

**INEOS NITRILES**

**PORT OF PORT LAVACA/POINT COMFORT**

# **PORT MANUAL**

REVISION #6 April 15, 2013

**WELCOME TO INEOS NITRILES**

**PORT OF PORT LAVACA/POINT COMFORT**

***PLEASE READ THIS MANUAL IMMEDIATELY!***

**IMPORTANT POINTS:**

- 1. KEEP LINES TIGHT AT ALL TIMES!!!**
- 2. KEEP THE RADIO WITH THE VESSEL'S PERSON-IN-CHARGE AT ALL TIMES!!!**
- 3. THE SHIP DOCK IS CALLED "LIQUID PIER SOUTH"**
- 4. THE BARGE DOCK IS CALLED "BARGE SLIP 5 (AMMONIA)" OR "BARGE SLIP 6 (ACRYLONITRILE)"**
- 5. THE EMERGENCY SHUTDOWN SIGNAL IS "SHUTDOWN, SHUTDOWN" ON THE RADIO.**
- 6. THERE IS TO BE NO TANK WASHING AT THE DOCK WITHOUT PERMISSION.**
- 7. SHIPS MUST BE PREPARED TO MOVE UNDER THEIR OWN POWER AT ALL TIMES.**
- 8. ALL NON-INTRINSICALLY SAFE CELLULAR PHONES AND PAGERS MUST BE TURNED OFF WHEN IN THE HAZARDOUS AREAS.**
- 9. TO SHUTDOWN LOADING OF ACRYLONITRILE, PULL SHARPLY ON THE SHUTDOWN ROPE. THIS WILL SHUT THE EMERGENCY VALVES ON THE DOCK.**
- 10. IF YOU HAVE ANY QUESTIONS, CONTACT THE DOCKMAN ON THE RADIO.**
- 11. IF IN DOUBT, SHUTDOWN!**

## PREFACE

It is the policy of INEOS NITRILES that in the conduct of its activities it will strive to protect and promote the health and safety of its employees, customers and others who may be affected by these activities, and to limit adverse affects on the physical environment in which its activities are carried out.

As part of the policy, this manual is addressed to Ships' Masters, Barge Tankerman, operators, owners and agents of marine craft and specifies the safety and pollution prevention and containment requirements to be observed by such craft when calling at the Port of Port Lavaca/Point Comfort.

Nothing in this manual should be interpreted to relieve a Ship's Master, Barge Tankerman, Barge Captain or the designated Person In Charge of their responsibilities to operate their vessel in a safe and seaworthy manner. Vessels are required to comply with all applicable laws and regulations including the Port and Tanker Safety Act of 1978, Port of Port Lavaca/Point Comfort Port Tariff No. 002 and OPA-90. INEOS NITRILES' regulations take precedence when they are more rigorous than USCG, state, or local regulations.

Unless otherwise noted, all regulations in this manual apply to *BOTH* ships, and tug/barges . The term "vessel" is used for *BOTH* ships and tug/barges.

Vessels which do not comply with all the requirements of this Manual may not be permitted to dock or may be required to immediately cease operations, disconnect and leave the berth.

# EMERGENCY PROCEDURES

At this facility, the emergency alarms are as follows:

1. "Shutdown, Shutdown" via Two-way radio contact
2. Voice contact
3. Prolonged blast on hand held air horn sounded by Dockman.

In the event of a fire or spill aboard your vessel, secure all operations and immediately notify the Dockman by radio. If unable to make contact, sound a continuous blast on air horn or ship's whistle. The signal for a vessel with a fire aboard is five prolonged blasts of the whistle or siren as per Port of Port Lavaca/Point Comfort Port tariff No. 002.

