleans International Airport is 24 miles from the terminal.

C.8 Potable Water

Potable water is available at the dock for a flat fee of $ 1500.00USD. See pre-berthing communication.

C.9 Provisions & Stores

No stores may be loaded across the dock. Stores may be received by barge on the offshore side any time providing it does not interfere with the cargo operation and security has given prior approval.

PART D: TERMINAL FACILITY - DESIGN

D.1 Docks – Type/Configuration/Equipment

Units: - Following Table is completed in Feet and Long Tons

Berth Name	VALERO Meraux Ship Dock
Berth Construction	Steel & Concrete
Berth Operator	VALERO
Dock Water Density (Salt / Brackish / Fresh)	Fresh
Type of Bottom (Sand, Mud, Rock etc.)	Mud
Maximum Allowable Wind Speed During Operations (sustained)	35 knots
Minimum **water depth** in approaches at Chart Datum	50 feet
Minimum required Port/Terminal Under Keel Clearance in Approaches	1 foot
Minimum water depth alongside berth at Chart Datum	47 feet
Minimum required Port/Terminal Under Keel Clearance alongside berth	1
Maximum **vessel's draft** permitted alongside at MLLW	45 feet
Average Tide Height basis MLLW	N/A
Maximum Summer Displacement	92,000 tonnes
Maximum Length Overall	750 feet
Maximum Beam	
Maximum Stern to Manifold distance	325 feet (greater than this requires prior Terminal approval)
Maximum allowable manifold height above the water at datum	65 feet at 0 foot Carrollton gage
Maximum clearance between MHWS and any overhead obstructions (Bridges / Cables)	152.3 - Carrollton gauge
Names of Cargo Suppliers / Receivers	VALERO
Number and size of Hoses	Multiple 8 inch hoses for various products 1 x 12 inch hose for Crude
Insulating Flange	Bonding cable is used
Maximum Discharge Pressure	150 PSI
Maximum Cargo Temperature	150 degrees F.
Manifold Position normally used (Port, Starboard, Stern)	Starboard side
Is Berth fitted with a Vapor Recovery System	Yes
Are Ballast / Slop facilities available at the berth. If so, what is maximum quantity ballast/slops that can be accepted by the terminal?	Depends on tank storage
Terminal Contact Name: - Terminal Superintendent Telephone Number: - 504-271-4141 E-mail address – MerauxMarineOps@valero.com	
VALERO Shipping Representative- Captain Tim Long Telephone Number:- 985-764-4716 E-mail address—tim.long@valero.com	
Fuel Oil Bunkers available ex-berth	No

Fuel Oil Bunkers available ex-barge	At Anchor only
Diesel Oil Bunkers available ex-berth	No
Diesel Oil Bunkers available ex-barge	At Anchor only
Fresh Water available ex-berth	Yes
Fresh Water available ex-barge	At Anchor only

D.2 Mooring System

The following table illustrates the minimum mooring arrangement required by the Terminal to ensure that the vessel is safely secured to the dock:

Type	Ship	Ocean going barges
Head Line	3	2
Forward Breast Line	3	1
Forward Spring	2	2
After Spring	2	2
Aft Breast Line	2	1
Stern Line	2	2

Ocean going tugs and barges are required to have a minimum of 10 lines deployed.
Ships with Stern to Manifold distance greater than 325 feet may require additional lines.

The Master shall ensure that the safe working load, size, strength and condition of the ship's mooring lines and mooring equipment are sufficient to safely secure the vessel in all conditions, and that the ship will not break away in sudden changes of wind, current or surge of passing traffic.

ETOPS, or Fire wires are NOT required at this terminal.

Self-tensioning winches must not be set in the automatic mode. Mooring lines secured to a particular mooring station shall be of the same material and shall not be inter-twined.

Master shall ensure that the ***deck watch is aware*** of dock location in relationship to the harbor channel and passing traffic.

Note: If the vessel moves in a parallel direction to the dock more than 6 feet, or tangentially more than 3 feet from the original position, cargo transfer will be stopped until the vessel is repositioned and secured.

D.3 Maximum Docking Speed and Fender Impact

Masters should be aware that the impact absorption capability of the Terminal fendering arrangement, places limitations on docking speed and allowable wind forces. At no time shall the landing speed, at the Terminal dock, exceed 0.33ft/sec. (0.20 knots) with an approach angle not to exceed 5 degrees. Maximum wind velocity is not to exceed 45 knots during approach.

