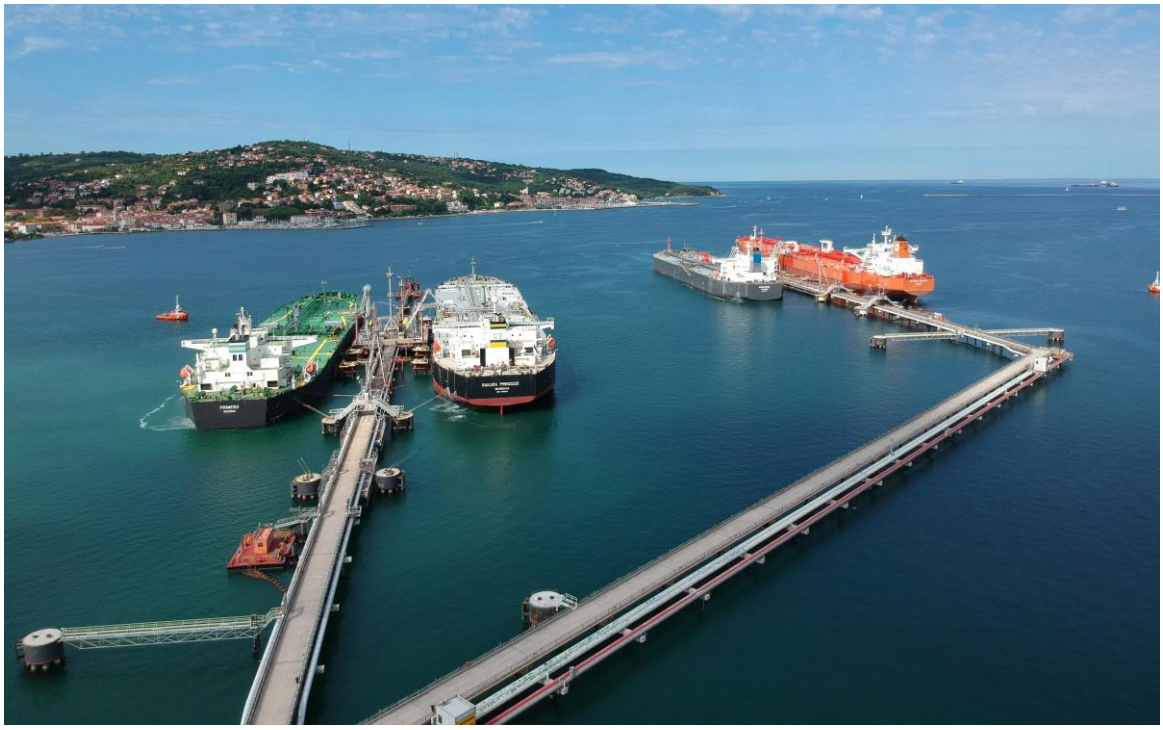
Società Italiana per l'Oleodotto Transalpino S.p.A.

SIOT Marine Receiving Facilities
Trieste – Italy



TERMINAL INFORMATION and PORT REGULATIONS

Revision 4th in force from 1st June 2022

COMPLIANCE NOTICE

Please Note:

There is a minimum requirement at this terminal that all vessels should comply at all times to International Regulations (as S.O.L.A.S., ISPS code, FSS, MARPOL, IGS and so on) and in all respects with the latest edition of the following industry publications:

OCIMF: "International Safety Guide for Oil Tankers & **Terminals" (ISGOTT).**

"Mooring Equipment Guidelines" (MEG).

"Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment".

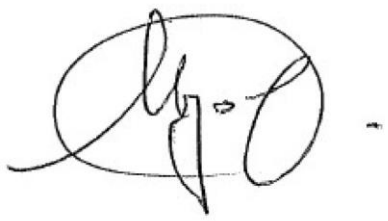
If any non-compliance with the recommendations contained in the said publications is identified, whether prior to, during or after cargo operations, then the terminal reserves the right, at their absolute discretion, to (without limitation):

- reject the vessel;
- cease operations;
- suspend operations;
- remove the vessel from the berth;
- refuse completion of the intended operation; or
- require attendance of and or assistance from marine or cargo expert(s) acceptable to the terminal.

All loss of time, costs and expenses associated with the terminal exercising its rights, as set out above, shall be for the vessel's account.

The aforesaid shall be without prejudice to any rights the terminal may otherwise have, pursuant to the contents of this Terminal Information and Port Regulations booklet.

REV.	DATE REV.	ITEM
01	October 2011	New Edition
02	February 2015	Revision – into force from 1st March, 2015
03	February 2019	Revision – into force from 1st April, 2019
04	May 2022	Revision – to come into force on 1st June, 2022

Master-Doc:	Owner: Aldo Ugo	
	Author	**Approved and released**
Date:	2nd May 2022	2nd May 2022
Department:	M.F. SUPERINTENDENT	TAL OP MANAGER
Name:	Capt. Aldo Ugo	Ing. Carlo Piccolo
Signature:		

Contents

APPENDICES

NOTICES

1.0 WARNINGS

SMOKING

SMOKING IS STRICTLY PROHIBITED IN THE TERMINAL, ON THE JETTY AND ON BOARD VESSELS ALONGSIDE (THE RESTRICTED AREA), EXCEPT IN THOSE ENCLOSED SPACES ON BOARD THE VESSEL SPECIFICALLY DESIGNATED BY THE MASTER AND TERMINAL SUPERVISOR (OR HIS DESIGNATED REPRESENTATIVE) AS SMOKING AREAS. FAILURE TO COMPLY WITH THESE REGULATIONS WILL INVOLVE CESSATION OF OPERATIONS AND MAY RESULT IN THE VESSEL BEING INSTRUCTED TO VACATE THE BERTH PENDING A COMPLETE INVESTIGATION AND RECEIPT OF WRITTEN ASSURANCE FROM THE MASTER THAT EFFECTIVE CONTROL HAS BEEN ESTABLISHED.

SIOT RESERVES THE RIGHT, IN UNUSUAL CIRCUMSTANCES, TO PROHIBIT SMOKING AT ANY TIME AND IN ANY PLACE.

ALCOHOL/DRUGS

MASTERS ARE ADVISED THAT OPERATIONS WILL CEASE, IF THE ACTIONS OF A PERSON OR PERSONS INVOLVED IN OPERATIONS ARE NOT UNDER PROPER CONTROL AS A RESULT OF THE SUSPECTED USE OF ALCOHOL AND/OR DRUGS.

OPERATIONS WILL NOT RESUME UNTIL THE MATTER HAS BEEN REPORTED TO AND FULLY INVESTIGATED BY RELEVANT AUTHORITIES AND THE COMPANY CONSIDER IT SAFE TO DO SO. DELAY OR CANCELLATION OF THE VESSEL'S DEPARTURE MAY RESULT AND ALL COSTS ASSOCIATED WITH THIS DELAY WILL BE BORNE BY THE VESSEL.

ACCESS TO THE TERMINAL FOR A PERSON OR PERSONS SIMILARILY AFFECTED BY ALCOHOL AND/OR DRUGS WILL BE DENIED (SEE SECTION 4.1.2).

POLLUTION

IT IS AN OFFENCE TO:

- SPILL OIL OR ANY OTHER POLLUTANT SUBSTANCES
- DUMP GARBAGE
- EMIT EXCESSIVE FUNNEL SMOKE
- RELEASE TO THE ATMOSPHERE ANY HAZARDOUS GAS

ALL INCIDENTS WILL BE INVESTIGATED AND PROSECUTION COULD RESULT.

2.0 GENERAL

2.1. Introduction/Scope

This booklet is intended to acquaint owners, operators, charterers, agents, cargo surveyors/expeditors and masters of vessels with various details of the general conditions, facilities and availability of services at Trieste's SIOT Marine Terminal. This booklet is not intended to take the place of or supersede any information, laws or regulations contained in any official publications with respect to the waters and areas to which it pertains. Reference should be made to the appropriate Hydrographic Office publications and charts as well as to all applicable regulations, laws or enactments which may be in force.

Whilst the information contained in this booklet is intended generally to acquaint owners, operators, charterers, agents, cargo surveyors/expeditors and masters of vessels with the general conditions, facilities and services normally to be at the SIOT Marine Terminal, such information is provided without any guarantee or warranty on the part of SIOT as to its accuracy or completeness and SIOT do not assume, nor accept, any responsibility for the use of any information contained herein by any person. In all circumstances, the Master of the vessel shall remain solely responsible for the safety and safe navigation of his vessel and for compliance with all applicable laws rules and regulations.

2.2. Ownership

The Transalpine Pipeline (TAL) is a joint venture of various mineral oil companies. Its purpose is to import, store and distribute crude oil to their refineries and tank farms in Austria and Germany. For the operation and administration of the TAL installations in Germany, Austria and Italy three operating companies were founded:

- Deutsche Transalpine Oelleitung GmbH., München
- Transalpine Ölleitung in Österreich Ges.m.b.H., Kienburg
- Società Italiana per l'Oleodotto Transalpino S.p.A., Trieste (SIOT)

2.3. Company Address

SIOT - Società Italiana per l'Oleodotto Transalpino S.p.A.
Tankfarm Trieste
Via Muggia, 1,
San Dorligo della Valle
34147 Trieste

Tel: +39 040 3889 111
E-Mail: siot@tal-oil.com
Legal mail: siot.ufficioprotocollo@cert.assind.ts.it

Website: www.tal-oil.com

2.4. Liability

2.4.1. SIOT's Liability

Without prejudice to the following provisions, SIOT 's liability for damages sustained by the vessel, her cargo, Master, Officers, Crew and any person within the SIOT Port area, shall be subject to the Italian Law.

Any damage or loss, in relation to which it is intended to file a claim for compensation with SIOT, must be submitted to SIOT's attention before the vessel leaves the port area or as soon as practicable thereafter, and, if possible, in the presence of a representative of SIOT and/or the claimant. This shall be confirmed in writing.

2.4.2. Ship's Liability

Ship Owners shall be liable to SIOT for any damages and/or losses caused to SIOT by their ship, ship's crew or other persons under their command, unless they can prove that the damage was not caused by negligence on their own part or anyone else under their responsibility, and that, in addition, the damage was not attributable to a defective condition of their vessel or equipment.

Vessels will not be allowed to sail before the Master has signed a" Statement of Fact" in relation to damages and/or losses caused to SIOT by said vessels, and the Master has confirmed the Ship Owner's liability for said damages and/or losses, unless the Ship Owner cannot be held responsible by SIOT.

In presence of any Master disclaimer (i.e. so called "*Conditions of use*" declarations) that could negatively influence the safety of the operations, the terminal reserves the right, at their absolute discretion, (without limitation) to reject the vessel, suspend or cease the operations and/or remove the vessel from berth.

2.5. Jurisdiction

The General Port Regulations are subject to Italian Law and all claims which may be filed by any of the parties are to be judged by a competent Italian Court.

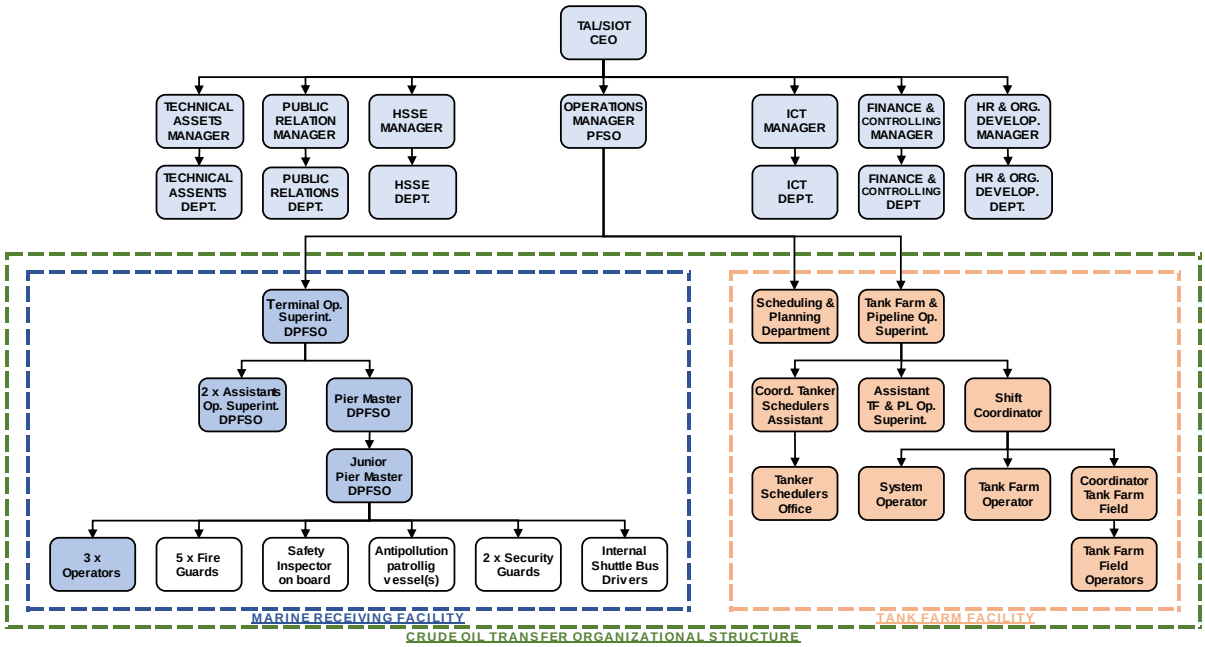
2.6. General Information

2.6.1. Time

The Terminal is operated 24 hours a day, 7 days a week. Vessels will be moored or unmoored at any hour, weather and other circumstances permitting.

Local Time is GMT +1 hours or World Time Zone A (Summer time is applicable).

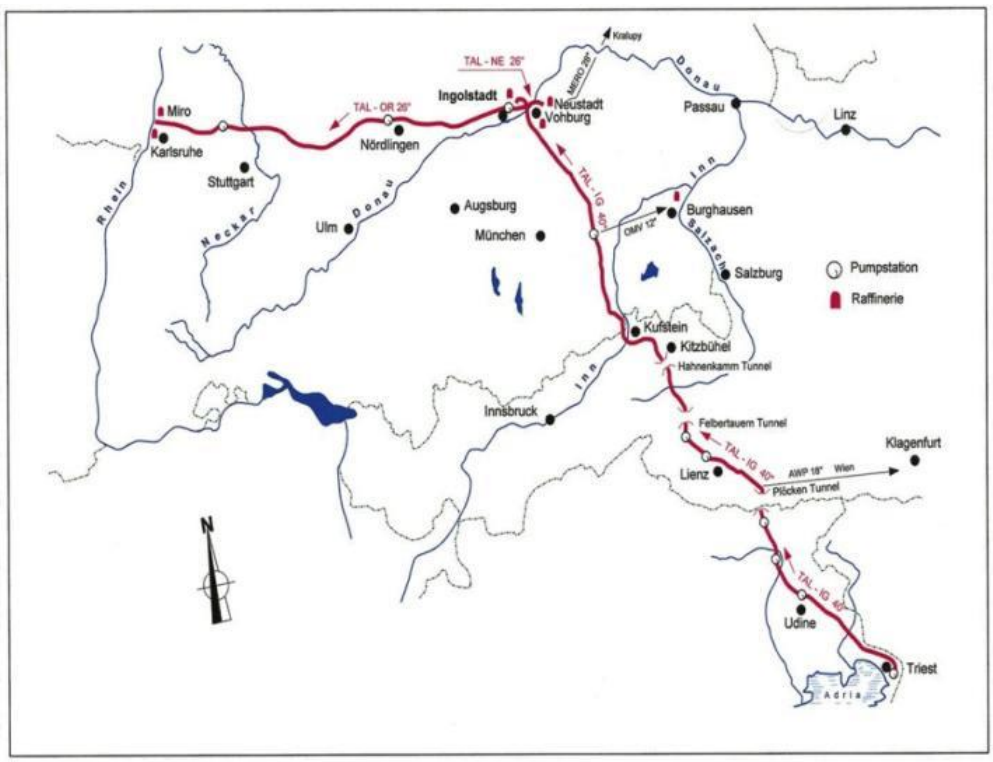
2.6.2. SIOT/TAL Organisation



CRUDE OIL TRANSFER ORGANIZATIONAL STRUCTURE

2.6.3. Location of the Terminal

The SIOT Marine Receiving Facilities, owned and operated by SIOT (Società Italiana per l'Oleodotto Transalpino S.p.A.), are situated at the North Eastern extremity of the Adriatic Sea, in Muggia Bay at position 45°36'45" N 13°46'36" E and fall under the administration of the Trieste Port Authority. The following plan shows the terminal and the pipeline route into Austria and Germany.



