

Port Information Booklet

Private Pier



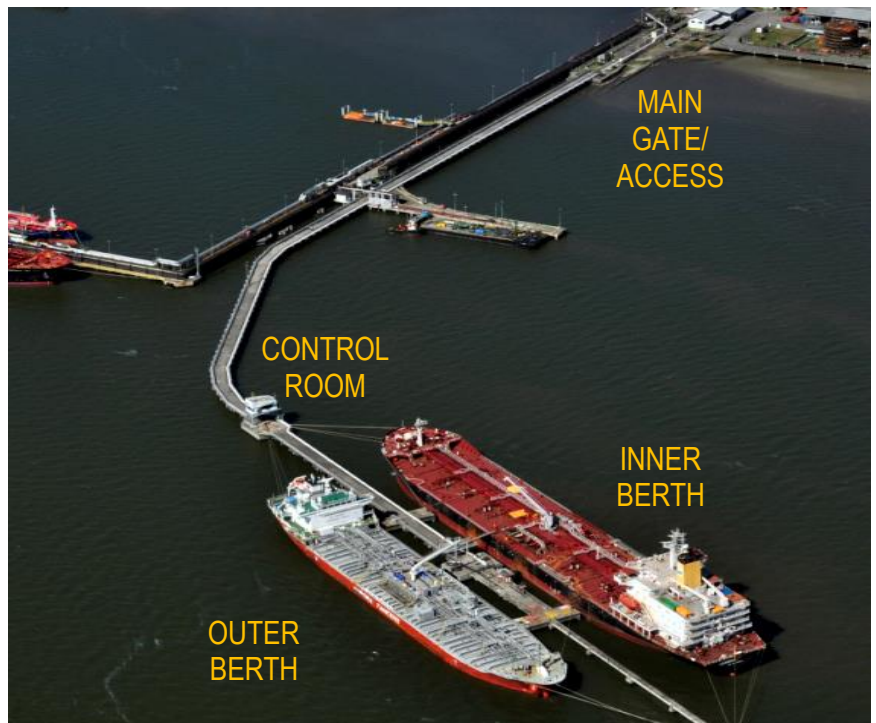
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1. Purpose of this document

This book contains general port information and identifies applicable regulations, safe work procedures, emergency response details, and specific information governing the operations of ships at the berth.

All operations at Cattalini terminal will be carried out fully in accordance with the recommendations contained in the latest edition of the International Safety Guide for Oil Tankers and Terminal (ISGOTT).



Shore lines operational restrictions

| Shore Line Number | Shore Line / Hose Connection Diameter | Pressure / Flow (Max.) |
|--------------------------|---------------------------------------|---------------------------------|
| Stainless Steel AIDP-101 | 6" / 6" | 10bars / 450m ³ /h |
| Carbon Steel ACDP-102 | 10" / 8" | 10bars / 1,000m ³ /h |
| Carbon Steel ACDP-103 | 12" / 8" | 10bars / 1,200m ³ /h |
| Stainless Steel AIDP-104 | 10" / 8" | 10bars / 1,000m ³ /h |
| Stainless Steel AIDP-105 | 8" / 8" | 10bars / 800m ³ /h |
| Stainless Steel AIDP-106 | 6" / 6" | 10bars / 450m ³ /h |
| Stainless Steel AIDP-107 | 12" / 8" | 10bars / 1,200m ³ /h |
| Stainless Steel AIDP-108 | 12" / 10" | 10bars / 1,200m ³ /h |

2. Vetting

The Cattalini's commercial manager and team, upon receive the Q88 form, will emit an e-mail informing the decision in accept the nominated vessel, and requesting the items as below:

"Please consider the vessel XX.XX is in accordance with our berth dimensions, but please attention with restrictions below:

External Pier:

LOA: 235 Meters;

DWT: 50,000 ton;

Draft: 12.00 Meters.