## FIRE ON VESSEL

- SOUND ALARM & NOTIFY DOCKMAN
- CEASE CARGO TRANSFER AND SHUT ALL VALVES
- STAND BY TO DISCONNECT HOSES/ARMS
- PREPARE TO MOVE OFF BERTH

## FIRE ASHORE OR ON ANOTHER VESSEL

- SOUND ALARM & NOTIFY DOCKMAN
- \* CEASE CARGO TRANSFER AND SHUT ALL VALVES
- \* STAND BY TO DISCONNECT HOSES/ARMS
- \* PREPARE TO MOVE OFF BERTH

## OIL OR HAZARDOUS MATERIAL SPILL

- \* SOUND ALARM & NOTIFY DOCKMAN
- \* CEASE CARGO OPERATIONS AND SHUT ALL VALVES
- \* INITIATE VESSEL'S RESPONSE PLAN
- \* NOTIFY NATIONAL RESPONSE CENTER (800) 424-8802
- \* NOTIFY USCG CORPUS CHRISTI (361) 888-3162
- \* CONTAIN SPILLED PRODUCT

# EMERGENCY TELEPHONE NUMBERS

## EMERGENCY COMMUNICATIONS

FIRE.....	(911)
POLICE.....	(911)
AMBULANCE.....	(911)
US COAST GUARD VICTORIA.....	(361) 533-0087
US COAST GUARD CORPUS CHRISTI.....	(361) 888-3162
USCG NATIONAL RESPONSE CENTER.....	(800) 424-8802
TEXAS GENERAL LAND OFFICE.....	(800) 832-8224
	(361) 552-8081
CALHOUN COUNTY SHERIFF'S DEPT.....	(361) 553-4646
POINT COMFORT FIRE DEPARTMENT.....	(361) 987-2661
MEMORIAL MEDICAL CENTER.....	(361) 552-6713

## PORT OF PORT LAVACA/POINT COMFORT

PORT DIRECTOR.....	(361) 987-2813
PORT OPERATIONS.....	(361) 987-5802; 987-2508
PORT OPERATIONS FAX.....	(361) 987-7190

## INEOS NITRILES

CONTROL TOWER.....	(361) 987-2089
CONTROL TOWER FAX .....	(361) 987-5008
SHIP DOCK BLOCK HOUSE.....	(361) 987-7128
BARGE DOCK BLOCK HOUSE.....	(361) 987-5466
SATELLITE CONTROL BUILDING.....	(361) 987-5466
CONTROL ROOM GREEN LAKE.....	(361) 552-8293
SHIFT MANAGER GREEN LAKE.....	(361) 552-8669
OPERATIONS FAX GREEN LAKE.....	(361) 552-8483

## **PERTINENT INFORMATION**

INEOS NITRILES operates transfer facilities for Anhydrous Ammonia and Acrylonitrile at the Port of Port Lavaca/Point Comfort. This is a public dock owned by the Calhoun County Navigation District (CCND). Presently, Formosa Plastics also conducts separate transfer operations at this facility. INEOS NITRILES conducts ship transfer operations at the south side of the ship pier also known as "Liquid Pier South". Barge transfer operations are conducted at "Barge Slip 5" for Anhydrous Ammonia and "Barge Slip 6" for Acrylonitrile. INEOS NITRILES receives and ships Anhydrous Ammonia via ship or barge and ships or receives Acrylonitrile via ships or barges.

### **LOCATION**

The Port of Port Lavaca/Point Comfort is located in the central Texas Gulf Coast on the eastern shore of Lavaca Bay, on the Point Comfort Turning Basin. The facility is situated at:

28 degrees 38' 42" North Latitude  
96 degrees 33' 11" West Longitude

The Turning Basin is located 24 miles from the pilot station. An inbound transit to the berth takes a ship approximately 2 ½ hours.

The range of the tide is approximately 1 foot. The area is subject to weather conditions that can reduce the effective drafts at the berth.

The address is as follows: INEOS NITRILES  
Port of Port Lavaca/Point Comfort  
2313 Farm-to-Market Road 1593 South  
Point Comfort, TX 77978

### **PRE-ARRIVAL CLEARANCE**

No vessel, ship or barge, will be allowed to berth at any INEOS NITRILES facility without prior clearance from BP AMOCO Shipping Co.