D.4 Ballast Reception Facility

There is no provision to receive ballast water at the Terminal.

D.5 Marine Vapor Control System (MVCS)

The Terminal is equipped with an MVCS. Please ensure vessel arrives with 15 inches water column or less on IG pressure.

D.6 Terminal Control Center

Terminal control of all liquid transfers is locally handled by the Berth Operator at the unloading platform control room. Overall coordination and responsibility for the entire Terminal liquid transfer and storage system is handled by the Operations Supervisor at the Terminal Control Center.

PART E:TERMINAL FACILITY – CARGO SYSTEM

E.1 Notice of Readiness

The Terminal Berth Operator will acknowledge receipt of the NOR when the vessel is safely secured alongside the berth and cleared by the authorities for boarding. The Master's NOR may be rejected if the Terminal decides that the vessel presents any unsatisfactory condition on board that affects sea worthiness or safe cargo operations, while under the jurisdiction of the Terminal.

E.2 Pre-berthing Requirements

Prior to berthing, the ship must make all necessary arrangements to facilitate prompt mooring alongside the Terminal dock, cargo inspection and commencement of cargo operations. The deck area shall be secured to prevent pollution of harbor waters. Anchors shall be cleared and made ready for use. The proper sized presentation flanges are to be in place on arrival.

Firefighting equipment and safety measures shall be in place, ready for instant emergency deployment, as required by the state regulations.

E.3 Shore Transfer Hose Connect/Disconnect Procedures

Vessel's cargo manifold connections shall be pre-fitted with the flange diameter required to match the shore connection.

NOTE: Reducer spools shall be made from steel or nodular iron. Alloy or cast spools are not acceptable. No more than 1 spool piece or reducer shall be connected between the hose and the ship's manifold. All connections must be made within the confines of the manifold containment structure.

The ship shall ensure that the ship's manifold spacing is in compliance with the OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment. Masters are requested to review Section D.1 and figure D.1 of this manual and ***advise the Terminal*** if they feel a problem exists. Blind flange hanger supports shall not interfere with the operation/connection of the hydraulic couplers. All unused manifold and bunker connections shall be blanked and secured with a bolt in every hole.

The ship is responsible for securing/releasing the shore hoses outer connecting flange to/from the ship's manifold flange and ensuring that the connection is oil tight. Any delay in the ability of the shore to transfer oil, due to slow hook-up, will be on the ship's account.

The vessel will not be permitted to commence oil transfer until the berth operator and the ship's "person-in-charge" of liquid transfer (duty officer) have inspected the manifold connection(s) and agreed that they are oil tight.

E.4 Ship Manifold Drain System

The ship shall be fitted with a drain pan system extending throughout the fore & aft length of the manifold arrangement. In no case shall the ship/shore connection be made beyond the confines of the vessel's permanent containment structure.

The drain system must have sufficient capacity to handle all residual oil from the cargo hose(s). The drain system shall be fitted with a discharge line connected to a containment tank. Drain line capacity must be sufficient to completely and promptly drain the pan.

E.5 Pre-Transfer Conference

Prior to the transfer of any cargo or ballast, a conference will be conducted between Terminal representatives and the designated ship "person-in-charge" of liquid transfer. The purpose of the conference is to ensure that the ship and the Terminal are fully informed and advised of the entire transfer plan and that all safety requirements are in place.

At the conference, the ship shall make available to the Terminal copies of the following documents:

a) Ship cargo tank plan and cargo distribution arrangement
b) Cargo discharge or load plan

The ship shall be advised that all requirements of United States government regulations contained in 46CFR 30.01-5, 35.35.30 and 33 CFR 156.150,46 must be held in compliance.

E.6 Terminal Person-In-Charge and Duty Crew

The Terminal's designated "person-in-charge" of transfer operations is the Berth Operator. The Berth Operator is responsible for assuring that all requirements for safe cargo transfer have been met prior to start-up and continuously thereafter until all cargo operations terminate and the vessel departs from the dock.

Operators are stationed in the dock house located on the loading platform during cargo transfer. They continuously monitor cargo transfer, loading arms, hoses, moorings, and report on any unsafe conditions to the Shift Supervisor, Console Operator, and the vessel.