Internal Pier:

LOA: 190 Meters;

DWT: 50,000 ton;

Draft: 10.00 Meters;

Terminal require Vessel's gangway in safe conditions;

On-board crane in working condition;

3. Berth layout and general information

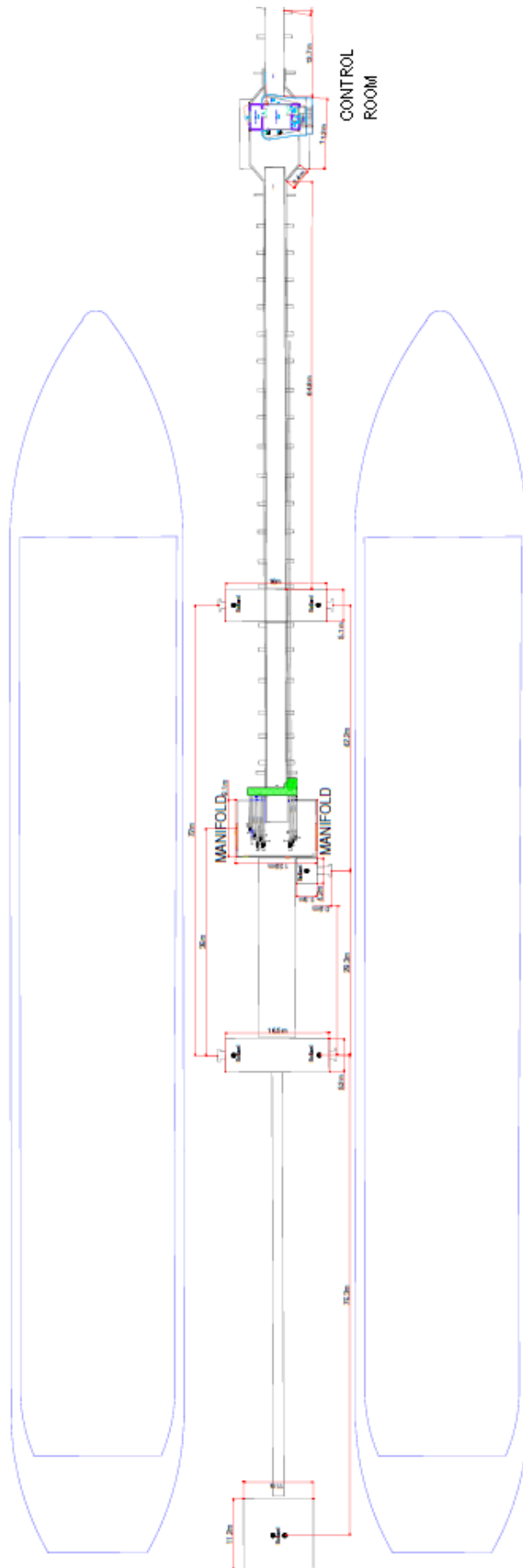
Ship and Shore Access

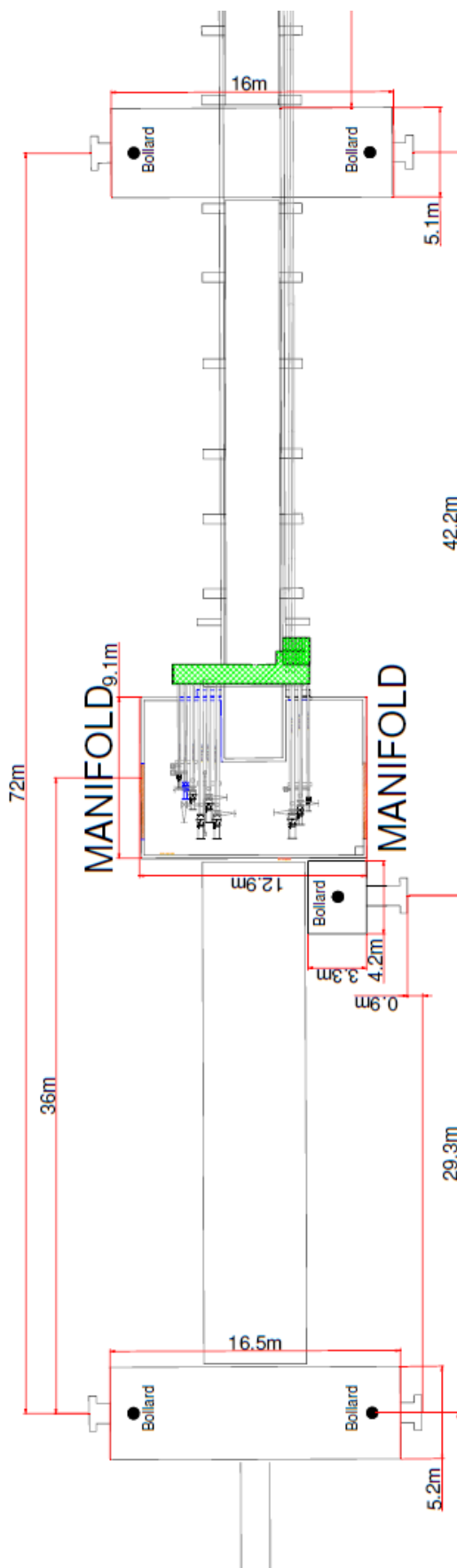
The Vessel must provide an adequate gangway for the access between ship and shore. This terminal is provided with a specific structure where the portable gangway should be placed. In some cases, when the portable gangway will not be safely placed in the designate area, another place can be evaluated.

To avoid lose of time, the Terminal advise the Vessel to let the portable gangway prepared, including the safety net, to be placed as soon as the vessel made all fast.

Berth Access

There is only one way to access the berth area, on shore signposts show this way. To leave the berth area, everyone must pass through the main gate, where a Terminal's employee will check if the person is allowed to leave this area. Crewmember, when NOT working, does not need to use self-protect equipment to go to shore.





Lifting Equipment

This Terminal is not provided with lifting equipment, the vessel must use its crane to maneuver the portable gangway and cargo hoses.

Garbage Reception Facilities

Sewage and garbage disposal are NOT available at this port.

Potable Water

This service is NOT available from Cattalini Terminal wharf.

Slops and Ballast Reception Facilities

There are NO facilities at this wharf to deal with slops and ballast.

Bunkering Operation

It is NOT allowed to receive bunker while berthed.