## **PERTINENT INFORMATION**

### **PRE-ARRIVAL COMMUNICATION**

In addition to the ETA's that ships send to their agents, INEOS NITRILES requests to be notified of ETA's on the following schedule: 24 hours and 12 hours prior to arrival at the Pilot Station. For barges, INEOS NITRILES requests notification at 12 hours and 4 hours prior to arrival at the dock.

The information should be directed to:

Monday to Friday: RAIMO JONES, office (361)552-8297, Cell 361-920-8297.  
24 hour Port Control Tower (361) 987-2089

Also please advise at any time when the ETA has significantly changed.

INEOS NITRILES require a Pre-Arrival Message as per attached format.. This message should be faxed to the following number: (361) 987-5008, or (361) 552-8239

### **COMMUNICATIONS ALONGSIDE**

INEOS NITRILES will provide the vessel with a portable UHF radio. This radio is for the use of the Person in Charge of the vessel who is actually on watch and provides him with instant communications with the INEOS NITRILES personnel on duty. This radio **MUST** be carried **AT ALL TIMES** by the Person in Charge and checked once each hour to be sure it is in proper working order. All communications must be made in the English language. The vessel will be given a portable air horn for emergency notification. A continuous blast on air horn will indicate an emergency and the vessel will immediately shutdown transfer operations.

The Port of Port Lavaca/Point Comfort has an emergency siren. When sounded all transfer operations must cease and all personnel should shelter in place and secure all ventilation systems. The all clear signal will be transmitted via a portable UHF radio.

# PERTINENT INFORMATION

## INFORMATION FROM VESSEL

Prior to cargo transfer, ships will make available to Terminal Personnel:

- Consignee papers, i.e. Bill of Lading, if applicable
- Ship's gauging reports
- Amount of residues/slops onboard
- Previous cargos for tanks to be loaded.
- Manifold Diagram/Vapor Recovery Manual
- Copy of the Crew List.
- Port Activities List

Prior to cargo transfer, barges will make available to Terminal Personnel:

- Last cargo and ROB's, if applicable.
- Barge gauging report
- Vapor Recovery Manual .
- Cargo plan.



## BERTH INFORMATION - LIQUID PIER SOUTH

### SHIP RESTRICTIONS:

Vessel with a beam above 102 feet are restricted to a daylight only passages through Matagorda Ship Channel. All traffic is restricted to a one way direction through the Ship Channel.

### VESSEL SIZE

Maximum Length Over All                      950 feet              265.6 meters

### DRAFT RESTRICTION

35 feet 06 inches                      Salt Water

All drafts are subject to most current soundings. Please verify the drafts with the Pilots and/or Port of Port Lavaca/Point Comfort.

### MOORING

The recommended mooring arrangement shall be determined by the Navigational District and by Point Comfort Mooring Co.

INEOS NITRILES prohibits mixed moorings on lines with the same lead.

For vessels with tension winches, the winches shall be set on **manual** operation and the hand brakes securely applied. Winches shall never be left in the automatic tension mode. Mooring lines must be kept taut at all times. Power for deck mooring equipment must be immediately available at all times. Mooring diagrams are at the back of the manual.

### GANGWAY

The ship's agent can arrange for a portable gangway for use of the vessel while in port. The gangway will spot about xx feet forward of the cargo manifold. If the gangway can not be spotted on the vessel due to fittings on the vessel, then the vessel will be required to put out its own gangway. With any gangway, the ship is required to have a gangway warning sign, net, and life ring with line attached.

### FUEL AND WATER

The vessel's agent needs to arrange for potable water through the Port of Port Lavaca/Point Comfort. The vessel's agent needs to arrange for bunkers or lubes through the Port of Port Lavaca/Point Comfort. There are bunker lines located on the dock.