E.7 Tank Inspections

Third party inspectors will inspect all cargo spaces, ballast spaces, bunker and slop tanks when the vessel arrives at the Terminal dock, and again when the vessel advises that all cargo transfer is completed.

The Terminal does use cargo samples and arrival/departure quantity calculations developed by the third party inspector as verification of custody transfer. .

The terminal is also equipped with a laboratory to verify quality specifications from both ship and shore samples.

SLOPS:

A third party company. Envision Marine Service, LLC, will receive content of the slop tank(s) via a tank barge as a primary means of reception. The vessel or ship agent shall make the necessary arrangements and receive authorization from the Terminal for any port side activities while berthed within 48 hours of berthing. See Contact Numbers section. The type of waste the reception facility can receive is oil, oily waste, tanker slops, and bilge water (case-by-case). The permitted daily capacity of slops is 1500 metric tons. The permitted oily ballast waste transfer rate is 40 gallons per minute.

The Terminal will receive content of the slop tank(s), as a secondary means of slop reception, provided this has been pre-approved by the owner of the cargo and the Terminal. Prior to any transfer from the slop tank(s), samples will be obtained and quantity/quality content verified by the Terminal (or cargo inspector's) laboratory. Final discharge approval will be determined by laboratory analysis. Separate measurement/accounting may be required.

A third party company, Trash Doctors, will be available to receive garbage. See Contact Numbers section.

E.8 Vessel Performance Standard

The maximum allowable discharge pressure from the vessel, at the rail, is 150 psig. The vessel shall maintain a minimum of 100 psi at the rail throughout the discharge. Any Terminal request for slow discharge, refer parts E13 & E14, is excluded from this requirement. Vessels unable to maintain 100 psi will be officially advised by the Terminal of noncompliance, and may be removed from the dock if non-compliance with Terminal performance standards continues.

Additional cargo transfer time **may** be allowed if the Terminal's reduced rate requirements extend beyond 4.5 hours (Refer to Sections E13 & E14).

If it becomes necessary to remove the vessel for non-performance and/or non-compliance, all costs associated with un-mooring and re-mooring shall be for the Owner's account.

A Pollution and Safety Advisor Report on each vessel's performance may be completed and submitted to VALERO's vetting team. Details within the report are held in VALERO's vetting database for use in future vetting evaluations.

E.9 Inert Gas Requirements

All tank vessels of greater than 20,000 DWT arriving at the Terminal shall be fitted with a cargo tank Inert Gas system. The system must be fully operational and in compliance with IMO (SOLAS) standards.

THE SHIP IS REQUIRED TO ADVISE THE TERMINAL ANY TIME THE INERT SYSTEM FAILS TO MEET REGULATORY REQUIREMENTS.

The ship's designated 'Person-in-charge' of liquid transfer must confirm that all cargo spaces are fully inerted and the oxygen content of these spaces is 8% (by volume) or less. The Terminal shall have the right to monitor the oxygen content of randomly selected cargo spaces. The ship shall make these tanks available and conduct the sampling upon request.

All cargo spaces shall be fitted with interlocking sampling points that allow pressure monitoring, O2 testing, and cargo sampling without loss of gas pressure or any hydrocarbon emissions.

The Terminal shall have the right to monitor the oxygen content of the Inert Gas supply main to the tank system. If the plant is delivering gas with oxygen content greater than 5% (by volume), discharge shall be stopped and the fault immediately traced and rectified. The Terminal shall have the right to require the vessel to re-sample selected cargo spaces if the situation so warrants. Inert Gas pressure in cargo spaces must be at positive pressure. Purging of cargo tank spaces is not allowed at the Terminal.

In the event of the failure of the inert gas system to deliver the required quality and quantity, or to maintain a positive pressure in the cargo and slop tanks, action must be taken immediately to prevent any air being drawn into the tanks. All cargo operations shall be stopped and the IG isolating valve closed. Operations will remain shut down until repairs are completed.

Vessels that are unable to comply with regulatory standards established for the safe operation of an inerted system will be removed from the Terminal.

E.10 Crude Oil Washing Procedures

Crude oil washing will normally be allowed on properly equipped vessels that are fully in compliance with regulatory requirements and ISGOTT.Tank washing, other than COW, is not permitted alongside the berths.