4. Berthing Maneuver

Berth Measurements

Outer Berth

Length: **235 m**

Width: **40m**

Depth: **12,5 m**

DWT: **50.000 ton**

Maximum Allowed Draft: **12 m (39 ft.)**

Inner Berth

Length: **190 m**

Width: **35m***

Depth: **10,5 m**

DWT: **50.000 ton**

Maximum Allowed Draft: **10 m (33 ft.)**

**Width in validating process with maritime authority*

The pilotage service will be done for suitable skilled pilots. The website - <http://www.paranaguapilots.com.br/> has available information related to pilotage services and time set to berth and unberth.

During the berthing maneuver, when the vessel is approaching to the berth, a member of the terminal will maintain contact with pilot to get the vessel in the right position for the operations. In cases where the connection(s) is(are) not cleared signalized, a vessel member should be present at ship's manifold to show what connection(s) will be used.

Mooring

On the pier, there are two fenders for each berth, at a distance of 72 meters from one another.

The minimum mooring arrangement 4.2.2 must be used.

After berthed, the master is required to ensure that all moorings are tended and maintained in a taught condition.

In the event of a vessel ranging off the jetty causing damage to any equipment, the vessel will be held responsible and claims for repairs to damaged equipment will be made against the vessel owners.

5. Ship/Shore Checklist

Documents

As soon as the gangway is safely placed, the terminal representative will go on board to conduct the ship/shore safety checklist and to discuss about the operational loading or discharging plan.