## BERTH INFORMATION - LIQUID PIER SOUTH

### GENERAL SAFETY PRECAUTIONS

No storing is permitted while vessels are connected to the loading arms. Prior to connecting arms storing is permitted. No vehicles are permitted on the dock when arms are connected. Prior to arms being connected DIESEL powered vehicles may proceed on the berth AFTER receiving permission from the Port Operations Department. The ship berth has a rental crane available for storing by prior request to the Port Operations Department.

No craft may come alongside a vessel when the arms are connected. Arrangements for bunkering or lube oils must be arranged through the Port Operations Department.

**SMOKING IS NOT PERMITTED** in the Port of Port Lavaca/Point Comfort except in designated shelters.

**SMOKING IS NOT PERMITTED** on any ship except in approved areas.

**Sufficient mooring lines of good condition and adequate size shall be used on all vessels at all times. It is the responsibility of the vessel's Person In Charge to see that the mooring lines are kept tight at all times. Failure to keep the lines tight will result in the vessel being required to cease cargo operations.**

### CARGO CONNECTIONS

The berth has 1 ten inch 150# unloading arm for receiving Anhydrous Ammonia.

The berth has 1 eight inch 150# loading arm for delivering Acrylonitrile.  
The berth has 1 six inch vapor recovery hose for recovering acrylonitrile vapor.  
The vapor recovery hose is attached "piggy back" to the liquid loading arm.

All fixed loading arms, both Acrylonitrile and Anhydrous Ammonia, have the following operational parameters:

Maximum Allowable Wind Speeds:	
Stowed Position:	130 MPH
Maneuvering:	60 MPH
Operations:	60 MPH

## **BERTH INFORMATION - LIQUID PIER SOUTH**

The operating envelope for the both ship's arms is as follows:

Maximum allowable fore and aft movement:  
10 feet forward or aft of centerline.

Maximum height above HHW:  
58 feet.

The flanges for the loading arms are 150# bolt on flanges. The vapor hose is a bolt on connection and will be bolted on by the SHIP'S CREW. The loading arm connections will be pressure tested by the Dockman. Manifold reducers, connectors and extensions must be made of steel. Cast iron or aluminum reducers, connectors, etc., are not permitted.

### **DISCHARGING ANHYDROUS AMMONIA**

The berth is equipped with a single 10" arm which connects to a 14 inch shore line. This line goes 2/3 of a mile to the shore tank. Vessels must not exceed a maximum discharge pressure of 125 PSIG (9 kg/cm<sup>2</sup>). The maximum allowable discharge rate is 1000 metric tons/hour at a maximum temperature of -25.56 F. Vessels which are unable to maintain an adequate discharge rate or cargo temperature may be asked to leave the berth. During discharge, the manifold to waterline distance must not exceed 55 feet at any time. Vessels which are unable to maintain this limit, may be required to adjust their discharge/ballast sequence to properly protect both the terminal and the cargo.

### **LOADING ACRYLONITRILE**

The berth is equipped with a single 8" arm which connects from a 10 inch shore line. This line goes 1/3 of a mile to the shore tank. Vessels may receive Acrylonitrile to a maximum loading rate of 450 metric tons/hour. This rate may be controlled from 0 to 450 metric tons/hour. The flow rate is monitored by flow meter. There is a 6 inch vapor hose that is "piggy back" to the loading arm. All Acrylonitrile must be loaded using vapor recovery. During loading, the manifold to waterline distance must not exceed 55 feet at any time. Vessels which are unable to maintain this limit, may be required to adjust their load/ballast sequence to properly protect both the facility and the vessel.

**The vessel is given a rope that directly closes the emergency quick closing valve on the dock. In the event of an emergency the Person-in-Charge for the vessel should immediately pull sharply on this rope to stop the flow of Acrylonitrile to the ship. This can be done at any time during the transfer including when loading at maximum rate.**

## **BERTH INFORMATION - Barge Slip 5**

Barge Slip 5 is configured to receive or deliver Anhydrous Ammonia to or from barges. There are no other transfer connections at this berth.