The Master must obtain permission from the Terminal prior to commencement of any Crude Oil Washing and must have performed the following:

- Complete Crude Washing questions at time of request
- Completed the Crude Washing checklist

Refer to figure A.1 for the Pre-berthing Information Message

E.11 Ship – Shore Communication

The official language of the Terminal is English. Throughout the time that the ship is secured to the Terminal dock, one person who speaks and fully understands English aboard the ship and is able to communicate in a common language with the crew shall be on duty and in contact with the Terminal by radio.

Upon arrival at the dock, the vessel can reach the Berth Operator via a marine VHF radio on channel 16 or 18.

At the pre-transfer conference, ship and shore representatives shall establish a communication system, which will cover all requirements of information exchange for cargo start-up, flow rates, quantities and shutdown. The ship cargo officer designated as the 'person-in-charge' of liquid transfer shall co-ordinate all ship/shore activities through the Berth Operator.

IT IS ESSENTIAL THAT EMERGENCY SIGNALS ARE FULLY AND CLEARLY UNDERSTOOD BY ALL PARTIES.

E.12 Maximum/Minimum Flow Rates

In order to maintain cargo measurement accuracy, vessels loading or discharging must operate within the design configuration of the Terminal metering system.

Vessels unable to comply with Terminal performance standards in regard to the maximum and minimum flow rates will be issued a warning letter. If the situation cannot be resolved, the vessel may be removed from the Terminal.

E.13 Flow Rate Restrictions

The normal cargo discharge operating procedure for Meraux Ship Docks may include an initial reduced flow period. When this process is required, the vessel will be advised during the pre-transfer conference.

E.14 Emergency Shut-Down

An emergency situation is considered to have arisen when any of the following occur:

a) Oil is released
   - on deck
   - from the hoses
   - into the river.

b) Fire occurs on the vessel, dock or anywhere in the Terminal.
c) Mooring lines part and or the vessel surges at the dock.
d) IGS failure
e) Gas detection alarm sounds
f) Any major incident that seriously affects the safety of the vessel or the Terminal.

As soon as an emergency situation is declared, the ship shall immediately cease transfer operations, secure the deck and standby to drain and disconnect all shore hoses.

To prevent line pressure surge, following is the shut-down procedure:

From the Shore:

a) Advise vessel 'person-in-charge'
b) Berth emergency stop valves closed manually
c) Berth block valves close
d) Motor control valve (MOV) closed (30 seconds.)
e) Confirm vessel manifold valve(s) closed
f) Drain down the hose(s)
g) Disconnect hose(s)

From the Vessel:

a) Advise Berth Operator
b) Confirm vessel discharge stopped
c) Confirm vessel manifold valve(s) closed
d) Confirm shore MOV closed
e) Drain down transfer hoses(s)
f) Disconnect transfer hose(s)

NOTE: Dock fire system is permanently charged.

PART F: TERMAINAL FACILITY - BUNKERS

F.1 Bunker Nomination Procedure

The Master or Owner may arrange a bunker nomination through VALERO:
Bunkers received at anchor only.

F.2 Bunker Barges

No Bunker barges permitted while alongside.

PART G: TERMINAL FACILITY - BALLAST

G.1 Ballast Quality

Ballasting operations, which result in violation of the United States Pollution Prevention Regulations, are prohibited at the Terminal.

Only segregated ballast, from a dedicated ballast system, with completely separate tanks, lines, pumps and overboard discharge outlets, is permitted to be discharged overboard.

G.2 Rules for Handling Segregated Ballast

Vessels arriving with segregated ballast that will be discharged into harbor waters must have all segregated ballast tank hatch covers ready to be opened and ready for inspection by the Terminal, cargo inspector, USCG or any other regulatory authority having environmental compliance responsibility.

G.3 Conditions for Handling Dirty Ballast

There is shore facility at the Tule Ship Docks capable of receiving ship's ballast water.

Prior to commencement of loading dirty ballast, i.e. ballast water entering through the line and tank system previously allocated to cargo, the vessel shall first obtain permission from the Terminal to remove sea suction seals.

Valero will not allow a vessel to take ballast into any cargo tanks until all cargo operations are finished. There must be an oil boom deployed around the vessel prior to opening any sea valves to cargo tanks.

All ballast transfers must be in compliance with MARPOL, Annex I "Regulations for the Prevention of Pollution by Oil", and also fully comply with procedures outlined in the OCIMF publication "Prevention of Oil Spillages Through Cargo Pumproom Sea Valves".