2.7. List of Abbreviations

ASA:	American Standards Association
B/L:	Bill of Lading
CCTV:	Closed Circuit Television
COUs:	Conditions of Use
COW:	Crude Oil Washing
DAS:	Docking Aid System
DPFSO:	Deputy Port Facility Security Officer
DWT:	Deadweight
ETA:	Estimated Time of Arrival
EX:	Explosion Proof
GMT:	Greenwich Mean Time
GRT:	Gross Register Tonnage
I.G.:	Inert Gas
IMO:	International Maritime Organisation
ISGOTT:	International Safety Guide for Oil Tankers and Terminals
ISPS Code:	International Ship and Port Facility Security Code
LBP:	Length Between Perpendiculars
LEL:	Lower Explosive Limit
LOA:	Length Overall
LWA:	Longitudinal Windage Area
MARPOL:	Maritime Pollution Convention
SD MBL:	Ship design Minimum Breaking Load
MEG:	Mooring Equipment Guidelines
MEPC:	Marine Environmental Protection Committee
MSC:	Maritime Safety Committee
MSDS:	Material Safety Data Sheet
MSMP:	Mooring System Management Plan

MSMPR:	Mooring System Management Plan Register
MSL:	Mean Sea Level
OBQ:	On Board Quantity
OCIMF:	Oil Companies International Marine Forum
TECHNICAL TIGHTENESS:	Plugging or sealing capability of a device (as per its Manufacturer specifications)
P/V:	Pressure / Vacuum
PFSO:	Port Facility Security Officer
PFSP:	Port Facility Security Plan
PMBL:	Parallel Mid-Body Length
POLREP:	Pollution Report
PPE:	Personal Protective Equipment
ROB:	Remaining on Board
SBT-PL:	Segregated Ballast Tanks – Protective Location
SIOT:	Società Italiana per l'Oleodotto Transalpino
SOLAS:	Safety of Life at Sea Convention
SSSCL:	Ship Shore Safety Check List
TAL:	Transalpine Pipeline
TMSA:	Tanker Management Self Assessment
TWA:	Transverse Windage Area
UKC:	Under Keel Clearance
WLL:	Working Load Limit

3.0 COMMUNICATION

3.1. Pre-Arrival Information

The Master must communicate the ship's ETA at least 72 hours in advance. The 72-hour ETA must be sent to the Harbour Master's Office with copies to the Ship's Agent and SIOT terminal (ship.eta@tal-oil.com). The ETA must be in the form of Appendix 4.

The 72-hour ETA is to be confirmed by a 48/24-hour ETA. The Master is to advise all parties of any change in the ETA thereafter.

3.2. Communications in Roads

While within range, vessels should maintain constant communication with their Agent. The Pilot Station may be called on VHF channel 14. Pilots are informed about movements and any other matters which may possibly affect vessel passage to the port area.

3.3. Communications Alongside (Notice 1)

The primary means of ship/shore communications, whilst the ship is alongside, is through the safety inspector via his portable VHF radio on the terminal's private communications channel (same channel as Pier Master and the marine facility control room).

The backup communications system is the Ex telephone placed on board in the cargo control room. To use the Ex telephone, proceed as follows:

- dial 8 for an internal call to the Pier Master
- dial 9 to call the Telephone Operator
- dial 7 and then the outside number for any outside calls (International calls are also possible*).

The Pier Master can also be called by dialling (external):

Office: +39 040 827003 / Mobile: +39 348 4511932

The Pier Master's Office is equipped with Marine Band VHF channels 10-12-14-16-71-72-73 but a listening watch is not maintained. The last two channels are for SHIP/SHORE communications. Note: Whilst alongside SIOT berths, ships should maintain a listening watch in the cargo control room on VHF channel 72. The Pier Master's Office will call on this channel (however, it is not monitored for incoming calls) if other means of communication fail to raise a response.

Ships alongside may be called by dialling +39 040 828455 or 828456 (instructions available in Italian and English).

In the event of a complete communications failure, all cargo operations must be stopped until communication links have been re-established.

*A computer system will register all the external calls and print the "numbers called, the time and the costs". Regular invoices will be presented to the vessel via their Agents.

4.0 HSSE

4.1. Health

4.1.1. Emergency Medical Assistance

Any request for medical assistance should be made through the Ship's Agent before or on arrival. If emergency medical assistance is necessary, this may be called on through the SIOT personnel on watch, or by using the ship/shore €x telephone by dialling 7 then 112 for the local medical centre. The SIOT Pier Master must be immediately notified.

4.1.2. Drug and Alcohol Policy

The introduction and the use of alcohol and illegal drugs or other psychoactive substances are strictly prohibited at all times and in all areas of the terminal. Anyone apparently intoxicated will not be permitted to enter the terminal (see Section 1.0).

4.1.3. (SARS CoV 2) Pandemic

The Terminal set up some procedures to manage the operations in the time of CoViD-19. In particular, the following protocols have been implemented:

- The ship-shore telematic interface – that limit to the minimum the face to face time between the ship's crew and the shore staff.
- Management of SUSPECTED CoViD-19 cases on board a tanker.
- Management of CONFIRMED CoViD-19 cases on board a tanker.

See the annex 9 and 10

4.1.4. Noxious Substances

MSDS (Material Safety Data Sheet) shall be delivered to the terminal before arrival. See MSC resolution 286(86). The same documentation shall be provided for any Noxious or pollutant Substances in parcel if entering the Terminal or being transferred by sea to a vessel alongside (see Section 5.4).

4.1.5. Hydrogen Sulphide (H_2S)

Cargoes with a Hydrogen Sulphide content up to 200 ppm in liquid phase can be accepted at SIOT/TAL Terminal. Use of H_2S scavengers have to be declared and agreed by the Terminal.

Before arrival

the vessel shall declare:

- The cargo(es) H_2S content inside the Cargo(es) Vapour Spaces with sufficient accuracy.
- If any cargo tanks purging has been conducted during laden voyage. If yes, reporting the H_2S concentration in vapour space before and after the operation.
- Technical Tightness of all cargo tanks penetrations (gauging points, P/V valves, Butterworth® holes and so on). Any gas leakage from cargo tanks shall be stopped.
- Number of (working) personal H_2S analysers available on board.

At BERTH:

If crew declared a concentration below 1000 ppm inside the cargo tanks vapours space, SIOT personnel will accompany ship's personnel to witness a check of the Hydrogen Sulphide concentration in the cargo tanks. The measurement will be taken via the vessels vapour lock system which must be properly maintained and tight.
In case of presence of H_2S on deck, SIOT personnel will use appropriate breathing PPE during the operation. Ship's Master is responsible for the safety on board and shall advise if additional safety measures have to be taken.

4.2. Safety

Vessels alongside SIOT berths must comply with the International and National Safety Rules, Guidelines and SIOT requirements with particular regard to operations, ship's equipment, crew's capability and behaviour.

4.2.1. Shore Gangway

Each berth is provided with a shore gangway, which is to be positioned on the deck as soon as the berthing manoeuvre is completed. There must be sufficient space available to land the shore gangway on the ship's deck. There must be a safe walkway to the vessel's accommodation access. The main deck and the access walkways and ladders shall be kept safe for walking, free of oil, obstructions or ice. Ship's staff should address requests for adjustment of the shore gangway position to the Safety Inspector on board or directly to shore personnel.

4.2.2. Inert Gas

All cargo tanks and any other tanks connected to the IG system (e.g. residual tanks etc.) shall be "atmosphere inert", unless they are isolated from the IG system and gas free certified by the Port Chemist.

4.2.3. Fire Brigade

A qualified and certified fire brigade is always present at the marine terminal. Frequent inspections are performed on board and on the pier platform while the ship is alongside the berth.

4.2.4. Fire Fighting Installation

The terminal is equipped with a fixed firefighting installation on all berths. The system consists of 2 diesel and 1 electric fire pump (total capacity of 3000 m^3/h) with associated foam system and pumps. There are 2 foam/water remote controlled monitors (capacity 6000 l/m) on each pier. A further foam/water remote controlled monitor (capacity 3000 l/m) is located on the vessel access tower at each berth to cover the manifold area. For coverage diagram (see Section 9.5). Each pier is equipped with water and foam hydrants along its length and portable firefighting equipment is located on the jetty and berth platforms (see Section 9.4).

The critical structures of the fire monitors and unloading arms are water-cooled. An additional water cooling system exists under the platforms to protect some of the critical piles. Furthermore, a 30cm foam carpet can be thrown over the lower deck of the operational platforms within 4 minutes. Foam throwers at sea are located under each piers platform.

4.2.5. International Ship/Shore Fire Connection

International shore fire connections are available at the top of the gangway access tower for each berth (see Section 9.4).

4.2.6. Escape Way

On each pier, there is a water sprinkler system protecting the inland escape way along the jetty access from each berth platform. All ships at berth are requested to make ready at their sea side:

1. The life boat for launching at sea (poop free fall life boat not included),
2. The gangway to be lowered.

This to permit the crew to abandon the ship if inland escaping way is not safe.

Fire and evacuation drills are held frequently and notification will be issued to the ship if they are to be involved.

4.2.7. Emergency Towing-Off Pennants

Emergency towing-off pennants (fire wires) must be properly rigged on the offshore side of the vessel, both forward and aft. A five meters floating messenger is required at the outboard eye. A certified fire resistant synthetic fibre rope as an alternative to wire is accepted by the terminal (see Section 9.14).

4.2.8. Vessel Readiness

Any vessel alongside must at all times maintain:

- main engine readiness at short notice,
- mean draught and trim within MARPOL limitation to permit a safe departure manoeuvre (minimum Mean Draught = 2 + 0,02 L, maximum Trim = 0,015 L).
- a sufficient number of qualified crew to comply with its Company's SMS procedure (see IMO Resolution MSC.353(92)) and to perform a safe departure manoeuvre.

However, during COW operations, it is acceptable for the vessel to attain the minimum trim recommended in the vessel's COW manual, provided that total propeller immersion and rudder effectiveness are maintained.

4.2.9. Enclosed Spaces

Entry and Inspection of enclosed spaces (with the exception of the pump room) is not allowed whilst alongside SIOT berths. In exceptional circumstances, permission to undertake enclosed space entry may be granted by the SIOT management representative, subject to inspection and test by the Port Chemist and authorisation from the Harbour Master. A method statement and task risk assessment may be required.

4.2.10. Repairs alongside

In general, repairs are not allowed alongside. A permit can be granted on exceptional basis in order to complete the operations upon the following minimum conditions:

- Vessel suspends the discharge,
- Report in written to the Terminal the ongoing situation,
- A ship's method statement and task risk assessment are submitted to the Terminal,
- Ship's Captain grants the safe condition for any repairs stages,
- Port Captaincy authorized the proposed repairs,
- The proposed repairs activities request maximum 8 hours of discharge interruption (see Section 7.6.4)

Based on this, Terminal could allow the repair at its sole professional judgement.

4.3. Security

4.3.1. ISPS Compliance

The terminal is in compliance with the International Ship and Port Facility Security (ISPS) Code, Part A & B, and Chapter XI-2 of SOLAS. The Security Assessment and the Security Plan have been approved by the Trieste Harbour Security Committee. All ships must comply with the ISPS Code. The TAL Global Operation Manager is the appointed PFSO whilst the Terminal Superintendent, the Pier Masters, the Terminal Superintendent Assistants and the Jr. Pier Masters are qualified DPFSO's.

The onboard Safety Inspector and the crew onboard antipollution patrolling vessels are part of terminal security personnel.

The ship could be requested to participate in exercises or drills jointly with the Terminal.

4.3.2. Crew Lists

The Master must furnish a ship's crew and passenger list. Crew personnel are only permitted to leave the berth and have access to the marine terminal if in possession of a valid ID card, and (where applicable) a shore pass. The Ship's Agent arranges the shore pass system. The documentation of other personnel joining the vessel, validated by the designated authority, must be forwarded to the Terminal by the ship's Agent. The Ship's Agent should always be consulted for updated information on the latest immigration and security authority requirements.

4.3.3. Access to the Terminal

The Master or his Agent shall notify the terminal about any foreseen movement of goods and/or people, with purpose of their visit whilst alongside (i.e. provisions and stores handling, crew change, shore inspectors, vetting, technician, etc.) before vessel berthing using the attached forms (see Section 9.21/9.22).

All persons passing the Port Authority and Customs Gates at the entrance to the Terminal (with the exception of crew members) must be in possession of a "permit to board the vessel alongside" issued by designated Authority. This permit is necessary to issue the SIOT "Permit of Temporary Access to the Marine Terminal" which is issued by the Pier Master or the Jr. Pier Master on duty (see Section 9.19/9.20). To anyone is requested a "valid ID document with photo".

Final authority is with the master to allow access on board the vessel. Government and Union Representatives are always allowed to board the ship.

The Terminal and surrounding waters are considered to be a restricted area. Authorisation for boats and other crafts to enter the area may only be granted by the Pier Master or the Jr. Pier Master.

4.3.4. Safety Paths

Visitors must use marked safety paths at all times within the terminal. Access to restricted areas is prohibited without authorisation from the Pier Master or the Jr. Pier Master.

4.3.5. Shuttle Bus

A security guard is stationed at the entrance gate of the marine terminal to identify all persons. Nobody is permitted to walk along the jetties from/to moored vessels; the use of the bus (available 24 hours a day) is compulsory for this purpose. A waiting room is available at the Terminal gate. Ship's visitors and crew will transit through the Terminal at their own risk. Trieste centre is approximately 5km by road.

4.3.6. Photography

The taking of videos and photographs within the terminal is prohibited without proper authorisation.

4.3.7. Drones

The use of drones is forbidden in the terminal and surrounding area. Authorities and ships will be immediately notified if any are detected and discharging operations will be consequently suspended.

4.4. Environment

4.4.1. Slops/Oil Waste Reception

SIOT Marine Receiving Facility is not designated as a Port Reception Facility in accordance with the Italian Legislative Decree 24 June 2003, nr. 182, implementing the Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000. Consequently, discharge of slops, oil or any other cargo related waste to shore is not permitted.

4.4.2. Bilges

All pumping overboard from bilges is prohibited.

4.4.3. Antipollution Service at Sea

In accordance with Harbour Authority regulations, at least one antipollution boat is always present in the area around berthed vessels. Their aim is to strictly monitor the surface and to intervene immediately in the event of even minor pollution (i.e. scrubber residues).

4.4.4. Hazardous and Noxious cargo Vapour Emission

The SIOT Marine Terminal is located close to the densely populated city of Trieste. With respect and consideration for the local population and the authorities, SIOT have imposed restrictions on any operation which could negatively influence the air quality of the coastal zone. Therefore: any vessel calling at Trieste Harbour should strictly avoid the release of any cargo vapours, other hazardous gas or heavy stacks from ship's funnel.

The following procedures/precautions are required of all vessels by way of mitigation:

Before arrival:

- Check all cargo tanks penetrations and eliminate any gas leakage.
- Verify that all cargo tanks P/V valves are fully operative and free to move.
- Verify the full functionality of any fixed and portable gas detection systems and equipment.

In ROADS:

- I.G. recorder to be switched on prior to arrival in roads.
- If the I.G. pressure increases (i.e. due to temperature effect), cooling-down of the main deck is possible using water.
- In extreme conditions, if the pressure rises such that the vapours have to be released, the vessel should do so taking advantage if the wind is blowing from shore and in the most gradual way, in order to obtain the maximum gas dilution in the atmosphere. Such operation should be planned well in time to avoid the automatic activation of P/V valves. In this case the ship must notify SIOT Terminal via their Agent.