### **VESSEL SIZE**

Maximum Length Over All	350 feet
Maximum Beam	75 feet

### **DRAFT RESTRICTIONS**

Maximum Draft	14 feet
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All drafts are subject to most current soundings. Please verify drafts with Port of Port Lavaca/Point Comfort.

### **CARGO CONNECTIONS**

There is a single loading/discharge arm fitted at this berth. The centerline of the loading/discharge arm is 28 feet forward of the bulkhead.

The berth has 1 eight inch 150# marine arm for receiving or shipping Anhydrous Ammonia. The shoreline is 14 inch and the tank is located 1/3 of mile from the berth. The maximum discharge pressure is 125 PSIG and the maximum allowable discharge rate is 1000 metric tons per hour at a maximum temperature of -25.56 F. Vessels which are unable to maintain an adequate discharge rate or cargo temperature may be asked to leave the berth. The maximum fill rate is 300 metric tons/hour.

The fixed marine arm has the following operational parameters:

Maximum Allowable Wind Speeds:	
Stowed Position:	130 MPH
Maneuvering:	60 MPH
Operations:	60 MPH

The operating envelope arm is as follows:

Maximum allowable fore and aft movement:  
Five feet fore and aft of centerline..

Maximum height above HHW:  
Twelve Feet

## **BERTH INFORMATION - Barge Slip 5**

The flange for the marine arm is a 150# bolt on flange. It is the tankerman that will connect the flange under supervision of the Dockman. The loading arm connection will be pressure tested by the Dockman.

*THERE ARE NO HOSES AVAILABLE AT ANY OF THE BERTHS. ANY BARGE CALLING AT THE DOCK MUST PROVIDE ITS OWN HOSES INCLUDING A VAPOR HOSE IF USING THE MARINE VAPOR RECOVERY SYSTEM.*

### **GENERAL SAFETY PRECAUTIONS**

Tugs may stay in the notch or leave as they wish. However, they must not move either in or out once the cargo connections have been made. Tugs docking barges "on the hip" must move away from the barge prior to connecting the arms. Tugs undocking "on the hip" cannot come alongside until arms are disconnected. Tugs that leave the barge must tie up at the tow boat staging area.

No storing is permitted other than what can be loaded by hand.

**SMOKING IS NOT PERMITTED** in the Port of Port Lavaca/Point Comfort except in designated shelters.

**SMOKING IS NOT PERMITTED** on barge.

No craft may come alongside at either barge docks when the loading/discharge arms are connected.

**A minimum of four mooring lines must be used on all barges.**

**KEEP MOORING LINES TIGHT AT ALL TIMES**

## **BERTH INFORMATION - Barge Slip 6**

Barge Slip 6 is configured to receive or deliver Acrylonitrile to or from barges. There are no other transfer connections at this berth.

### **VESSEL SIZE**

Maximum Length Over All	350 feet
Maximum Beam	75 feet

### **DRAFT RESTRICTIONS**

Maximum Draft	14 feet
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All drafts are subject to most current soundings. Please verify drafts with Port of Port Lavaca/Point Comfort.

### **CARGO CONNECTIONS**

There is a single marine arm fitted at this berth. The centerline of the marine arm is 26 feet forward of the bulkhead.

The berth has 1 eight inch 150# marine arm for receiving and sending Acrylonitrile. There is a six inch vapor recovery hose that is "piggy back" with the loading arm. The shoreline is 10 inch and the tank is located 1/4 of mile from the berth. The maximum discharge pressure is 125 PSIG and the maximum allowable discharge rate or fill rate is 450 metric tons/ hour. Vessels which are unable to maintain an adequate discharge rate may be asked to leave the berth

The fixed marine arm has the following operational parameters:

Maximum Allowable Wind Speeds:	
Stowed Position:	130 MPH
Maneuvering:	60 MPH
Operations:	60 MPH

The operating envelope for the arm is as follows:

Maximum allowable fore and aft movement:  
Five feet fore and aft of centerline..