Vessels shall fully comply with 33 CFR 157, "Rules for the protection of the Marine Environment relating to tank vessels carrying oil in bulk".

Figure G.1: Marpol 73/78 Compliance

OPERATING PROCEDURES FOR COMPLIANCE WITH MARPOL 73/78
(33 CFR 151 and 158)

1/15/91 Update

U.S. Coast Guard regulations require that marine terminals maintain a Certificate of Adequacy to handle certain specified quantities of sludge, bilge water, cargo residue, oily ballast water, and garbage from oceangoing ships and barges. Effective August 1, 1989, the following terms, conditions and procedures shall apply to the handling and receipt of the above materials.

Conditions and Procedures

Eligible Vessels
Handling of the above materials is reserved for vessels which load or discharge at Marine Terminals owned by VALERO.

Maximum Quantities
In no event shall quantities of oily ballast or oily wastes in excess of those set forth in MARPOL 73/78 be accepted from any vessel on one occasion. The following are the maximum amounts of materials which the terminal will accept as required by 33 CFR 151 and 158:

* Oily bilge water 10 metric tons
* Sludge 10 metric tons
* Cargo residue - 0.2% of the cargo capacity of the vessel, as measured in metric tons.
* Oily ballast 30% of the deadweight tonnage of the vessel, as measured in metric tons.

Generator EPA ID Numbers
Any vessel offering bilge water and sludge (defined as solid wastes under federal law) or federal or state regulated hazardous waste for discharge ashore will be considered the generator of such wastes and must have an EPA Waste Generator Identification Number. Before accepting oily ballast, or allowing oil ballast or hazardous wastes to be transferred to a third party contractor, terminal operators shall ascertain that the vessel is registered as a hazardous waste generator and has an EPA identification Number.

Disposal of all Garbage (defined in Appendix A) will be handled through third party contractors. It is preferred that the vessels make direct contractual arrangements with the contractors. As required by MARPOL regulations, any vessel wishing to discharge Garbage must notify the terminal and the third party contractor of the nature and type of Garbage at least 24 hours in advance of approval.

APHIS, Hazardous Waste, Solid Waste
Marine Terminals operated by VALERO do not have permits to accept APHIS waste, federal or state hazardous waste, Garbage containing hazardous waste, or solid waste such as bilge water, sludge, or cargo residue. Therefore, third party waste contractors utilizing dumpsters, vacuum trucks, or barges must handle these materials. The vessel offering such material for discharge ashore will be responsible for furnishing test reports or waste characterizations directly to third party waste contractors. A copy of the test reports will also be furnished to the terminal. As required by MARPOL regulations, vessels

wishing to discharge APHIS regulated garbage must notify the terminal and the third party contractor 24 hours in advance of arrival.

Oily Ballast and Wastes

As required by MARPOL regulations, vessels wishing to discharge oily ballast or oily wastes must notify the Terminal 24 hours in advance of arrival. Oily ballast water and wastes must be tested and certified to be non-hazardous under the requirements of Chapter 40 Part 261 of the Code of Federal Regulations. This testing must take place and the results made available at least 24 hours prior to vessel arrival.

Commonly, oily water contains more than .5 mg/Liter of benzene, which characterizes it as a RCRA Hazardous Waste. If the material is hazardous then it must be received through third party contractors according to the conditions and procedures for hazardous waste (above). All third party waste contractors utilized for removal of oily ballast or oily wastes from vessels must have prior approval of the terminal. Non-hazardous oily ballast water, if accepted, may be sent to any properly permitted tank(s) of adequate capacity at the discretion of terminal operating personnel.

Unloading

Prior to commencing transfer of waste materials to barges and/or shore, the vessel shall demonstrate to the terminal operating personnel that the safety procedures leave been followed including, but not limited to, those pertaining to connections, hoses, and pipelines. The Terminal shall be held harmless from any damages resulting from incidents during transfer operations,

Figure G.1: Appendix A

APPENDIX A

DEFINITIONS

(from 33 CFR Pan 158)