At BERTH:

- During discharge operations, the I.G. pressure should be maintained at a low operative level (but never less than 200 mm WG in the cargo tanks).
- If discharge is interrupted and the pressure increases (e.g. due to temperature effect), cooling-down of the main deck is possible using water, upon notification to the Pier Master, through the Safety Inspector.
- If all efforts are not sufficient to minimize the pressure increase, immediate notification must be given to the Pier Master, through the Safety Inspector, well in time before critical over pressure is reached, in order to choose the best solution to restore acceptable I.G. pressure.

A gas detecting system fits both Piers platforms. The system is able to detect Hydrogen Sulphide as well as Hydrocarbon Vapours. An audible and visible alarm rings when the following concentration values are detected:

H_2S > 20 ppm
L.E.L. > 20 %

4.4.5. Oil Spillage

In order to increase the effectiveness of the ensuing actions and to minimise criminal proceedings:

- MASTERS MUST IMMEDIATELY REPORT TO SIOT PIER MASTER ANY OIL SPILL OR OTHER HAZARDOUS SUBSTANCE ESCAPE CAUSED BY THEIR VESSEL, EVEN IF CONTAINED ONBOARD. Complete and forward the appropriate POLREP to the Harbour Master and SIOT Terminal as per the Bonn Agreement recommendation 96/1 for notification of an incident of marine pollution.
- All cargo operations must be stopped and may only be resumed when authorised by SIOT.
- Ship's personnel should take immediate steps to stop the spillage at source.

4.4.6. Oil Pollution Detection Devices

Oil Pollution is a matter of fundamental importance to SIOT. Therefore, the marine terminal has been equipped with the means to detect oil on water at an early stage, ensuring prompt response in the event of sea pollution. Equipment installed includes:

- Antipollution low level directional spotlights are installed along each berth in order to allow the detection of oil spills at night.
- All vessels are requested to keep the bridge wing spotlights clean and operative. These lights must be pointed down towards the vessel's sea-chest valve on the side of the vessel away from the berth.
- The water around the berths is also continually monitored by a hi-tech infrared camera imaging system and ultra violet flood lights for the purpose of detecting the presence of oil on water. All collected images are recorded.

look at the UV beam can cause a significant eye injury. Avoid to do so.

4.4.7. Oil Pollution Containment/Recovery Systems

- Floating fixed barriers are laid underneath the longitudinal axis of each pier, main trestle and in the way of the piers platforms.
- A pneumatic bubble barrier system is installed. It consists of a plastic pipe with nozzles anchored to the bottom of the sea with dead weights, thus creating a complete loop, which surrounds each individual berth. Vessel's anchors, whilst moored, must have the brake applied and guillotine lowered to avoid accidental release (see Section 9.7). Particular care should be taken in the handling of mooring lines in the vicinity of the berths to avoid excessive slack (dragging lines with ends on the bottom may damage the bubble barrier pipes).
- Additional fast deployment booms and recovery equipment are available at the terminal located in strategic positions ready to be used in case of spillage at sea.

4.4.8. Inert Gas System Scrubber Tower Discharge

Discharge of solid soot particles from the scrubber seawater drain may be considered as sea pollution by the local Harbour Master and Terminal, consequently it should be avoided.

4.4.9. Garbage & Refuse

No hazardous or pollutant material, garbage or refuse of any kind may be thrown overboard while berthed. The garbage service provided is compulsory and shall be carried out by a local company in accordance with the Harbour Master Ordinance in force.

5.0 MISCELLANEOUS

5.1. Mooring Service

The operation and release of mooring lines is handled by the "Gruppo Ormeggiatori del Porto di Trieste", except in the case of an emergency (Terminal is equipped with pneumatic line-throwing apparatus).

5.2. Ships propulsion and Bow Thrusters

To avoid damages to the Piers Permanent Oil Barriers, the ship's propulsion shall be used carefully. In particular the use of bow thrusters is not allowed for manoeuvring close to the piers structures, except in case of an emergency.

5.3. Inspections

Only one inspection (e.g. Vetting Inspection or Green Award Certification) is permitted at a time when a ship is berthed at SIOT Marine Facility if no additional personnel are available on board (Owner's Representative, Marine Superintendents etc.).

The following conditions shall apply:

- If Authorities or Ship's Register are inspecting the vessel (PSC, Class survey etc.), 3rd party inspections shall be suspended.
- Preference will be given to Shareholder's/Shipper's nominated inspections.
- Operational safety and security are paramount.
- Inspection or testing activity must not compromise cargo operations.
- Inspections to take place in daylight hours only (exceptions may be permitted e.g. if there is an extra officer/engineer or company superintendent on board specifically for the purpose of the inspection).
- SIOT Pier Master or Jr. Pier Master to be consulted prior to any practical test activity (e.g. swing out or engine test of offshore lifeboat or COTs high level alarm).
- SIOT, on its sole professional judgement, has the right to suspend any non-Authority inspections that should influence their operations activities and no cost or expenses can be charged to SIOT.

5.4. Ship's Stores and Provisions

If the Terminal is notified in advance, stores and provision may be loaded onto the vessel whilst alongside with the permission of the SIOT Pier Master or Jr. Pier Master at following conditions:

By shore

- They shall be light and small quantities.
- They must be security checked and shifted to the Terminal shuttle bus to be transported to the piers platform.
- The accesses to the jetty and/or vessel must not be obstructed at any time.
- No item or package to be left unattended inside the terminal.
- Any item so supplied must be capable of being carried in one hand, keeping the other hand free at all times and must not restrict the visibility of the person carrying the item.
- The use of shore cranes is not permitted.
- Any metal parts likely to cause a spark, must be suitably wrapped.

By sea

- All Stores and provisions shall be security checked before entering the terminal waters.
- Storing shall be undertaken during daylight (in particular circumstances, the Pier Master or Jr. Pier Master may authorize the completion of the storing after sunset) using stores crane aft of the accommodation and at the sea side only.
- Storing on the main deck will only be permitted if cargo discharge is stopped and the cargo arms are disconnected. All delays will be to the ship's account.
- Palletized stores can be handled with certified and fit for duty lifting gear only (slings or Japanese nets are not allowed to be use).
- Inside the Terminal waters, only SIOT qualified boat service companies are allowed to operate (ask Agent for up to date list of accredited Operators).
- Provision boat shall have on board at least 2 crewmembers.

Permission of the SIOT Pier Master or Jr. Pier Master must be obtained for all such operations and a method statement and risk assessment for the operation may be required.

⚠ Any hazardous or pollutant store or provision to be provided to the ship shall be accompanied by its MSDS to enter the terminal either by shore or by sea.

5.5. Fresh Water

Fresh water supplies are available at all berths at any time through an international shore connection on the platform with a supply rate of approximately 15 m^3/h. Ship's personnel are entirely responsible for connection of the supply and for monitoring the quantity supplied at the meter. Please contact SIOT personnel before starting the supply. The terminal does not check or grant the fresh water quality.

5.6. Bunker Operations

Pipeline
Bunkers are not available by pipeline at SIOT berths.

Barge
Bunkering by barge is not permitted by SIOT alongside the jetties.

6.0 NAVIGATION

6.1. Location (Charts)

Vessels are referred to the appropriate Hydrographic Office publications and official charts for information about navigational aids, landmarks and approaches to SIOT Marine Terminal. Chart extracts of Italian Hydrographic Institute chart numbers 237 & 239 are included in this booklet for illustration purposes only (see Sections 9.1).

6.2. Approaches

The Marine Receiving Facilities can be approached from the North Adriatic Sea. A dredged channel joins the gulf of Trieste to the piers. The channel is 1 mile long and 200 metres wide. It is marked by 3 light beacons flashing green, 2 beacons flashing red, and 1 beacon flashing white (see Section 9.1).
In accordance with the Harbour Master Authority Ordinance No.43/2014, the south channel may only be engaged by one vessel – entering or leaving – at a time.

6.3. Climate

6.3.1. Temperatures

The mean daily maximum temperatures are 24°C in the summer months and 11°C in the winter months. The mean daily minimum temperatures are 17°C in the summer months and 6°C in the winter months.

6.3.2. Precipitation

There are typically less than 10 days per month with more than 1mm of rain falling. The average monthly rainfall throughout the year remains fairly consistent at about 90mm.

6.3.3. Winds

Masters must be aware of the fact that the prevailing wind throughout the year in Trieste, has a NE to ENE direction (known as the Bora) and can blow with little warning. The gusts can reach 180km/h (>100knts) or more within an extremely short period of time.

Masters must also be aware that sudden thunderstorms with gusts up to 130km/h (70knts) are possible from June to November. As these storms normally come from western quadrants, resulting in either NW'ly or SE'ly winds, strict attention must be paid with particular regard to ships having a large longitudinal windage area.

6.3.4. Sea State, Swell and Currents

Sea state, swell and currents in Muggia Bay are negligible and rarely affect shipping at the berth.

6.3.5. Weather Forecast

Weather forecasts are not available at the piers, but a short-range real-time situation is visible in the Pier Master's office on radar. In addition, an internet real time connection to a number of specialised meteorological sites is available. An electrical storm detector is also in use. However, all moored ships are requested to monitor carefully local weather conditions, taking in due time the appropriate measures to assure safety of operations and their safe stay alongside.

6.4. Anchorage

The anchorage position will be indicated by the Pilots via VHF. Compulsory anchorage for tankers awaiting entry is “A” Zone west of Luigi Rizzo Breakwater. If “A” Zone is congested, Tankers are allowed to drop anchor in “B” Zone. The holding ground is reported to be poor. The exact anchorage area for waiting tankers is determined in accordance with the Harbour Master Authority Ordinance No. 43/2014 and is illustrated in the attached chart extract (see Section 9.1).

6.5. Pilots

Pilotage is compulsory while manoeuvring to and from the berths. SIOT does not assume any responsibility for the docking or sailing manoeuvres of any vessel, including towage and mooring, nor for any pollution caused by the vessel. Arriving vessels take on board a pilot about 1½ miles west of the southern end of Luigi Rizzo Breakwater (see Section 9.1).

6.6. Tugs

Tugs are available, with advance notice, to assist in berthing vessels of any size. All tugs are equipped with fire-fighting equipment.

Tugs ESCORT service is compulsory for tankers over 30.000 GRT for berthing and un-berthing: the tug towropes are normally used (see Harbour Master specific Ordinance). The number of tugs employed will vary according to the size of the vessel and the prevailing weather conditions. The following is a summary of the tugs stationed in Trieste with their principal statistics:

	Year Built	Propulsion	Bollard Pull	GRT	LOA	Draft
Altair(*)	2001	Voith	53T	452	32.5	5.3
Centurion	2015	Azimuth	74T	463	32.5	4.3
Davide	2008	Azimuth	88T	443	32.5	4.4
Deneb	1997	Voith	41T	364	30.0	5.5
Gladiator(*)	2012	Azimuth	70T	466	32.5	4.3
Taur	2000	Voith	52T	452	32.5	5.3
Vega	1998	Azimuth	54T	360	30.0	4.7

(*) fire extinguishing foam onboard

- this list is subject to change without notice -

6.7. Traffic Obstructions

Ship Owners are under obligation to remove, or have removed, in the shortest possible time, any obstructions in the port area which resulted from damage or other causes attributable to their vessels or to auxiliary crafts at their service, and may affect SIOT's operations. If the removal of such obstructions is not effected within a reasonable time, SIOT has the right to remove such obstructions using any means available, at the Ship Owner's expense, after having given due notification to the Ship Owner/Operator.

7.0 ACCEPTANCE

7.1. Ships screening, acceptance and nomination

7.1.1. Tanker Acceptance Check

Ships are safety and commercially screened, accepted and nominated by TAL Shippers, based on their individual standards and SIOT Terminal requirement.
To support the acceptance process, SIOT/TAL made available a web based tool called TAC - Terminal Acceptance Check (see annex 11 as an example of TAC report) reachable as follow:

- Register the user on the website **HTTPS://TASCO.TAL-OIL.COM/**,
- Once in TASCO, access the TAC by following the path:
  "*Access to TIMOS*" → "*Basic Data*" → "*Tanker Acceptance Check*".

⚠ **TAC SHALL BE INTENDED AS A MERE SUPPORT TOOL; ACCEPTANCE PROCESS REMAINS UNDER EXCLUSIVE RESPONSIBILITY OF SIOT/TAL SHIPPERS.**

7.1.2. Basis for Acceptance

- Only Vessels, unreceptively of their size, that comply with MARPOL Annex 1 Regulation 18.12/19 (and are therefore defined as SBT-PL or Double Hull vessels) and with Regulation 33 (COW requirements) are allowed to berth at SIOT Marine Terminal.
- Vessels having a cargo pumping capability of at least 5% of the total cargo capacity.

7.2. Pre-Mooring Safety Inspection

7.2.1. Overview

SIOT operates a system of pre-mooring safety inspections for all vessels calling at its terminal. The purpose of the inspections is to ensure that the ship, her equipment, fittings and crew are in compliance with the requirements of the present booklet, MARPOL, SOLAS, ISGOTT, MEG and other industry guidance and regulations.

Pre-mooring safety inspections will be performed by an appointed inspector, weather permitting, when the vessel arrives at anchor. Such inspections are required in all cases if a vessel has not previously called at the terminal and subsequently for all visits at 12 monthly intervals or every 6 months for vessels older than 15 years.

In particular conditions the terminal can require an Extended Pre-mooring inspection. In this case the inspection can be conducted in road only.

Additionally, a pre-mooring check will be required in case of:

- reduced berth availability,
- Ship's re-acceptance after Warning/Refusal (see Section 7.2.2 e 7.2.3),
- particular circumstances for which SIOT reserves the right to request a pre-mooring inspection of any vessel at its sole discretion, at any time.

In case of any deficiency in the above requirements, SIOT reserves the right to refuse the vessel permission to berth until the said deficiency has been corrected.

A copy of the pre-mooring safety inspection checklist is included as Appendix 8.

7.2.2. Warning

All vessels not fulfilling National and International rules, guidelines or SIOT requirements shall be warned by notice to TAL Shippers. Following such a warning, a vessel will only be accepted for a further voyage if one of the following process is finalized before the ship is nominated for Trieste or before loading cargo for SIOT Terminal (which one is first):

a) Request for re-admittance by a TAL Shipper based on the following documentation:

- Declaration of positive Shipper screening.
- Evidence of Ship's operator that the criticality/observation stated by warning was corrected.

b) Request for re-admittance by ship's Operator based on the following documentation:

- Evidence that the criticality/observation stated by warning was corrected.
- Evidence that vessel, after the warning is issued, had been submitted to a satisfactory SIRE vetting inspection during discharge by an independent OCIMF recognised inspector on behalf of a TAL Shipper.

⚠ The vessel has to pass a SIOT pre-mooring inspection on the next visit.

7.2.3. Refusal List

Vessels will be included in SIOT's refusal list after any of the following:

- 2 or more consecutive warnings.
- 2 consecutive cases of exceeding maximum berth occupancy time (see Section 7.6).
- If a relevant incident or near incident occurs.
- Impact SIOT/TAL reputation.
- Substandard condition or due to the crew's incapability.
- Serious failing in company procedures, management and/or organisation.
- Ship retained at berth by Harbour Master*.

(*) An extra charge for all Terminal provided services is foreseen in these cases.

Vessels on the SIOT refusal list may be re-accepted if one of the following process is finalized before the ship is nominated for Trieste or before loading cargo for SIOT Terminal (which one is first):

a) Request for re-admittance by a TAL Shipper based on the following documentation:

- Declaration of positive Shipper screening.
- Evidence of Ship's operator that the criticality/observation stated by refusal was corrected.
- The vessel's Technical Operator is assessed positively by an OCIMF TMSA framework or equivalent audit with SIOT attendance* for Terminal clearance.

b) Request for re-admittance by ship's Operator based on the following documentation:

- Evidence that the criticality/observation stated by refusal was corrected.
- Evidence that vessel, after the refusal is issued, had been submitted to a satisfactory SIRE vetting inspection during discharge by an independent OCIMF recognised inspector on behalf of a TAL Shipper.
- The vessel's Technical Operator is assessed positively by an OCIMF TMSA framework or equivalent audit with SIOT attendance* for Terminal clearance.