Maximum height above HHW:  
Twelve Feet

## **BERTH INFORMATION - Barge Slip 6**

The flange for the marine arm is 150# bolt on flange. It is the tankerman that will connect the flange under supervision of the Dockman. The loading arm connection will be pressure tested by the Dockman. The vapor hose is a bolt on connection and will be bolted on by the tankerman.

**For barges that are LOADING Acrylonitrile, the barge is given a rope that directly closes the emergency quick closing valve on the dock. In the event of an emergency the tankerman should immediately pull sharply on this rope to stop the flow of Acrylonitrile to the barge. This can be done at any time during the transfer including when loading at maximum rate.**

*THERE ARE NO HOSES AVAILABLE AT ANY OF THE BERTHS. ANY BARGE CALLING AT THE DOCK MUST PROVIDE ITS OWN HOSES INCLUDING A VAPOR HOSE IF USING THE MARINE VAPOR RECOVERY HOSE DOES NOT REACH. .*

### **GENERAL SAFETY PRECAUTIONS**

Tugs may stay in the notch or leave as they wish. However, they must not move either in or out once the cargo connections have been made. Tugs docking barges "on the hip" must move away from the barge prior to connecting the arms. Tugs undocking "on the hip" cannot come alongside until arms are disconnected. Tugs that leave the barge must tie up at the tow boat staging area.

No storing is permitted other than what can be loaded by hand.

**SMOKING IS NOT PERMITTED** in the Port of Port Lavaca/Point Comfort except in designated shelters.

**SMOKING IS NOT PERMITTED** on barge.

No craft may come alongside at either barge docks when the loading/discharge arms are connected.

**A minimum of four mooring lines must be used on all barges.**

**KEEP MOORING LINES TIGHT AT ALL TIMES**

# **SAFETY REGULATIONS**

## **1. RESPONSIBILITY**

The Master, Barge Captain, Tankerman, owner and operator are responsible for the condition of the vessel. The Master, Barge Captain, Tankerman or other Person In Charge is responsible for the safe conduct of all operations on board the vessel while it is alongside the dock.

## **2. COMPLIANCE WITH DOCK REGULATIONS**

Every deck officer or tankerman, prior to assuming the watch, shall read and comply with these regulations.

Vessels which do not comply with all of these rules may be required to immediately disconnect and to vacate the berth; all costs involved will be charged to the owner.

## **3. FIRE PRECAUTIONS**

Portable dry powder fire extinguishers shall be placed for use near the vessel manifold. On vessels fitted with fixed monitors, two monitors shall be pointed towards the manifold. All vessels with fixed fire fighting systems shall have two fire hoses laid out and ready for use near the manifold. In addition, anhydrous ammonia ships will be required to test their spray system within 24 hours of arrival at berth.

The fire pumps shall remain ready for immediate use at all times. If practical, a pump should maintain pressure on the ship's fire main while cargo or ballast is being handled. If this is not possible, the fire pump shall be in standby condition and ready for immediate operation. In cold weather, the freezing of fire mains and hydrants should be prevented by continuously bleeding water overboard from hydrants at the extreme ends of each fire main. Alternatively, the fire main may be kept drained but lined up and ready for immediate use.

A check will be made to confirm that the ship has an International Ship/Shore Fire Connection for the transfer of water for fire fighting.

Vessels must rig emergency towing wires forward and aft. These wires must be of suitable strength and deployed so that they hang close to the water such that a tug can get the eye aboard in an emergency.

All exterior doors and portholes that open onto the weather decks of a vessel must remain closed at all times. This applies whether a vessel is loading or discharging cargo, and regardless of the type of cargo.