During the key meeting the terminal representative will request the documents below:

- ✓ Ship's Particulars;
- ✓ Stowage Plan;
- ✓ Last Three Cargo;
- ✓ Ullage Report (if applicable);
- ✓ Crew List;
- ✓ Experience Factor (if applicable);

To avoid waist time, the Terminal request a copy of these documents.

| Hose diameter /MAOP* | Product |
|----------------------|--|
| 6" / 10Bar | Alimet/Lisine/Rhodimet |
| 8" and 10" / 10Bar | CaneJuice, CAUSTIC SODA, DIESEL, ETHANOL, FAME(BIODIESEL), FATTY ACID, GLYCERYN, METHANOL, PALM KERNEL OIL, PALM OIL, SOYABEAN OIL |

***Maximum allowed operating pressure**

Emergency Stop

During cargo operations, if for any reason it becomes necessary to stop cargo in any emergency, the requester should notify the other party by VHF radio, or any other means, requesting 'STOP, STOP, STOP'.

All transfer pumps must be immediately stopped and ship and shore manifolds closed until the situation is investigated and joint agreement is reached on resuming operations.

Loading/discharging of a ship must be interrupted in case:

- **Fire or the outbreak of fire onboard, onshore, on another ship berthed.**
- **another ship passing at a distance considered hazardous,**
- **in case the communication system failure, or in any other situation putting the ship or Terminal at risk.**

The operation may be interrupted where the wind gusts over 40 knots and when there are intense atmospheric electrical discharges, at the discretion of the Terminal and/or ship.

6. Communications

Communications During Operations

The maintenance of good communications during cargo transfer operations is fundamental to ensuring the safety of the activity.

At this terminal will be used # 02 VHF radio channel, provided by the terminal. **At the end of the operation, the radio must be delivered to the terminal representative.**

In case of radio failure or low battery, a crewmember should alert shore staff immediately, so that a replacement radio or battery can be provided.

As a secondary mean of communication, the terminal suggests verbal communication. Shore staff can be found on the jetty and/or in the control room.

Identification of ship name and the terminal should always be included in communications to avoid any misunderstanding. For example: '< ship name > to < Cattalini (terminal name) >'.

In the event of a vessel ranging off the jetty causing damage to any equipment, the vessel will be held responsible and claims for repairs to damaged equipment will be made against the vessel owners.

7. Fire and Emergency Response

Emergency Alarm Signal

The alarms signals for the terminal are:

Emergency: intermittent blasting

If there is a fire, explosion, escape of toxic and/or flammable gases or liquids, or any other emergency, DO NOT hesitate to raise the ship's alarm and contact the terminal by shore radio tuned on channel 01.

Emergency Actions

ACTION – SHIP (EMERGENCY ON YOUR SHIP)

- ✓ Raise the alarm
- ✓ Stop all cargo operations and close all valves if discharging
- ✓ In case of fire, fight fire and prevent from spreading
- ✓ Inform berth
- ✓ Stand by to disconnect hoses
- ✓ Bring engines to stand by
- ✓ Implement ship emergency plan

8. SAFETY AND SECURITY

Responsibilities for safe conduct of operations

- ✓ Cattalini Terminal Representative and Master of the ship berthed on this Terminal are both responsible for the operations safe conduct".
- ✓ Responsibilities for the safe conduct of operations are outlined in the Safety Letter.
- ✓ Before starting operations, ship and shore must have full understanding of the safety requirements set out in the Ship/Shore Safety Check List.

Personal Protective Equipment (PPE)

- ✓ PPE must be worn during all operations (from mooring to unmooring).
- ✓ Appropriate protective clothing and equipment should be worn by all personnel engaged in operations on board and ashore.
- ✓ Personal Floating Device (PFD) shall be used during the hose connection and disconnection or maneuvering at jetty area.

ACTION – SHIP (EMERGENCY ON ANOTHER SHIP)

- ✓ Rise de alarm
- ✓ Stand by
- ✓ Stop all cargo operations and close all valves
- ✓ Disconnect hoses
- ✓ Bring engines and crew to stand ready to unberth

ACTION – BERTH (EMERGENCY ON A SHIP)

- ✓ Raise the alarm
- ✓ Contact ship
- ✓ Stop all cargo operations and close all valves
- ✓ Stand by to disconnect hoses
- ✓ Stand by to assist fire fighting
- ✓ Inform all ships in the vicinity
- ✓ Implement berth emergency plan

ACTION – BERTH (EMERGENCY ASHORE)

- ✓ Raise the alarm
- ✓ Stop all cargo operations and close all valves
- ✓ In case of fire, fight fire and prevent from spreading
- ✓ If required, stand by to disconnect hoses
- ✓ Inform all ships in the vicinity
- ✓ Implement berth emergency plan

Emergency Evacuation

The primary consideration in the event of fire, explosion, spill or other emergency at terminal will be the safety of personnel.