(*) All costs and expenses related to the SIOT audit attendance (travelling and lodging) plus 5000,00 € fee will be on Ship's Operator account.

⚠ The vessel has to pass a SIOT pre-mooring inspection on the next visit.

⚠ If the reason for the refusal can be ascribed to the Ship's Technical Operator organization and/or management system, a satisfactory COMPANY/Technical Operator AUDIT (e.g. TMSA) shall be conducted within a period of 6 months from the date of the refusal. After this period, failing the conditions stated, all COMPANY/Technical Operator vessels calling SIOT Terminal will be submitted to an Extended pre-mooring check, unless the Operator didn't change.

7.3. UKC Policy

The Harbour Master requires that an Under Keel Clearance (Static) of 90 cm is maintained at all times whilst alongside. This UKC policy is applicable to all vessels visiting SIOT Marine Facility, Trieste.

Tidal range in Trieste varies from 0.2 m at neaps to 1.2 m at spring tides. Actual predicted levels can result in depths less than that charted. Furthermore, water levels may rise or fall as much as 0.6 m with respect to the predicted level due to exceptional meteorological conditions. The Terminal is equipped with a real time electronic tide gauge.

The depth of the dredged harbour, the approaches to the piers and the depth alongside berths No. 2, 3 and 4 are not less than 17.40 m with respect to Mean Sea Level and at berth No. 1 the depth is not less than 16.90 m.

Vessels that arrive with the reported (see Appendix 4 item AA sub 12) maximum draught close to the limit value (i.e. 16.20 m for berths 2, 3 & 4 and 15.70 m for berth 1) must have the arrival draft checked visually in the roads prior to berthing. This visual check will be performed by the pilot if the vessel is berthing on arrival, otherwise by a safety inspector. Furthermore, if the draft of the vessel after loading was not checked visually at the load port, the following limit values will apply for draft checks on arrival (16.00 m for berths 2, 3 & 4 and 15.50 m for berth 1).

The Master may request the Terminal to provide the draft check service if required.

The Terminal official Tide Tables are those published by CNR-ISMAR

(http://www.ismar.cnr.it/infrastrutture/previsioni/previsioni-di-marea-per-il-golfo-di-trieste)

7.3.1. Discharge over the Tide

Vessels with draft close to the above limitation are cleared for berthing when there is positive and rising tide (above sea MSL). In order to always grant an under keel clearance of 90 cm when alongside, a calculation of the tidal prediction will be made and the range of time for starting the discharge operations over the tide will be communicated to these vessels. Should the vessel not be able to start the discharge operations during this range of time, she shall vacate the berth.
To extend the calculated time window, ship's Master and Shipper(s) will be strongly invited to perform ship cargo(es) tanks sampling and gauging at road before berthing.

7.3.2. Sea Water Density

Sea water Density varies by the season from 1,025 to 1,027 g/cm.

7.4. Dimensional Criteria:

	Berth No 1	Berth No 2	Berth No 3	Berth No 4
Water Depth MSL (m)	16.9	17.4	17.4	17.4
Max Draft (m)	16	16.5	16.5	16.5
Min Dwt (tonnes)	16,500	16,500	16,500	16,500
Max Arrival Displ (tonnes)	144,000	122,000	210,000	210,000
Min LOA (m)	160	160	160	160
Max LOA (m)	290	255	305	328
Max Beam (m)	48	44	58	58
Min PMBL (m) - **Ballast**	50	50	50	50
Max Manifold Height (m) (above MSL)	23	23	23	23.5
Max LWA (m^2) *(see 7.4.5)* (Longitudinal Windage Area)	4500	4500	7000	7000
Max TWA (m^2) *(see 7.4.5)* (Transverse Windage Area)	1600	1600	1600	1600

7.5. Moorings

7.5.1. General

Pier No.1 (berths 1 & 2) consists of 9 mooring dolphins including 4 breasting dolphins for each berth. Pier No.2 (berths 3 & 4) consists of 11 mooring dolphins including 6 breasting dolphins for each berth. Most mooring dolphins are fitted with a capstan and quick release mooring hooks. A mooring load monitoring system is provided. For information regarding the hook capacity see Section 9.8.

Vessels will be moored bow-out. In exceptional circumstances, at the Pilot's request, a vessel may be moored bow-in at berth No.2.

The maximum (side) speed of approach on all berths is 0.10 m/sec with a maximum berthing angle of 4°. A Wi-Fi Docking Aid System (DAS), laser based, is operative at the berths and the approach data is displayed on the Pier Master's Ɛx smartphone assisting the manoeuvre.

⚠ look at the laser beam can cause a significant eye injury. Avoid to do so.

To avoid any electronic interference with this system, any on board Wi-Fi net should be switched off during the vessel final approach to the berth and during ship's stay alongside.

Ship's moorings should be frequently monitored and adjusted as necessary during the discharge. Shore personnel will check the moorings periodically to satisfy themselves that they are being properly tended. All mooring lines should be tight and the vessel should remain in contact with the fenders at all times.

⚠ Before to adjust the stern lines, the safety inspector shall be notified and the terminal permission shall be received.

7.5.2. Minimum Moorings

SIOT requests the following “minimum mooring requirements” but responsibility for safe and effective mooring of the vessel remains with the Master.

For all vessels:

- A minimum of 14 lines are required of which at least 12 must be installed on drums.
- All breast and spring lines shall be installed on drums.
- For vessels greater than 100K SDWT tonnes (referred to the maximum SDWT in case of multiple DWT), all lines must be wires or high-modulus synthetic fibre ropes.

Please note that for reasons of safety, the local mooring service (see Section 5.1) requests that wire moorings shall be fitted with 11m synthetic tails in accordance with guidance in the OCIMF publication MEG. In addition, high modulus ropes if used, should also be fitted with 11m synthetic tails to permit better distribution of load between all mooring lines.

These guidelines should be considered as a minimum requirement. They can in no way be construed as a basis for any claim or action whatsoever – nor can liability be placed on SIOT as a result of any action taken by the Master in following or neglecting these requirements or part of them. SIOT reserves the right to undertake any actions which are, in SIOT's opinion, necessary to protect its property and/or the property of third parties.

7.5.3. Terminal Mooring lines safety and maintenance criteria

Due to the Terminal design and the peculiarities of the local weather, SIOT has a mooring lines safety and maintenance criteria requirements in place minimizing the mooring operators risk to be injured during their duties by a ship’s broken mooring line. Based on the results of the risk assessment conducted, in addition to the OCIMF MEG, international best practice, mooring lines manufacturer’s instructions and its ship’s company policy, the following practice will apply as minimum criteria:

a) All mooring lines shall have a residual strength not less than 75% of ship design MBL.
b) Hand splicing mooring wires cannot be use at SIOT Terminal.
c) All synthetic tail shall have a max 2000 hours service retirement.
d) Ropes and mooring tails made by:
   i. Polyamide (i.e. nylon), or
   ii. Other synthetic fibers having the elongation at breaking higher than 20%,

   cannot be use at SIOT Terminal. Polyester (PES/PET) fibers are preferred.

   The manufacturer certificates reporting the construction material and the elongation characteristics of the mooring ropes/tails shall be available on board.
e) Every 30 months all wires ends shall be cropped and mechanically re-spliced, alternatively «end-to-ended».
f) Wires «end-to-end» practice accepted one time only.
g) Mounted wires maximum 90 months in use.
h) Yearly or every 1000 hrs of use (whom comes first) steel wires high pressure greasing.
i) The ship is required to have a Mooring System Management Plan in place with its Register updated - Accurate ship’s log required.

 Any ship that does not comply to the above criteria could be denied to berth and warned first, then refused at the next call if the mooring criticality will be not rectified by her Operator.

7.5.4. Use of Heaving line with "monkey's fist" or I.M.O "bags"

With reference of:

a. The Trieste Harbour Master's Office messages titled:
   - «Occupational Safety: correct use of the Heaving line equipped with the so-called "monkey's fist" for the passage of mooring / towing cables» U.0011901.09-05-2017 and
   - «Safety of mooring and towing operations: use of the so-called heaving line for the transfer of cables» U.0019406.09-08- 2019,
b. E.T.A. (European Tug owners Association) 2015 guidelines (1st edition - February 2015 Guidelines for Safe Harbour Towage Operations),

To all Ship's it is asked to use exclusively monkey's fist in compliance with I.M.O. regulations, with appropriate weight free of elements that can lead to injuries.

Best practices have shown that sand bags, properly filled, guarantee the best safety standards.

7.5.5. Mooring Analysis

The mooring arrangement of all vessels scheduled to berth at SIOT Terminal will be evaluated using mainly the STATIC or DYNAMIC version of the "Optimoor® Mooring Analysis Software" by Tension Technology International (www.tensiontech.com), where possible, prior to berthing. Vessels should send to SIOT with their "72hrs pre-arrival message" all the data necessary for the analysis. The form and guidance at Section 9.9/9.10 in this document may be used to submit the required data.

A positive outcome from the preliminary "Optimoor®" mooring analysis (see Section 9.11) is an essential pre-requisite for berthing along with a valid SIOT pre-mooring inspection (see Section 7.2). Due allowance is made for inspection and collection of data on a vessel's first visit to SIOT Marine Terminal.

Such mooring assessment will permit SIOT to identify for each ship:

- The most efficient mooring pattern.
- Any criticalities and the conditions under which they are expected to occur.
- If any, the minimum draft (max. windage area at the berth) to meet the OCIMF requirements for the mooring lines Work Load Limit (WLL) in case of winds of 60 knots from any directions (wind rose) or to 72 knots for dominant wind (Bora). Even more, if stronger weather conditions are expected.

If the mooring analysis and/or mooring lines conditions indicate the potential for critical situations to arise, SIOT, to protect its installation, shall:

- Before berthing: change assigned berth, postpone berthing manoeuvre if the expected severity of the weather (forecast) would be incompatible with her safe mooring. However, the ship will be advised about the Optimoor® results.
- Ship alongside: if weather conditions worsen, request the vessel to discontinue cargo operations, disconnect the discharging arms, reinforce the moorings and/or tighten up the lines. It may also be considered a necessary precaution to load extra ballast (to reduce the windage area).

At SIOT's discretion, the Pier Master shall request the tugs to assist the vessel and in extreme circumstances may instruct the vessel to vacate the berth. In such cases, all extra costs and/or delays will be charged to the vessel. Use of tugs is possible with 15 minutes notice.

7.5.6. Windage Area

Vessels should normally keep their longitudinal windage area as small as possible by ballasting during discharge operations (see Section 9.15).

7.6. Berth Occupancy

7.6.1. Overall Time

The estimated discharge time and the time for normal ballast operations shall be mutually agreed upon between SIOT and the Master or his authorised representative during the pre-cargo transfer conference. The pumping program shall be determined in agreement with SIOT and the Master. Fresh water, if requested, should if possible be taken during discharge.

7.6.2. Vacating the Berth

In case of emergency, SIOT is entitled to interrupt discharging and have the berth cleared. Upon completion of discharge and ballast operations, the vessel shall vacate the berth in accordance with safety considerations.

7.6.3. Maximum Allowable Berth Occupancy

The maximum berth occupancy time of tankers shall be determined according to the table below which depends on the cargo quantity; no difference is made for Sundays and holidays:

Maximum Allowable Berth Occupancy		
Cargo Size K.mt	**Excl. COW**	**Incl. COW**
Up to 50	27	33
50 to 100	30	36
Over 100	33	39

It is anticipated that the effective unloading rate per hour shall be in excess of 5% of the total cargo capacity of the respective vessel.

 SIOT will refuse the vessel at the second consecutive case of exceeding maximum berth occupancy time.

7.6.4. Berth Occupancy Calculation

Berth Occupancy shall commence when the vessel has its first line ashore and shall end when the last rope is cast off, usually half an hour after the Pilot boards the ship before departure.

If the unloading is delayed or stopped due to circumstances beyond the control of the Master and/or Shipper, the running hours shall be extended for the same period of time lost. If there were any slow-downs at the request of SIOT, the berth occupancy time shall be also extended taking into account the new discharge rate requested and the ship's discharge rate available. Any period exceeding the running hours listed above requires special approval from SIOT.

Discharge operations should be carried out, as far as possible, without interruption and within the shortest possible time. Any period exceeding the maximum allowable berth occupancy requires special approval from SIOT/TAL. In exceptional circumstances TAL has the right to request a tanker to vacate the berth. Exceptional circumstances are, among others:

- Discharge interruption for more than 8 hours due to ship's failure.
- Vessel exceeding the maximum allowed berthing hours by factor 2.

In such cases, all extra costs and/or delays will be charged to the vessel.

8.0 CARGO HANDLING

8.1. Manning Levels

8.1.1. Safety Inspector

A Safety Inspector will board the vessel immediately after berthing and will remain on board the ship until its departure (in shifts). The Inspector's primary role will be that of an independent observer, though his advice or guidance on local requirements and procedures may be sought at any time. He is the ship's primary contact point and can immediately contact the Pier Master or Control Room at any time. The onboard Safety Inspector is involved in the application of the PFSP and related procedures.

His activities do not relieve the vessel's management from their responsibilities at any time. Full co-operation with the Safety Inspector is required. At no time shall the Inspector interfere with the authority of the vessel's management or SIOT. On departure, the Safety Inspectors present on board will submit a full report of their observations on board to SIOT and to the final Consignee.

8.1.2. Berth Manning

The terminal provides sufficient manpower to ensure that all operational and emergency conditions can be conducted in a safe manner. Berths are manned normally from the ship's arrival until the start of the cargo discharge operations and from completion of discharge until departure. During cargo discharge operations the berth will not be manned. The berth and cargo operations are monitored from the control room which is located at the root of the piers. The control room, which is operational 24 hours a day, is equipped with CCTV monitoring and recording, communications and alarm systems and other electronic devices.

8.1.3. Vessel Manning

During the vessel's stay alongside, the cargo control room and the ship's manifolds (shore side) must be continuously manned; the cargo manifold in use monitored and the pump room (if applicable) frequently inspected. Sufficient officers and crew must remain on board the vessel throughout her stay to deal with any emergency situation that may arise.

8.2. Berth Information

The Marine Receiving Facilities comprise two finger piers, each with a berth on either side: berths 1 and 2 on pier 1; berths 3 and 4 on pier 2. Both piers are fitted with 2 transfer lines: lines A and B on pier 1; lines C and D on pier 2.
A maximum of 4 ships can be received at one time. Each berth has a dedicated shoreline of 36" up to the root of the pier, then 42" for a further 5 km to the Tank Farm. Non-return valves are fitted on the jetty platform and the jetty root to prevent back-flow of cargo to the vessel. All tanks at the SIOT tank farm have pad elevations of between 16 & 43m above sea level.

8.3. Loading Arms

Three FMC articulated unloading arms with quick-release couplings are positioned at berths No.1, 3 and 4, while two arms of the same type are positioned at berth No.2. The quick release arm couplings can be adjusted to fit manifold sizes from 12" to 16" x 150 ASA. All are fitted with integral insulated flanges. Working range diagrams for the loading arms on each berth are included in Sections 9.16/17/18.

8.4. Ship's Manifold

Ships should comply in all respects with the requirements in the latest edition of the OCIMF publication "Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment".

Ships shall provide an adequate fixed or portable access fittings to allow a safe access and an easy escape way from all the manifold's working platform, with particular attention for the area between the connections (see as example the picture below).

All the portable stairs, ramps or other fittings made available shall be arranged to be properly secured to the manifold platform edge.

Any ship that does not comply with the above, will be inserted in TAL Terminal warning list first. Repetition of this would lead to ship's Refusal.

8.5. Closed Operations

All cargo operations and related activities must be conducted under closed conditions. Use of vapour lock system is mandatory to gauge the cargo spaces at all times. No gas freeing, purging or tank cleaning operations are permitted alongside SIOT berths.
All cargo tank openings shall be gas tight and leakage free.