The transfer of cargo and ballast must be stopped on the near approach of electrical storms or when lightning appears in close vicinity.



# SAFETY REGULATIONS

## 4. SMOKING

Smoking is prohibited on the weather decks of all vessels calling at the facility. Smoking is prohibited within the Port of Port Lavaca/Point Comfort except in designated smoking shelters. There is absolutely no smoking allowed in the vicinity of the telephones at the end of the docks.

The Master with the concurrence of the INEOS NITRILES Person-in-Charge, designate two specific smoking areas on the vessel where the crew may smoke. The areas designated **MUST** be segregated from the weather deck of the vessel by at least two doors. The designated areas shall be identified and noted in the Declaration of Inspection. Smoking in all other areas of the vessel is prohibited.

## 5. LIGHTING

There must be adequate lighting on deck for safe operations.

All lighting must be of the approved explosion-proof type. This includes deck lights and portable lights, including flashlights. Portable equipment connected to an electrical source must not be used in the cargo area of the vessel while alongside the dock.

## 6. MANNING

A sufficient number of personnel must remain aboard the vessel at all times to deal with any emergency. This includes the possibility that the ship might be required to move under its own power on short notice.

The vessel's Person-in-Charge must be familiar with all operations of the cargo system and trained to respond to any possible emergency. In addition the Person-in-Charge must be fluent in English and able to communicate over the radio with the dock person. There must be a suitable number of people on duty to tend to the mooring lines as required.

## 7. REPAIRS

Repair work to vessels, including barges and tugs, is not permitted while the vessel is alongside the dock without permission from the Port Director of the Port of Port Lavaca/Point Comfort. Repairs which restrict a vessel's ability to leave the dock in the event of an emergency will NOT be undertaken.

## 8. INERT GAS

Ships required to have an inert gas system must have the system fully operational and producing good quality (i.e. low oxygen content) inert gas throughout the discharge and/or ballasting operations.

# **SAFETY REGULATIONS**

## **9. TANK OPENINGS**

All cargo tank hatches are to be kept closed and flame screens are to be in place at all times during transfer operations. It is BP's policy that all transfers be done in a closed manner.

## **10. TANK WASHING**

There is to be no tank washing done at the dock without prior permission.

## **11. SAFETY SHOWERS**

All safety showers aboard the vessel must be in good condition and ready for immediate use at all times. The safety showers must be charged at all times no matter what the weather conditions.

## **12. ALCOHOL/DRUGS**

The Port of Port Lavaca/Point Comfort does not allow any alcohol or illegal drugs within the facility. The bringing of alcohol by crew members through the gate is prohibited. Anyone that appears intoxicated will be denied access to the facility. If it is suspected that persons on board the vessel are under the influence of alcohol or drugs, operations will be secured immediately and the appropriate parties notified.

## **13. PERSONAL PROTECTIVE EQUIPMENT**

All crew members must wear appropriate PPE during hook up and disconnect of marine arms/vapor hoses. The PPE must meet the minimum requirements as stated on the MSDS.

## **14. VENTING/STACK EMISSIONS**

All vessel crews are required to monitor their vessel's stack emissions. Visible emissions are not allowed from anywhere on the vessel. If a vessel is smoking at the dock, it will be required to secure all cargo operations until the emissions are cleared up. Each vessel is responsible for any damages that may result from excessive smoking at the dock.

# **SAFETY REGULATIONS**

## **15. PRE-TRANSFER CONFERENCE**

Prior to the commencement of **ANY** cargo operations, a pre-transfer conference is to be held to ensure that there is a complete and thorough understanding of the procedures to be followed. The designated Persons In Charge from both the vessel and INEOS NITRILES must discuss all aspects of the operation face to face. During the conference the "Pre-Transfer Conference Record" and the "Declaration of Inspection" (DOI) must be filled out and signed by both parties. It is important that **ALL** items on the DOI be filled in at this time. Each line must be verified by the initials of the person in charge filling out the form. At shift change on both the vessel and the dock, the name of the new person in charge shall be filled in and all items on the DOI list be verified as still being correct.