APHIS Waste	Garbage regulated by the Animal and Plant Health Inspection Services (APHIS) of the U.S. Department of Agriculture under 7 CFR 330.400 or 9 CFR 94-5.
Garbage	All kinds of virtual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except dishwater, graywater and those substances that are defined or listed in other Annexes to MARPOL 73178.
Graywater	Drainage from dishwasher, shower, laundry, bath and washbasin drains and does not include drainage from toilets, urinals, hospitals and cargo spaces.
Maintenance Waste	Materials collected while maintaining and operating the ship, including, but not limited to, soot, machinery deposits, scraped paint, deck sweepings, wiping wastes and rags.
Medical Waste	Isolation wastes, infectious agents, human blood and blood products, pathological wastes, sharps, body parts, contaminated bedding, surgical wastes and potentially contaminated laboratory wastes, dialysis wastes, and such additional medical items as prescribed by the Administrator of the EPA by regulation.
Operational Waste	All cargo associated waste, maintenance waste, cargo residues, and ashes and clinkers from shipboard incinerators and coal burning boilers.

PART H: RULES FOR HANDLING TUGS & BARGES

H.1 Barge Operations

Inland barges are handled at the lower dock on the inshore and offshore sides or at the Ship Dock.

PART I: FIRE & SAFETY

I.1 Emergency Fire Signal

In the event of a fire occurring on board any vessel while secure at Valero Meraux, such vessel shall sound the following signal:

Five prolonged blasts from the whistle or siren, four to six seconds duration. Such signal shall be repeated at regular intervals to attract attention. This signal is not a substitute for, but shall be used in addition to other means of reporting fire.

The vessel should use all available means to contact local authorities to report a fire such as:

1. Announce the vessel has a fire on the terminal radio.
2. Call 911 and report a fire.
3. Call the Harbor Master on VHF Channel 12 or 16.

I.2 Emergency Equipment

Immediately after the vessel is secured to the dock, fire hoses shall be connected to the fire main supply line and run out on deck. Two of the hoses must be in the vicinity of the manifold, one forward and one aft. If the vessel is fitted with monitors, both fire water and foam, they shall be made ready for instant use and trained on the manifold. Portable fire extinguishers shall be located fore and aft of the manifold for immediate use in the event of an emergency.

The main deck fire water supply line must be continuously pressurized with an open nozzle running water over the side at the forward end of the vessel.

I.3 Terminal Fire System

The entire terminal is protected by a firewater loop. The main line supplies water to hydrants, fire monitors and foam monitors.

I.4 Harbor Fire Fighting Boats

The Port operates one fireboat:

Fire Boat Emergency call-out: Dial 911 or VHF Channel 12

I.5 Emergency Towing Wires

Emergency towing wires are no longer required to be deployed at VALERO Meraux.

I.6 Terminal Fire and Safety Warning Notices

The ship shall post warning notices:

- At the gangway
- At the accommodation main deck entry doors
- Inside the accommodation as determined by the Master
- Cargo Control Room

The warning notices shall establish security rules regarding:

- Visitor restrictions
- No open lights, matches or lighters
- Explosion proof electrical appliances on deck
- Smoking restrictions & designated spaces

In addition to the above, the Terminal may require warnings in other areas and will provide terminal notices for these postings. Vessels are reminded that cell phones and paging devices have become commonly carried items, which are generally not certified as intrinsically safe, and shall take all necessary precautions.

I.7 Vessel Compliance Inspections

A Terminal representative, accompanied by a vessel's officer may carry out safety inspections throughout the cargo transfer to ensure that all safety regulations are being enforced. The Terminal representative must have access to all common areas on board the vessel in order to conduct a comprehensive inspection.

Masters are reminded that vessels calling at any Terminal, owned, managed or operated by VALERO, or a subsidiary of VALERO, shall, in addition to local requirements, ensure that the vessel is in full compliance with all sections of the current edition of the International Safety Guide for Oil Tankers & Terminals (ISGOTT) that pertain to their vessel and cargo.

Any infringement of the safety regulations will be noted by the Pollution and Safety Advisor. Serious infringement will result in the termination of cargo operations until the situation is resolved. A report will be issued to VALERO Vetting Department for reference in future evaluations of the vessel.

I.8 Doors, Ports & Hatches

All external accommodation, forecastle and main deck storeroom doors and ports shall be kept closed while the vessel is secured at the Terminal dock. All hatches (cargo tank, ballast tank, bunker tank) and main deck tank plates shall be closed and secured.

Exception: Segregated ballast tank hatches, which are an integral part of the segregated ballast system, may be kept open. These hatches must be clearly marked as segregated tanks.