8.6. Cargo Discharge

Discharge rates of up to 4,000m^3/hr for each arm connected, are allowed at all berths. The maximum pressure permitted at the shore gauge is 10 bar (145 psi). The maximum cargo temperature for lines B, C and D is 40 °C, and for line A is 50 °C.
Under particular circumstances SIOT may plan a discharge with cargo temperature up to 50 °C through line D.
The minimum discharge temperature is grade pour point +10 °C from June to October and grade pour point +15 °C from November to May but, in any case, ≥ 20 °C.
Viscosity not to exceed 200 mm^2/s (c St) at 50°C and in no case shall exceed 500 mm^2/s (cSt) at the receipt temperature less 5°C.

 The number of cargo arms in use shall be kept to the minimum number required to facilitate an efficient discharge, thus ensuring the quickest disconnection possible in the event of worsening weather conditions.

When starting the discharge, the cargo unloading arms and the ship's manifolds/lines are to be checked by the ship's Duty Officer to ascertain whether there are any leaks. When discharge operations are completed, the cargo transfer arms and manifold piping are to be drained empty and the valves on the vessel manifolds closed prior to disconnecting. Immediately after disconnecting, blank flanges are to be installed on the manifold of the vessel and fully bolted.

Note: Vessels are not allowed to use compressed air to drain their manifolds.

 Vessels unable to drain empty the manifold piping in closed condition (i.e. vapour lock) will be considered sub-standard, and consequently warned.

8.7. Cargo Surveyor/Expeditor

All parties involved in a cargo may appoint a cargo inspector/expeditor to act on their behalf subject to prior notification to the Terminal. In their absence of cargo inspectors, the ship will perform the measurements and communicate the cargo figures (TOV, TCV_D, TCV_L, $Temp_{Av}$, Free Water, OBQ and VEF) and, where applicable, segregated slop tank or residual tank oil and water volume, to the Terminal Control room. Bunker tanks, and any other spaces may be also checked.

A Terminal representative could assist the gauging and sampling operation start, due to verify the subsistence of the safety conditions (i.e. VLS and gauging/sampling devices tightness, use of appropriate PPE by the crew etc.).

8.8. Environmental Criteria

The Operational parameters at this Terminal are as follows:

Operation	Description	Beaufort Scale	Wind Speed
Stop Cargo Ops and Disconnect	Gale Force	Force 8	60 Km/h (abt. 32.5Knts) In case of gusty wind, calculated on 20 sec gust.
*Vacate the berth	In consideration of the Optimoor® assessment outcome		About 110 Km/h (60 Knots)

*The decision to vacate the berth is subject to discussion and agreement between the Master, the terminal representative and the pilot. This decision may be taken at any time regardless of the aforementioned criteria, if a situation is causing concern. Tug assistance is normally available at 15mins notice if required.

Cargo will be stopped and the ship's manifold valves and the cargo arm valves will be closed if an electrical storm passes within 15Km of the terminal (see Section 6.3.5).

8.9. Sampling

An average sample from the ship's tanks of a minimum volume of 8 litres will be taken for each cargo grade by the cargo surveyor or ship's personnel.

During discharging, a continuous sample will be produced by an automatic sampler device on the shore pipeline.

For certain cargoes (i.e. high H_2S cargoes, high viscosity or and/or high pour point cargoes), the terminal could request sampling of cargo tanks in the roads and sample analysis before berthing.

8.10. ISGOTT 6 Ship/Shore Safety Check List and Pre Cargo Transfer Conference

Composition of the Ship/Shore Safety Check List (SSSCL)

The SSSCL comprises 9 main parts addressing the transfer of Bulk liquids. These are applicable to all operations. Taking in account the operation allowed alongside, the applicable parts of ISGOTT SSSCL are:

- Part 1A – tanker: checks pre-arrival,
- Part 1B – tanker: checks pre-arrival if using an inert gas system,
- Part 2 – terminal: checks pre-arrival,
- Part 3 – tanker: checks after mooring,
- Part 4 – terminal: checks after mooring,
- **Part 5a – tanker and terminal: pre-transfer conference*,**
- Part 6 – tanker and Terminal: agreements pre-transfer,
- Part 7A – tanker: checks pre-transfer,
- Part 7B – tanker: checks pre-transfer if crude oil washing is planned,
- Part 8 – tanker: repetitive checks during and after transfer,
- Part 9 – terminal: repetitive checks during and after transfer.

The checks foreseen in parts 1A, 1B and 2 of SSSCL are carried out independently by terminal and ship's representative after the berth has been assigned but before the POB time. In the event of a negative outcome of the required checks, the other party must be immediately informed.
The checks foreseen in parts 3 and 4 of SSSCL are carried out independently by terminal and ship's representative after the mooring operations have been completed.
The results of the checks required in part 1A, 1B, 2, 3 and 4 must be available for the consultation by the other party during the pre-discharge conference.
Parts 5a, 6, 7a and 7b of SSSCL are jointly compiled by Terminal and Ship's representatives by exchanging all the necessary information and by carrying out all the checks provided therein.
In case necessary, an extra part of the SSSCL with additional information may be added to the document.
The checks foreseen in parts 8 and 9 of SSSCL are carried out independently by Terminal and Ship's representative at least every 4 hours after the competition of the pre-discharge conference. The record of the checks must be available for the other party on request. In the event of a negative outcome of the required checks, the other party must be immediately informed.

During the discharge operation the safety inspector will perform periodical physical checks on board based on SSSCL requirements. These checks must be considered independent

from those required for on-board personnel. Ship's representative is requested to facilitate the safety inspector by providing the authorizations and the personnel necessary for their execution. The checks results are recorded in a dedicated checklist.

*Once on board, the Pier Master (or Junior Pier Master) and Safety Inspector will conduct a safety tour of the vessel accompanied by a ship's officer. Any deficiencies noted will be brought to the attention of the accompanying officer who must arrange for corrective action to be undertaken immediately.

On completion of the safety walk around, the Pier Master (or Junior Pier Master) will proceed to the ship's cargo office and complete the Safety Letter (Appendix 1), the Ship Shore Safety Check List (SSSCL - Appendix 2), the pre-cargo transfer conference (Appendix 3) and other documentation, prior to the commencement of cargo operations.

8.11. Crude Oil Washing

Prior to commencing Crude Oil Washing (COW) operations, the Master must be in possession of a signed authorisation to proceed from the Harbour Master (Appendix 7). The authorisation is issued following completion of a set procedure which is initiated upon receipt in the Harbour Master's office of the 72 hours ETA in the prescribed form (see Section 3.1).

The full procedure is described in the specific Harbour Master Ordinance. The following are the key remaining steps required and the prescribed forms are copied in this document for information as follows (this process is usually undertaken 24/7):

- Inspection for Authorisation to perform COW Operations (Appendix 5) by the vessel's nominated Classification Society (not the vessel's own Classification Society).
- Inspection and test for issue of the Inert Condition Certificate for Crude Oil Washing (Appendix 6) by the Port Chemist.
- Issue of Authorisation by the Harbour Master (Appendix 7) following completion of these two inspections.

Determination for the suitability of cargo with the "Minimum MARPOL" COW operations shall be determined in accordance of IMO Requirements as amended by the 43rd MEPC and 21st Assembly.

During the C.O.W. operation the safety inspector will perform periodical physical checks on board based on dedicated check lists. These checks must be considered independent from those required for on-board personnel. Ship's representative is requested to facilitate the safety inspector by providing the authorizations and the personnel necessary for their execution. The checks results are recorded in a dedicated checklist.

8.12. Cargo Free Water Disposal

The practical rules governing receipt of cargoes at the Marine Receiving Facilities for the TAL pipeline (SIOT Terminal) require that the Free Water Content is not to exceed 1.0%. However, a VESSEL IS ALLOWED to berth & discharge if she is able to reduce the free water content of the cargo to less than 1% by one of the following means:

- Ship is able to water cut and segregate the free water on board,
- Ship disposes her cargo free water to a barge at road.

8.13. End Of Discharge

The completion of the discharge shall be agreed by both, Shipper or his representative and the Master, and both shall sign a "remaining on board certificate" (ROB).

8.14. Tanks Inspection On Sailing

On completion of discharge the cargo inspector or, in his absence the ship's personnel, shall measure the ROB in all the empty tanks and the contents of tanks with cargo for other ports and these figures shall be communicated to the terminal. Where applicable, segregated slop tank or residual tank oil and water volume shall also be checked. Bunker tanks and any other spaces may be also checked.

A terminal representative could assist the ROB measurement start, due to verify the subsistence of the safety conditions (i.e. VLS and devices tightness, use of appropriate PPE by the crew etc.).

8.15. Cargo Documents

The following documents are required on or before* arrival:

- Original Bill of Lading or copy bearing the original Master's signature and the ship's stamp.
- Cargo manifest with the Master's signature and the ship's stamp
- Cargo certificate of origin.
- Cargo certificate of quality.
- Loading port ullage report.
- Loading port OBQ and/or Slop certificate.
- Ship's protest for free water in the cargo.
- Ship's protest for difference between B/L quantity and ship's quantity after loading.
- Loading port Vessel experience factor statement.
- MSDS for each cargo grade present on board.
- Discharge Plan.
- TAL/SIOT Coronavirus questionnaire.

(*) ship/shore telematic interface (see par. 4.1.3)

8.16. SIOT Documents

The following standard documents shall be issued:

- Cargo discharge preliminary agreement (Appendix 3).
- Tanker Time Sheet.
- Safety Letter (Appendix 1).
- Ship-Shore Safety Check list (Appendix 2).

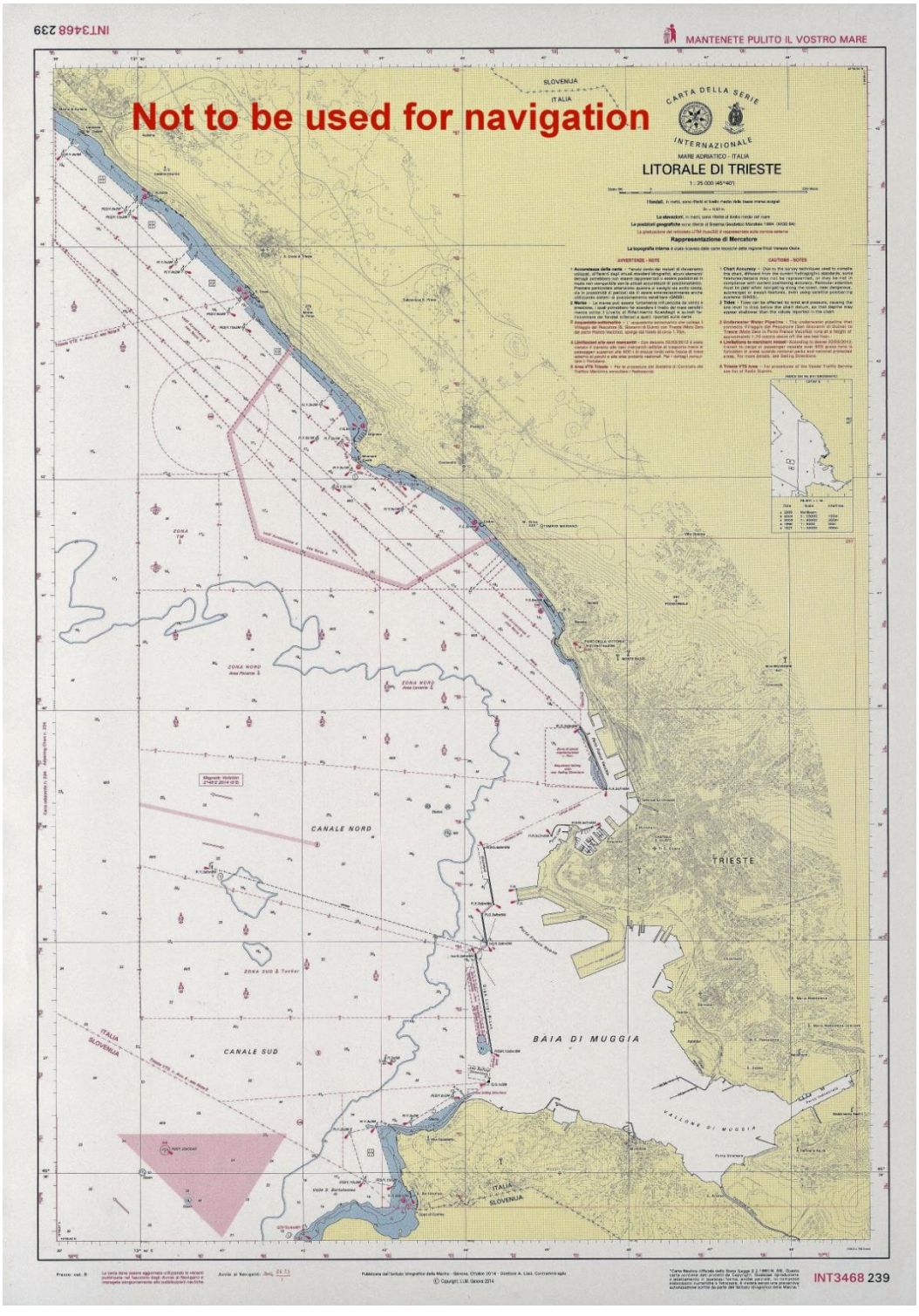
The following documents should be issued if necessary:

- Notice of protest for excessive net berth occupancy time.
- Statement regarding sea pollution by ship.
- Notice for excessive trim at the bow while ullaging.
- Notice of protest for improper mooring arrangement.
- Optimoor® analysis report.

Should any other complaint arise which may affect the quantity or the quality of the cargo, or the discharge operations, SIOT may lodge a protest in writing, the receipt of which must be confirmed by the Master.

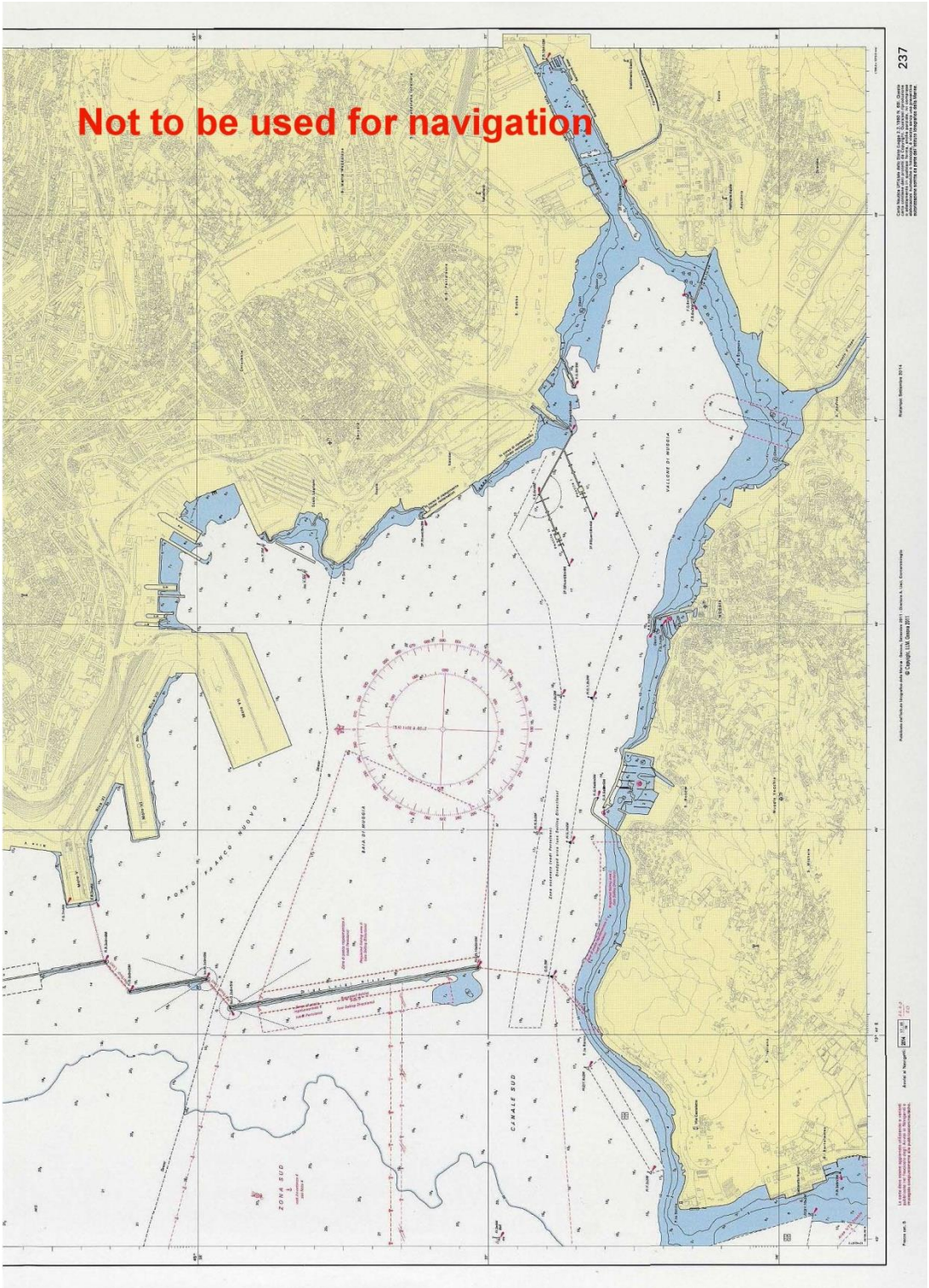
9.0 DRAWINGS, EXAMPLES, FORMS ETC.