- ✓ **Primary Route:** It is the main access of the berth.
- ✓ **Secondary Route:** If the primary route is obstructed for any reason, we should use the vertical leader at the end of pier (west side).

Emergency Equipment

The fight fire equipments are located next to the shore manifold, where you can find: portable extinguisher, fire hoses and connections. In case of an emergency, do not hesitate to use them.

The International fire connection is located together with the firefighting equipment.

9. Safety Requirements

Smoking

- ✓ Ashore IS NOT allowed to smoke;
- ✓ On board, smoking is only acceptable inside the accommodation at designated places as agreed with the Vessel Master (smoking notices specifying the designated places must be clear posted);

Use of Matches and Lighters

At the berth area IS NOT allowed to carry matches, lighters, inflammable liquid or other similar sources of ignition.

Portable Electrical Equipment, including Phones and Pagers

Mobile phones or camera's is NOT PERMITTED inside cargo operations area, onboard and ashore, which must be always SWITCHED OFF.

Electrical Storm

The ship must ensure that all cargo transfer operations WILL BE STOPPED in the event of an approaching electrical storm.

All tank openings, vent outlets, cargo and manifold valves will be closed until such time as the storm has passed.

In case of operating with a nonflammable product, the action to stop the operation will be done if the ship and/or shore staffs are in a dangerous situation.

Environmental Protection

During the vessels calling, all scuppers and drip trays shall be effectively plugged and no leakage or spillage shall be allowed to leak overboard. In the event of a vessel spilling or leaking oil into the water, operations are to cease, immediate action is to be taken to prevent further pollution, and the Terminal Representative notified.

OPERATIONS ALONGSIDE

Hose Disconnection

On arrival at this facility, the ship will be presented with marine cargo hoses for discharge.

The Cattalini Shore Team is responsible for ensuring these cargo hoses are maneuvered and connected / disconnected safely and correctly.

10. Applicable Terminal Regulations

The terminal operates on a 24-hour basis and 7 days a week. The Cattalini Shore Team is on site at all times and based on site.

Ullaging and Sampling

When it is not possible to undertake closed gauging and/or sampling operations, open gauging systems will need to be employed and the precautions detailed in ISGOTT must be adhered to.

The Master is requested to have adequate personnel and appropriate closed sampling and ullaging equipment available as a priority to facilitate this operation.

Inert Gas

When loading flammable products, Cattalini Terminal will use inert gas (N₂) only for pigging and hose blowing.

State of readiness of Main Engines

The main engines and other essential machinery of all vessels alongside must be maintained in a state of readiness for vacating the berth at short notice.

At all times vessels must be adequately manned for firefighting and vacating the berth in case of emergency. Either the Master or the Chief Officer must be aboard at all times whilst the vessel is alongside.

Maintenance and Repair Work Onboard

Repair work or immobilization of engines is prohibited on any vessel alongside the berth. In the event of any plant failure that immobilizes the vessel or stops the discharge of cargo, the Jetty Operator must be notified immediately.

Emergency repairs onboard, namely essential repairs needed to rectify malfunctioning equipment and prevent hazardous or unsafe conditions will be permitted subject to approval by Terminal Supervisor or his deputy.

Oil Transport

All vessels that carry oil must be in accordance with the requirements established in the Maritime Authority's Regulation for Vessels in Open Sea Operations – NORMAM 01 – Chapter 5, "STATEMENT OF COMPLIANCE FOR OIL TRANSPORT", this declaration must be submitted prior to berthing. Otherwise, berthing will not be allowed.