## **16. POLLUTION PREVENTION**

All operations are to be carried out in an environmentally safe and correct manner. If there is any spill, cargo operations are to be stopped immediately. The personnel on the vessel are required to make frequent inspections of the deck of the vessel and the water around the vessel for any sign of pollution.

Prior to any cargo transfer, sea valves will be verified closed and sealed. These seals may not be removed without terminal permission. Permanent ballast tanks will be inspected/gauged before and after discharge.

## **17. SPILL RESPONSE**

In the event of the spill, the vessel is required to cease cargo operations, activate the OPA-90 Vessel Response Plan and immediately notify the US. Coast Guard. Cargo must not be restarted until clearance is obtained from the US. Coast Guard, INEOS NITRILES and Port of Port Lavaca/Point Comfort

In the event of an spill from the vessel, it will be the Master's responsibility to immediately:

- Stop transfer of cargo
- Notify the Terminal of the spill
- Implement his Vessel Response Plan
- Notify his OPA-90 Qualified Individual
- Call the National Response Center toll free number (800) 424-8802, in Washington, DC.
- Call the US Coast Guard Corpus Christi Telephone: (361) 888-3162

## **SAFETY REGULATIONS**

The Master or Barge Captain is responsible for appropriate clean up action. If he fails to take appropriate action, then INEOS NITRILES will initiate clean up activities on behalf of the vessel. All clean up and damage costs incurred as a result of a vessel spill will be at the vessel's expense and the Master may be required to post bond for these expenses prior to the sailing of the vessel. It is important for the vessel to keep INEOS NITRILES informed as to what they are doing in the event of a spill.

### **18. STORES**

There is no storing allowed while the loading/discharging arms are connected. Ships may store before or after the arms are connected. There is a crane located on the ship's berth. The ship's agent may make arrangements with the Port of Port Lavaca/Point Comfort to operate the crane for stores. Only diesel driven vehicles will be allowed on ship's dock and only when arms are NOT connected. At the barge slips, stores must be handled by hand.

### **19. VISITORS**

Masters are requested to consult with their agent regarding ship chandlers, repairmen, technicians and other visitors who wish to board the vessel. All visitors are required to be cleared by the Port of Port Lavaca/Point Comfort. All contractors must provide suitable proof of insurance to be permitted access to the facility. Each vessel must provide a list of names that require access to the vessel. This list is to be prepared by the agent and submitted to the Port of Port Lavaca/Point Comfort prior to the vessel's arrival. Vessel personnel, visitors or people associated with the vessel are not allowed to walk or wander around the facility or tank farm. Personnel leaving or joining a vessel must proceed directly to the vessel from the terminal gate.

## ADDITIONAL PHONE NUMBERS

Alcoa Alumina & Chemicals	(361) 987-2631
Chem-Trec (Chemical Spills/Emergencies)	(800) 424-9300
CP&L—E.S. Joslin Power Plant	(361) 987-2692
Formosa Plastics Emergency #	(361) 987-2111
Texas General Land Office (Port Lavaca Day #)	(361) 552-8081
Texas General Land Office (Nights/Weekends)	(800) 832-8224
Inspectorate America	(281) 291-9000
Inspectorate America (Fax #)	(281) 291-9304
Point Comfort Mooring & Marine	(361) 552-7666
Point Comfort Mooring & Marine	(888) 933-3643
Point Comfort Towing	(361) 987-2515

### U.S. Government Agencies:

U.S. Dept. of Agriculture (Victoria #)	(361) 575-6277
Corps of Engineers	
U.S. Customs	(361)888-3501
U.S. Immigration/Naturalization Service	(361) 888-3501
U.S. Coast Guard (Corpus Christi)	(361) 888-3162
U.S. Coast Guard (Victoria)	(361) 533-0087