9.1. Anchorages, Channel & Harbour Plan



Courtesy Istituto Idrografico della Marina

Could not be latest chart edition

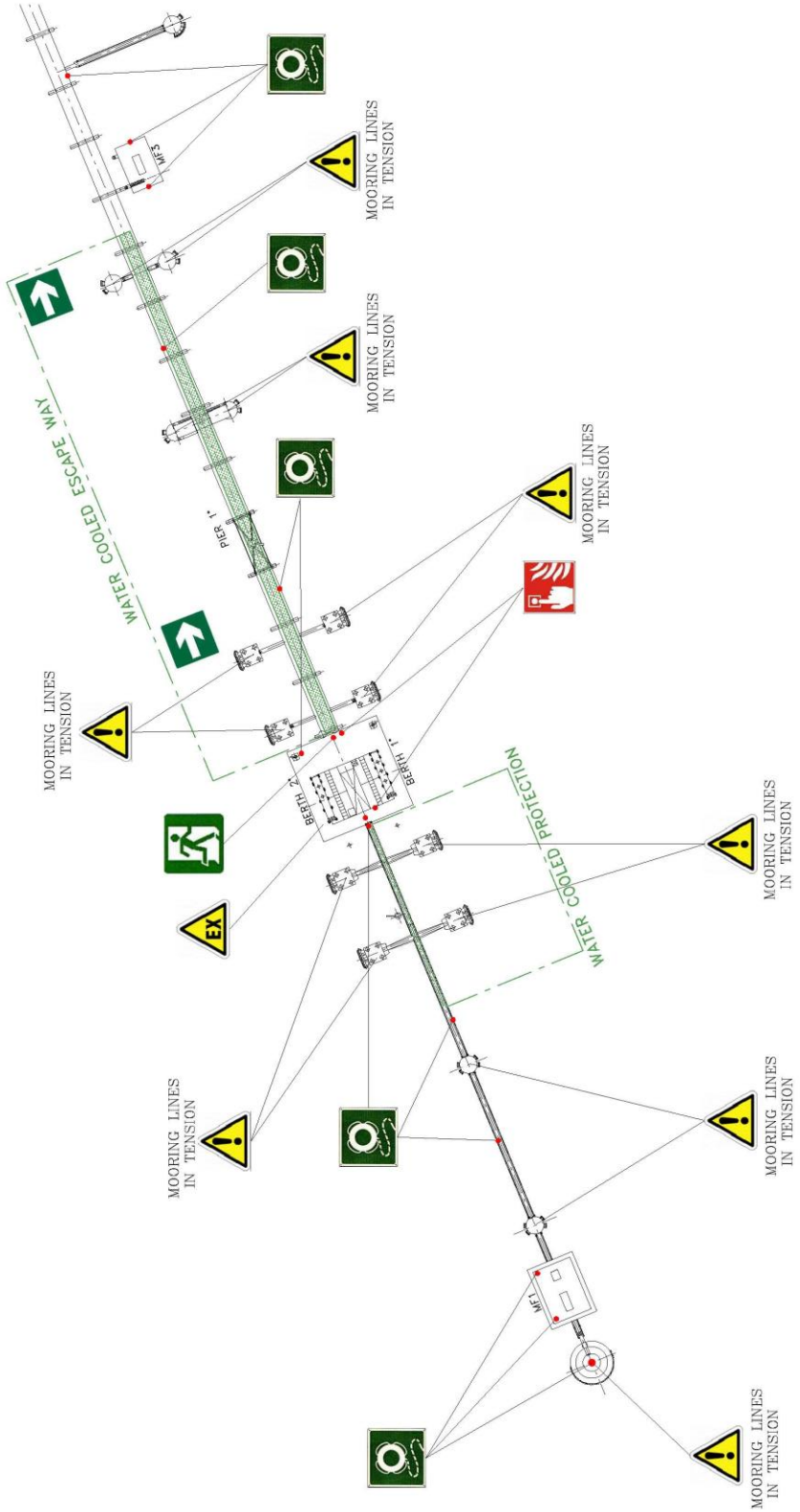


Courtesy Istituto Idrografico della Marina

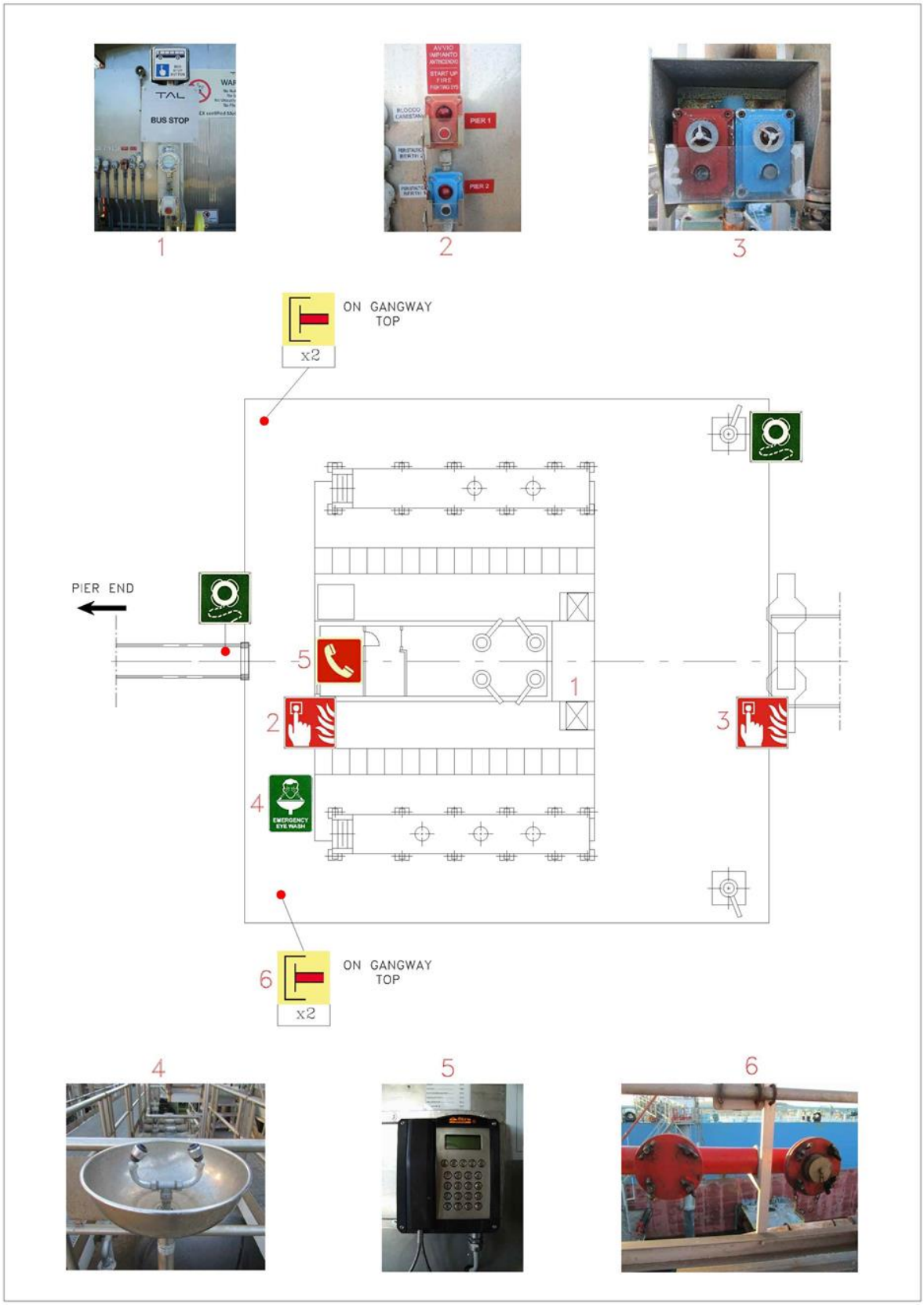
Could be not latest Chart edition

9.2. Terminal Layout

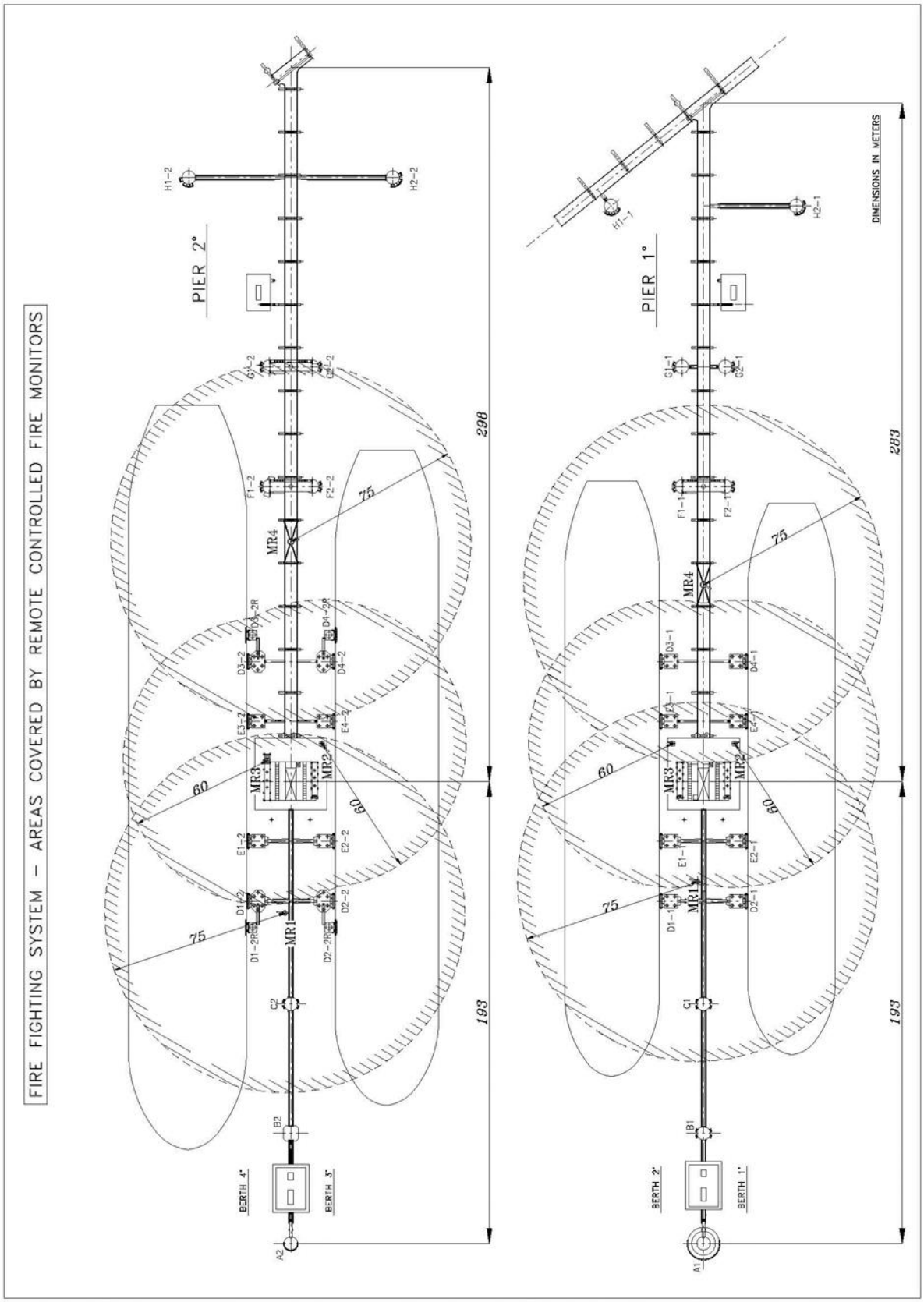
9.3. Safety Plan (Jetty)



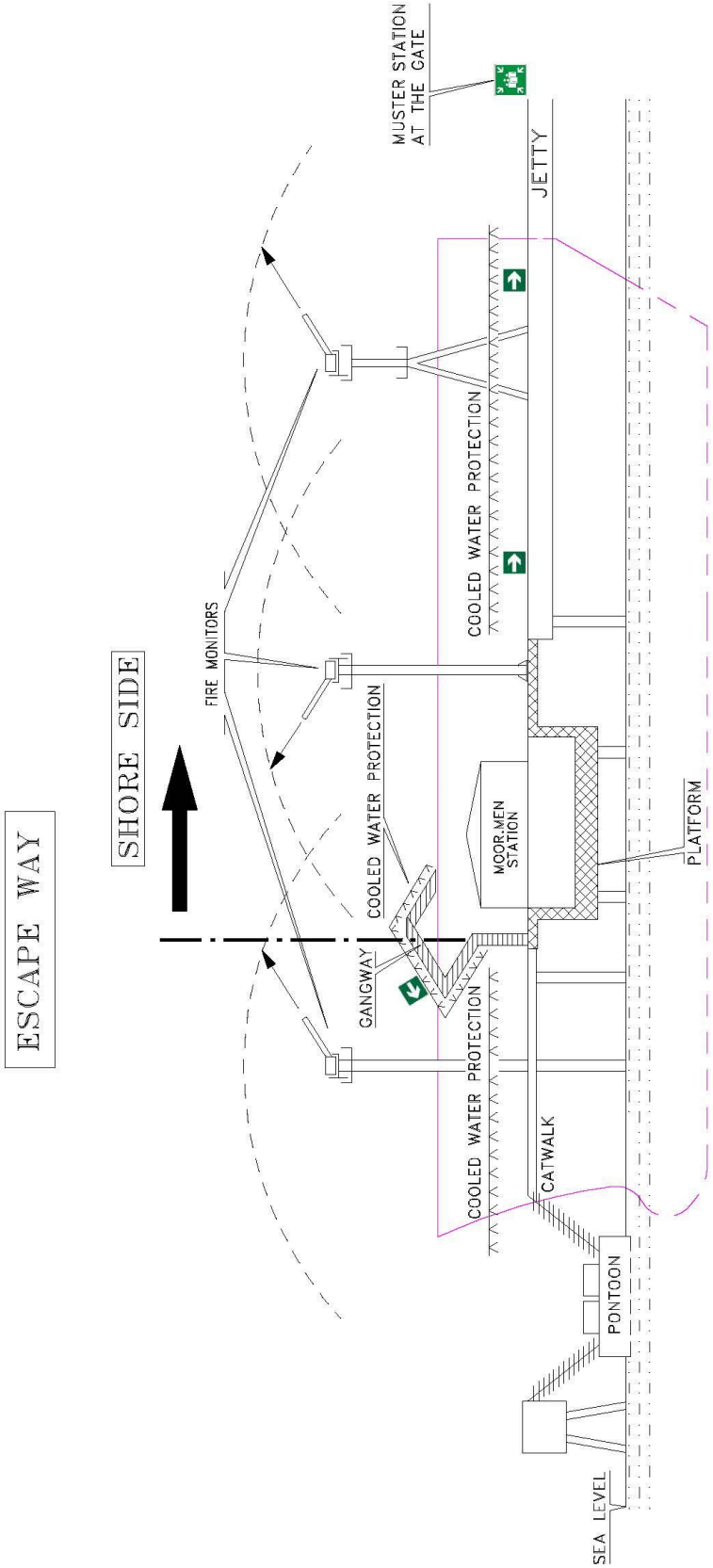
9.4. Safety Plan (Platform)