I.9 Electrical Equipment

Portable electrical lamps and portable electric equipment for use in hazardous areas must be of an approved type and the 'intrinsically safe' license or certificate readily available for inspection.

Any other electrical or electronic equipment of non-approved type ***must not be activated*** or used within any hazardous area. This includes radios, vessel main transmission antenna, personal audio equipment of any type, mobile telephones, radio pagers, calculators, photograph equipment and any other portable equipment that is electrically powered but not approved for operation in hazardous areas.

Portable equipment with electrical extension leads connected to sockets on deck or at any other hazardous location shall be disconnected and removed throughout cargo operations.

I.10 Dangerous Cargo Signal

The vessel shall display a red warning light by night and a red warning flag by day to advise passing traffic that the vessel has dangerous cargo on board.

I.11 Other Craft Alongside

Terminal must be notified when crafts are alongside.

I.12 Minimum Personnel

Throughout the period that the vessel is secured to the Terminal dock, the Master shall ensure sufficient crew are on board to safely handle cargo and ballast transfer operations, main power plant operation, moorings, fire, safety and security watches, and ***to move the vessel in an emergency.***

It is of particular importance that the deck watch monitor all visitors, report visitor boarding to the deck watch "person-in-charge" of liquid transfer, and receive permission to allow visitors to proceed on board.

I.13 Repair work

Repairs that involve ***hot work are not allowed*** at any time the vessel is alongside the Terminal. Confined Space Entry **is not allowed** at any time the vessel is berthed at this facility. Main engines shall at no time be taken off line for repairs or preventative maintenance without the express permission of the terminal superintendent. Repairs of any type, not requiring hot work, that are to be carried out on board the vessel must be pre-approved by the Terminal.

I.14 Emergency Disconnect Procedure

If an emergency occurs, the Berth Operator will activate the MOV valve to terminate oil transfer.

The emergency procedure will be discussed during the pre-transfer conference. All "persons-in-charge" of liquid transfer, on each watch, shall be familiar with the emergency signals and disconnect process.

I.15 Emergency Shut-Down – Vapor Control System

Valero Meraux Dock is equipped with a vapor control system. Additional instructions discussed at pre transfer conference.

If ship is equipped with the five prong connection for tank level over fill protection, prior to commencing transfer operations, each high and high-high level alarm and switch must be tested for each individual tank on the vessel with coordination from the Berth Operator. If any are found inoperable, it must be repaired prior to commencing transfer operations.

I.16 Ship/Shore Insulation

N/AI.17Mooring and Gangway

The vessel is to provide gangway with safety net. The deck watch of the tank vessel shall continuously monitor the condition of the moorings and the gangway. Winches shall be set on manual tension not automatic tension. Mooring lines shall be kept taught at all times, and the ship's position monitored to ensure that the ship's manifold is centered with the shore loading platform.

If at any time the ship moves or surges, the deck watch shall immediately advise the Berth Operator. The Berth Operator will decide if cargo transfer is to be stopped until the ship is re-secured in its original position. (Refer to guidelines in Section D.2)

It is the responsibility of the ship's deck watch to ensure that the gangway is always secured and is maintained at a safe angle for personnel to safely transit to and from the vessel. The Berth Operator shall be immediately advised if for any reason personnel cannot safely transit the gangway in an emergency.

I.18 Alcohol Policy

Vessel Representatives that are, or appear to be, under the influence of alcohol or other regulated or controlled substances, or in possession of alcohol or other regulated or controlled substances, may be detained at the entry gate by Terminal Security and attempt will be made to notify the Master. Any person at the Terminal, or seeking access to the Terminal, that appear to be impaired, may be questioned, detained and/or required to leave the Terminal in Valero's sole discretion.

Terminal Security has the right to request that any party that appears to be impaired be tested for blood alcohol content. If a party refuses to take such test or if the test results show a blood alcohol content of 0.04% or greater, that party will be denied access to the Terminal.

The Terminal is not responsible for returning crewmembers or others to the vessel, or elsewhere, as a result of the denial of access to the Terminal.

Refer to the United States Code of Federal Regulations, and other state and federal laws, rules and regulations for additional guidance regarding the use of alcohol or other controlled or regulated substances, especially those relating to impairment in the workplace.