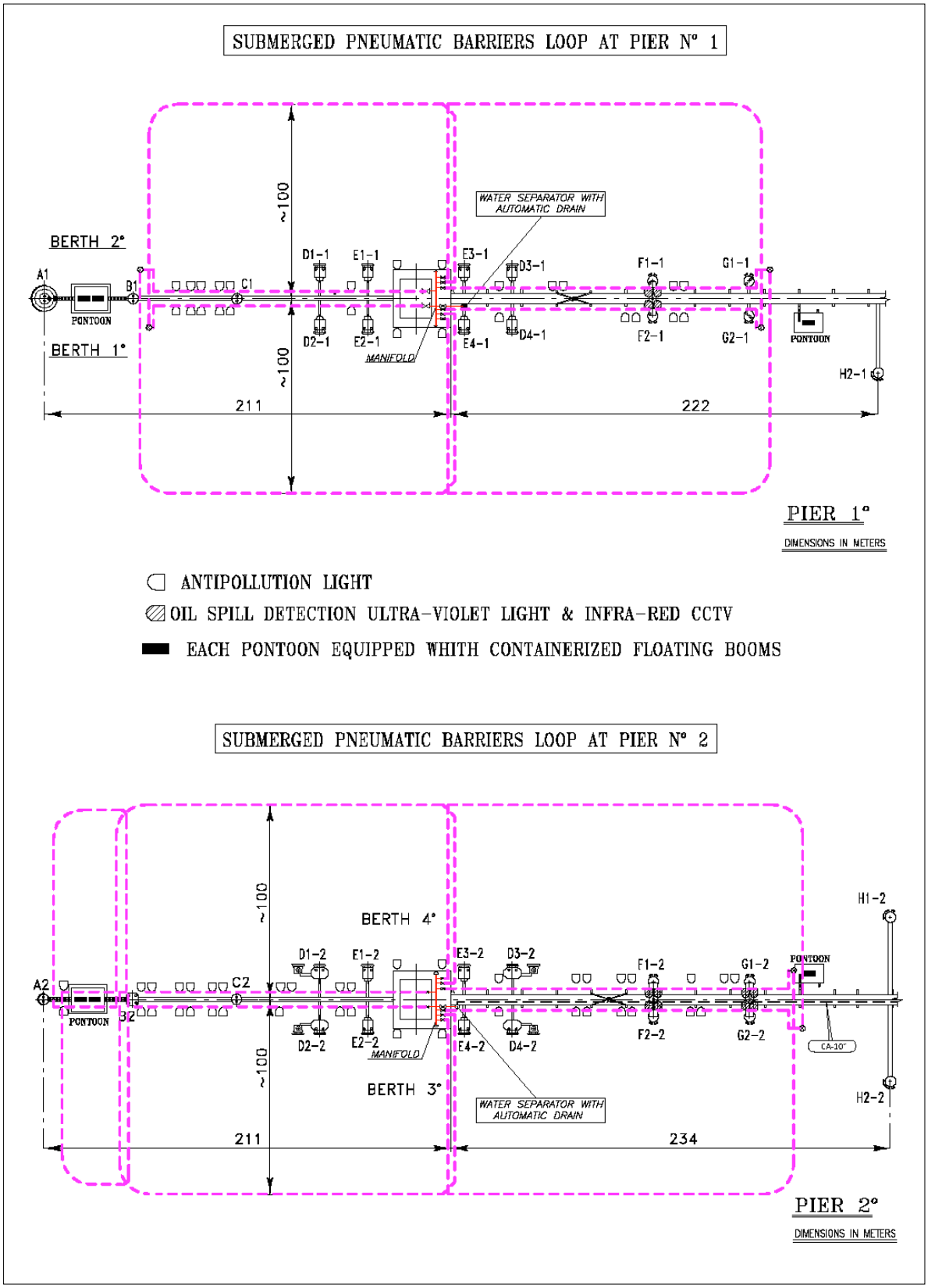
9.5. Fire Monitor Coverage



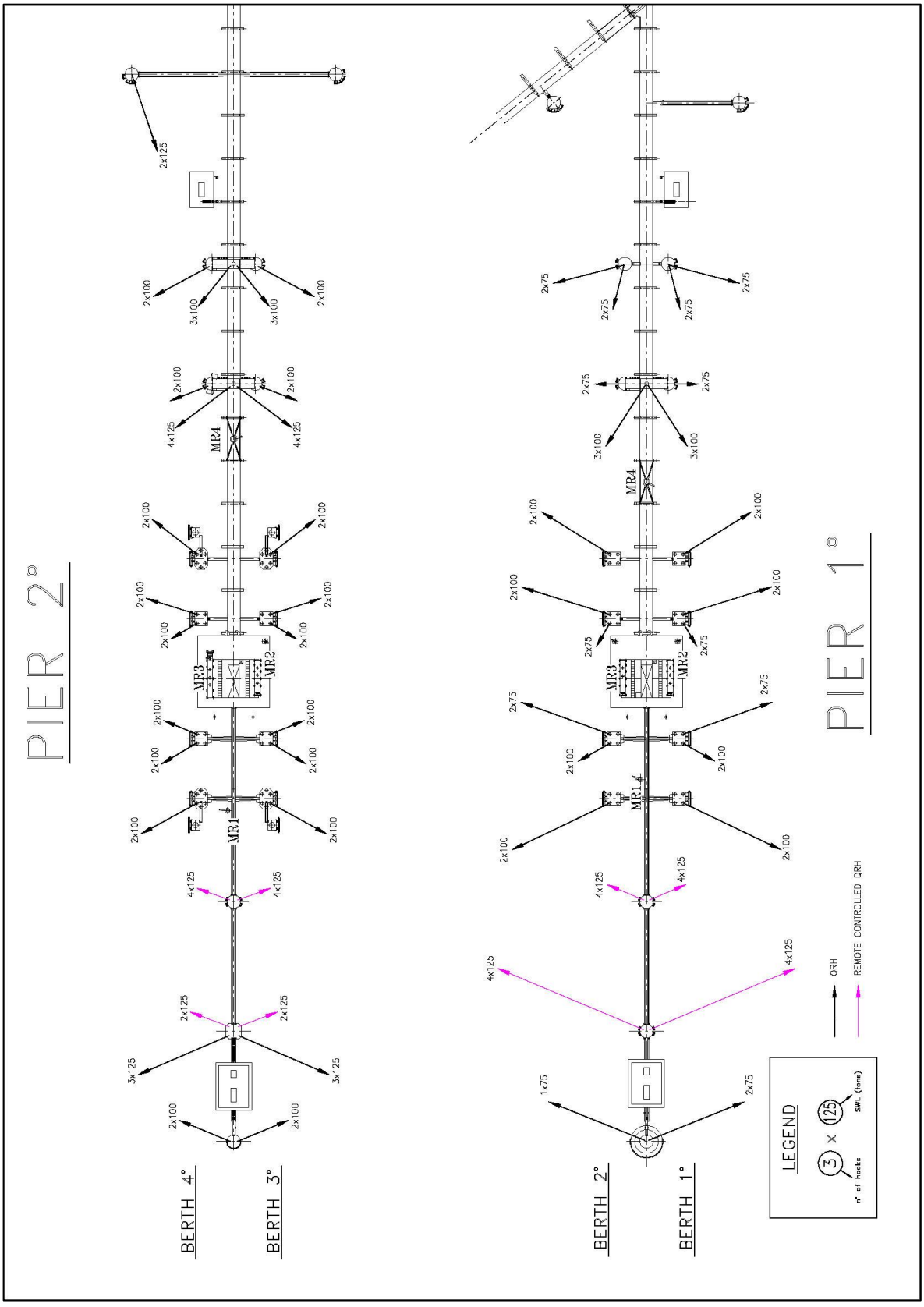
9.6. Escape Way



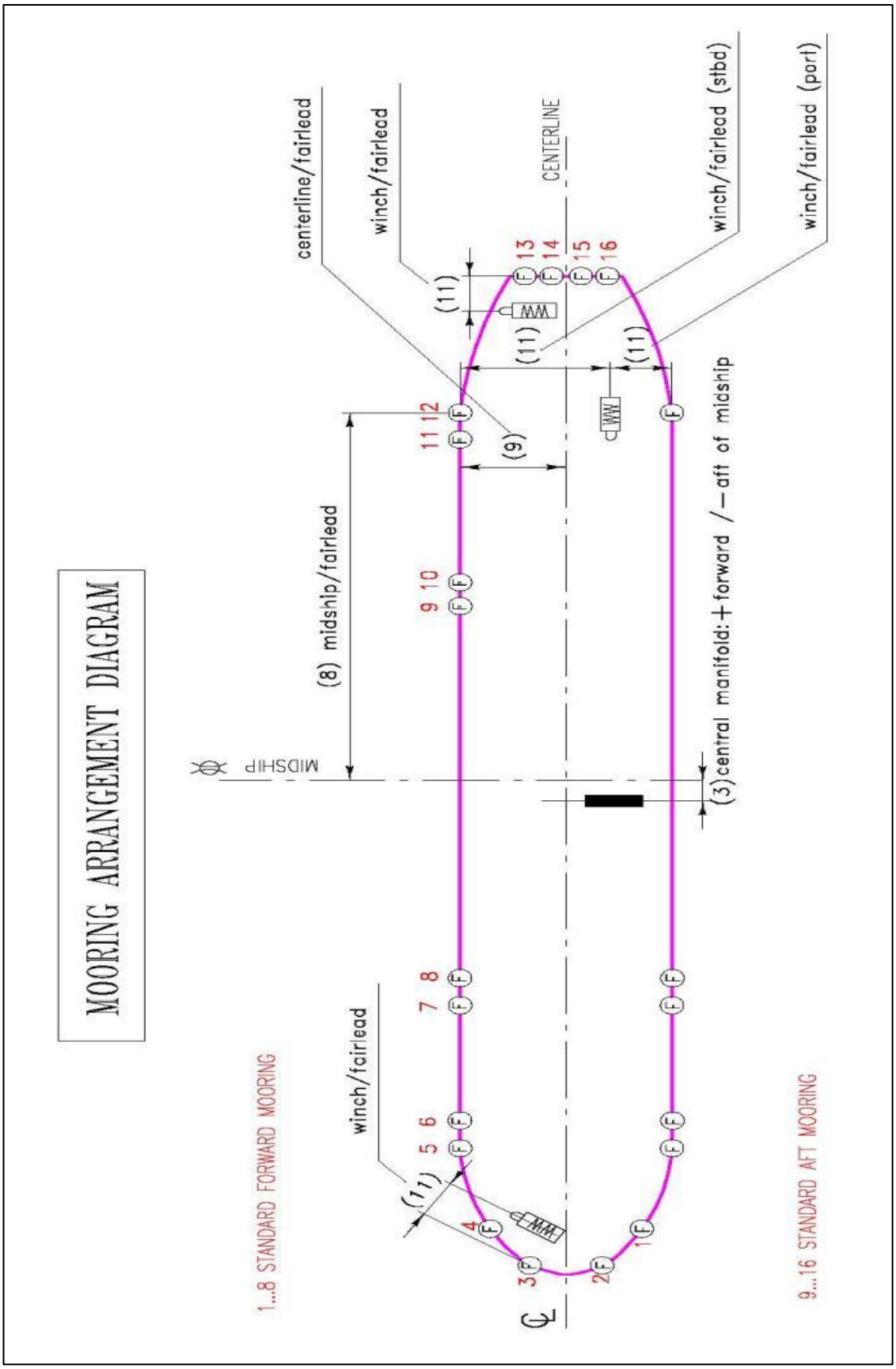
9.7. Bubble Barriers and Oil Spill Detection System



9.8. Mooring Points



9.9. Ship's Mooring Arrangement Diagram



9.10. Mooring Data Collection Form

DATA REFERRED TO SHIP IN "BALLAST CONDITION" Distances in metres	SHIPS NAME:																							
	LOA:			LBP:				Moulded Depth:												Breadth:				
	PMBL FWD[1]			PMBL AFT[2]				Centre of Manifold:												forward/aft* of midships[3]				
	Superstructures above main deck, windage area:																			End-On[4]			Side[5]	
FORWARD LINES[6]																								
MOORING LINE NUMBER[7] (from forward)	1	2	3	4	5	6	7	8	9	10										ARR. DRAFT	F			
MIDSHIP/F-AIRLEAD[8]																					A			
CENTRELINE/F.AIRLEAD[9]																					TRIM			
HT ABOVE MAINDECK[10]																					MEAN			
BITT/WINCH TO FAIRLEAD[11] (port)																								
BITT/WINCH TO FAIRLEAD[11] (stbd)																								
LINE DIA.																				TYPE[12].				
STRENGTH OF LINE																								
TAIL DIAMETER																				TYPE[13].				
TAIL LENGTH																								
TAIL STRENGTH																								
WINCH BRAKE LIMIT																								
AFT LINES[6]																								
MOORING LINE NUMBER[7] (from forward)	11	12	13	14	15	16	17	18	19	20										DEP. DRAFT	F			
MIDSHIP/F-AIRLEAD[8]																					A			
CENTRELINE/F.AIRLEAD[9]																					TRIM			
HT ABOVE MAINDECK[10]																					MEAN			
BITT/WINCH TO FAIRLEAD[11] (port)																								
BITT/WINCH TO FAIRLEAD[11] (stbd)																								
LINE DIA.																				TYPE[12].				
STRENGHT OF LINE																								
TAIL DIAMETER																				TYPE[13].				
TAIL LENGHT																								
TAIL STRENGHT																								
WINCH BRAKE LIMIT																								

Notes: 1) Parallel Body, Forward to mid-point manifold [see OCIMF HYPQ4 point 1.57.7] - 2) Parallel Body, Aft to mid-point manifold [see OCIMF HYPQ4 point 1.57.8] - 3) distance from midship to mid-point of the manifold - 4) deckhouse width x deckhouse height (m^2) - 5) deck house length (including funnel) x deck house height (m^2) - 6) fwd/aft lines that should be used for mooring - 7) 1= 1st head line , 2= 2nd head line ... - 8) distance from midship to fairlead used for mooring line 1, 2, 3,.... - 9) distance from centreline to fairlead used for mooring line 1, 2, 3, ... - 10) height of the fairlead above main deck - 11) distance from bitt (if mooring line is made fast on bitt) or from winch drum, to fairlead used for the mooring line. 12) type = line type: nylon, poly, wire, special (high tensile)...etc - 13) type = tail type: nylon, poly... etc

* Delete as applicable

9.11. OPTIMOOR® Mooring Analysis (Example)

OPTIMOOR® Static Mooring Response (SINTESYS)

M/t "xxxxxxx" at SIOT Berth No.2 IN BALLAST CONDITION

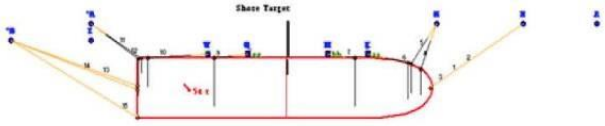
LBP: 183,0 - Breadth: 32,2 - Draft: 8,0 – Trim: 2,0 - SDWT 45000 - Bottom Clearance: 8,9 (Units in m, mm, & tonnes)