PART J: ENVIRONMENTAL REGULATIONS

J.1 Pollution Regulations

The following measures shall be affected prior to the vessel's arrival in port:

a) All deck scuppers and drains shall be plugged and sealed.
b) An adequate supply of absorption material shall be available on deck for instant use.
c) A pumping system shall be in place to draw-off all deck water contaminated by oil or grease, and transfer it to a containment tank
d) A pumping system shall be in place to draw-off all oil or oily liquid from the cargo manifold containment pan, with associated pipeline arrangement for prompt transfer to a cargo or slop tank.
e) All sea suctions shall be closed and sealed (except the segregated ballast system).
f) No bilge water of any composition or from any compartment shall be discharged overboard while in US waters.
g) No sewage from any compartment shall be discharged in US waters.
h) No garbage or refuse shall be discharged overboard while in US waters.
i) There shall be no blowing of boiler tubes or stack (funnel) uptakes. Engine watch is advised that no stack (funnel) emission, white or black smoke, is allowed.

J.2 Dock Containment

The platform drain system is connected to a rainwater tank. The system is fully automatic and a level switch controls the pumps.

J.3 Oily Waste Reception

Any vessel requiring oily waste disposal shall advise the Terminal at a minimum of 48 hours prior to arrival at the sea buoy.

The Terminal, by regulation, is ***not required to provide such services*** if receipt of the ship's original notification is less than 24 hours prior arrival.

All costs associated with this service shall be for the account of the requesting party, and billed to the party's local agent.

Refer to figure G.1 for terms, conditions and procedures for this service.

J.4 Garbage Reception

The Terminal is required by the Certificate of Adequacy (COA) to provide reception for ship's garbage. Disposal of garbage will be handled through third party contractors. The Owner, agent or Master shall contract directly with an approved and licensed contractor. The contractor is responsible for all transfer arrangements of the vessel's garbage.

Refer figure G.1 for terms, conditions and procedures for this service

J.5 Pollution Reporting Procedures

In the event of any tank overflow or other oil spill alleged to be from the vessel, the Master or designee will immediately stop all oil transfer operations, immediately notify the Berth Operator and secure the vessel.

In the event that there is an oil spill alleged to be from the vessel, it is the Master's responsibility to immediately implement clean-up action. If the Master does not promptly act, the Terminal supervisor will initiate clean-up action on behalf of the ship, and all costs and damages resulting from such action will be for the account of the vessel's Owner.

In all situations where there is a pollution incident, oil transfer between ship and shore will not be resumed until the environment is returned to its original condition, there is no further danger, and repairs where necessary, are completed to the satisfaction of the Terminal and the USCG.

J.6 United States Coast Guard (USCG)

In the event of any tank overflow or other oil spill alleged to be from the vessel, the Master shall immediately inform the USCG National Response Center in Washington, D.C. The telephone number is 1-800-424-8802.

- Local telephone numbers: 504-365-2200
-
- USCG National Response Ctr. +1-800-424-8802 or +1-202-426-2675

J.7 State Of Louisiana

The State of Louisiana regulates oil pollution under the Texas General Land Office. They require the person owning, operating, in charge of, or responsible for the facility from which a spill or accidental discharge occurs to initiate immediate containment and cleanup of the waste or other substance.

Emergency contact numbers:

Louisiana Oil Spill Coordinators office 1-800-538-5388 (Pin # 129340)

PART K: METEOROLOGICAL & HYDROGRAPHICAL INFORMATION

K.1 Closure Criteria

Maximum permissible wind speeds for conducting cargo operations is 35 knots. Cargo operations will also be discontinued when wind gusts exceed 35 knots for 30 seconds or longer duration. If sustained wind speeds in excess of these levels are experienced, the terminal will notify the ship to secure all cargo systems and commence procedures for removal of the loading hoses if winds reach 45 knots sustained.

In the unlikely event of an electrical storm, all cargo operations will be discontinued, and the ship will be required to close all mast risers or other potential sources of vapor until such time as any lightning has passed.

PART L: FEDERAL & STATE REGULATIONS

All vessels operating in on the navigable waters of the United States shall comply with the US Navigation Safety Rules, 33CFR, Part 164. These rules establish requirements for navigation, navigational equipment, charts, publications, and notices to mariners and other information, marine casualty reporting, record keeping and retention.

All vessels entering US waters shall comply with requirements of the US traffic separation system as contained in 33CFR, part 161.