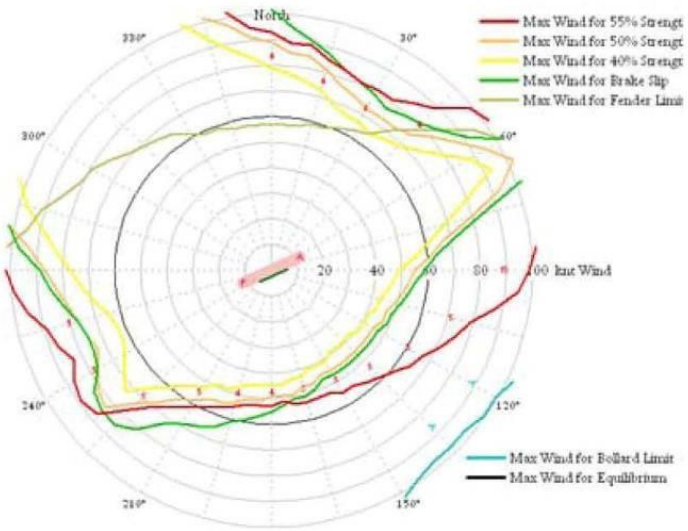
Wind Speed: 60 knots - Wind Direction: All° (True)

Total End-0n Windage Area: 1007 - Total Side Windage Area: 2515

Line to Bollard	Pull -in	Tot.Line Length	In-Line ±Motion	Winch Slippage	Worst Direction	Line Tension	Percent Strength
1-C	0,01	70,0			175°	2,9$	3%
2-D	0,01	70,0			175°	2,2$	3%
3-E	0,01	70,0			175°	2,2$	3%
4-F	0,02	41,7	0,6		175°	**45,0$**	**69%**
5-G	0,11	44,0	0,6		175°	**45,0**	**69%**
6-I	0,11	46,2			35°	21,7$	33%
7-M	0,11	44,3			35°	19,3$	30%
9-S	0,29	47,6	0,5		145°	35,0	47%
10-W	0,24	53,7	0,2		145°	35,0$	**54%**
11-*A	0,60	44,3	3,1		140°	35,0$	**54%**
12-*B	0,63	54,5	3,3		140°	35,0$	54%
13-*D	1,10	82,9			135°	12,5	13%
14-*E	1,19	83,4			135°	13,6	14%
15-*F	1,81	89,7			135°	20,6	22%

$ = slack or free at some time

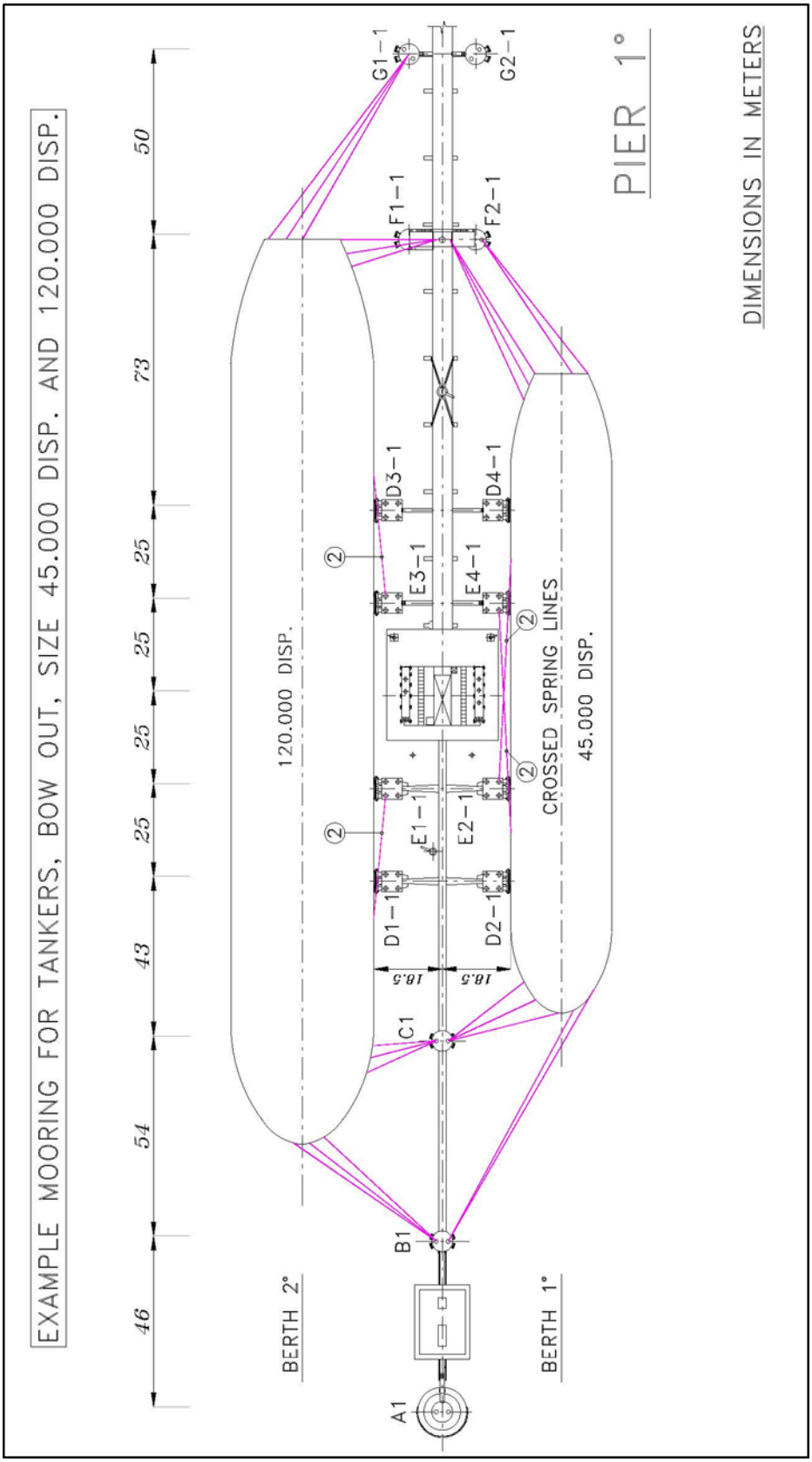




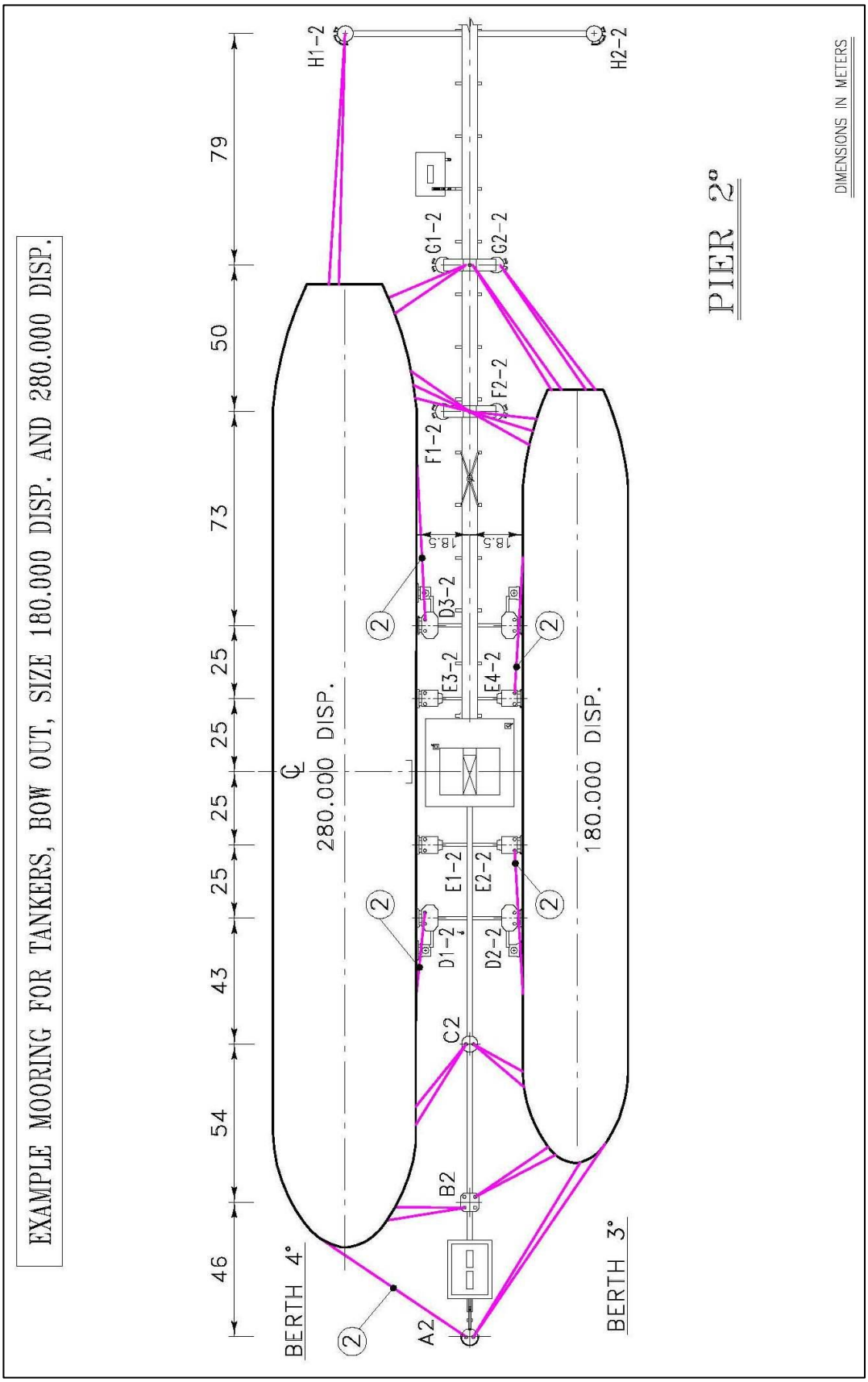
In this example the assessment would show a criticality suffered by the breast lines in case of strong wind coming from South, South-East (69 and 54 % of LDBF).
Particularly the forward breast lines widely exceed the limit of 55% indicated by OCIMF once the southern wind should reach the speed of 60 knots.
The red line in the graphic shows, for each wind direction, the value of wind speed that lead a strain of 55% of LDBF on the mooring lines. (the situation could be mitigated adding another breast line fore and aft or reducing the exposed windage area).
In such situation, in case of bad weather forecast, the Terminal could request the ship to delay her berthing or, if already alongside to stop in time the discharge as soon as certain (calculated) minimum draft is reached and wait until the weather condition improve to permit the vessel to complete the discharge.

Report Courtesy Tension Technology International Ltd

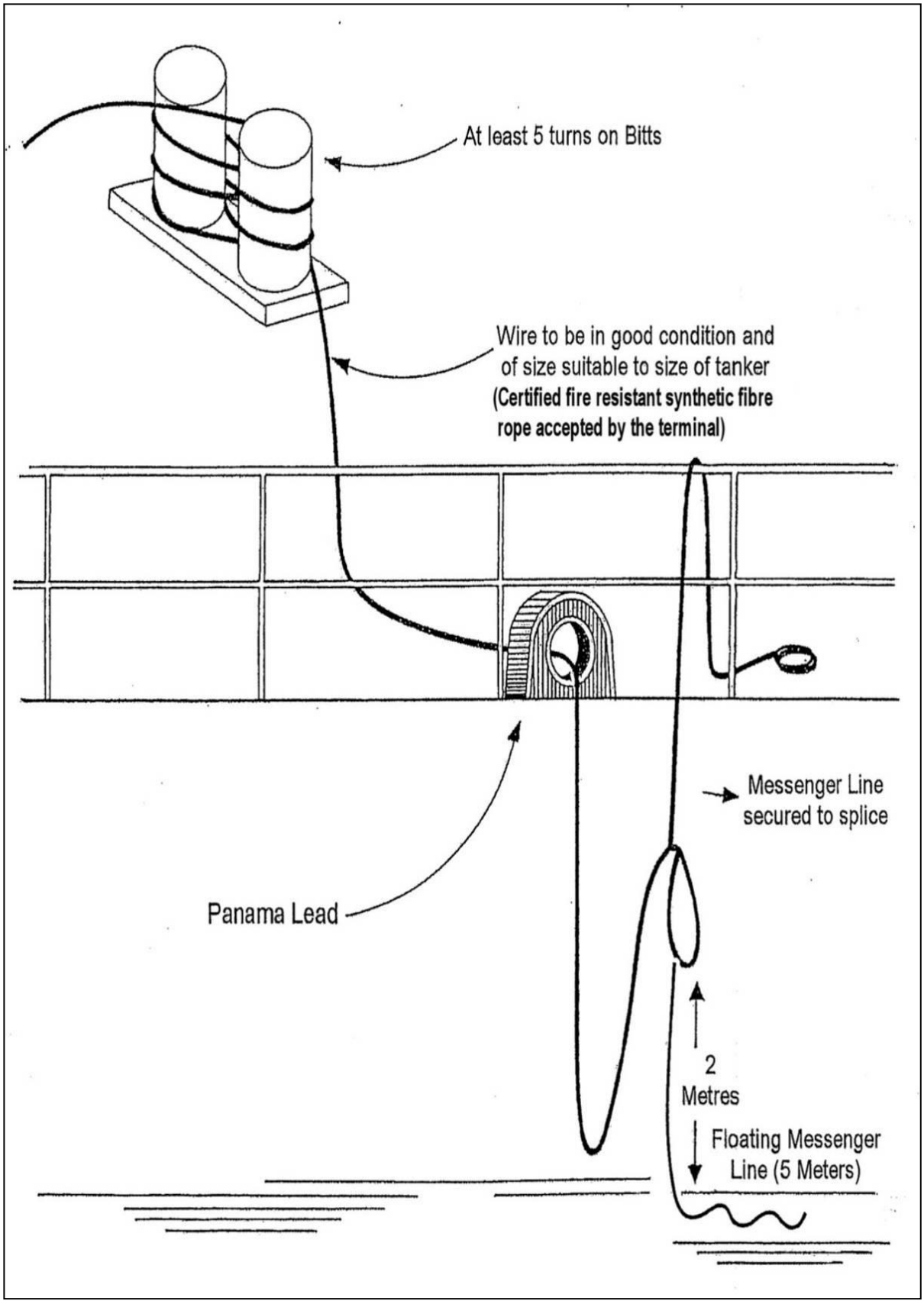
9.12. Mooring Arrangements (Pier No 1)



9.13. Mooring Arrangements (Pier No 2)



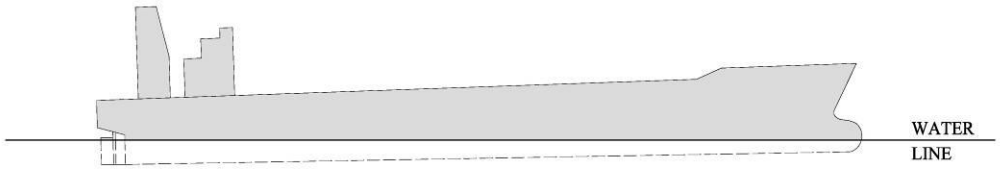
9.14. Emergency Towing Off Pennants



9.15. VSL's Windage Areas

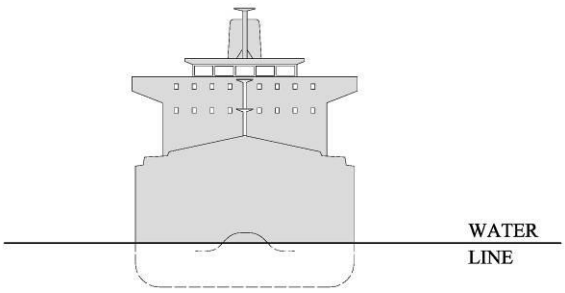
Definition: THE SHIP'S AREA EXPOSED TO THE WIND FORCE

LONGITUDINAL or BROADSIDE WIND AREA



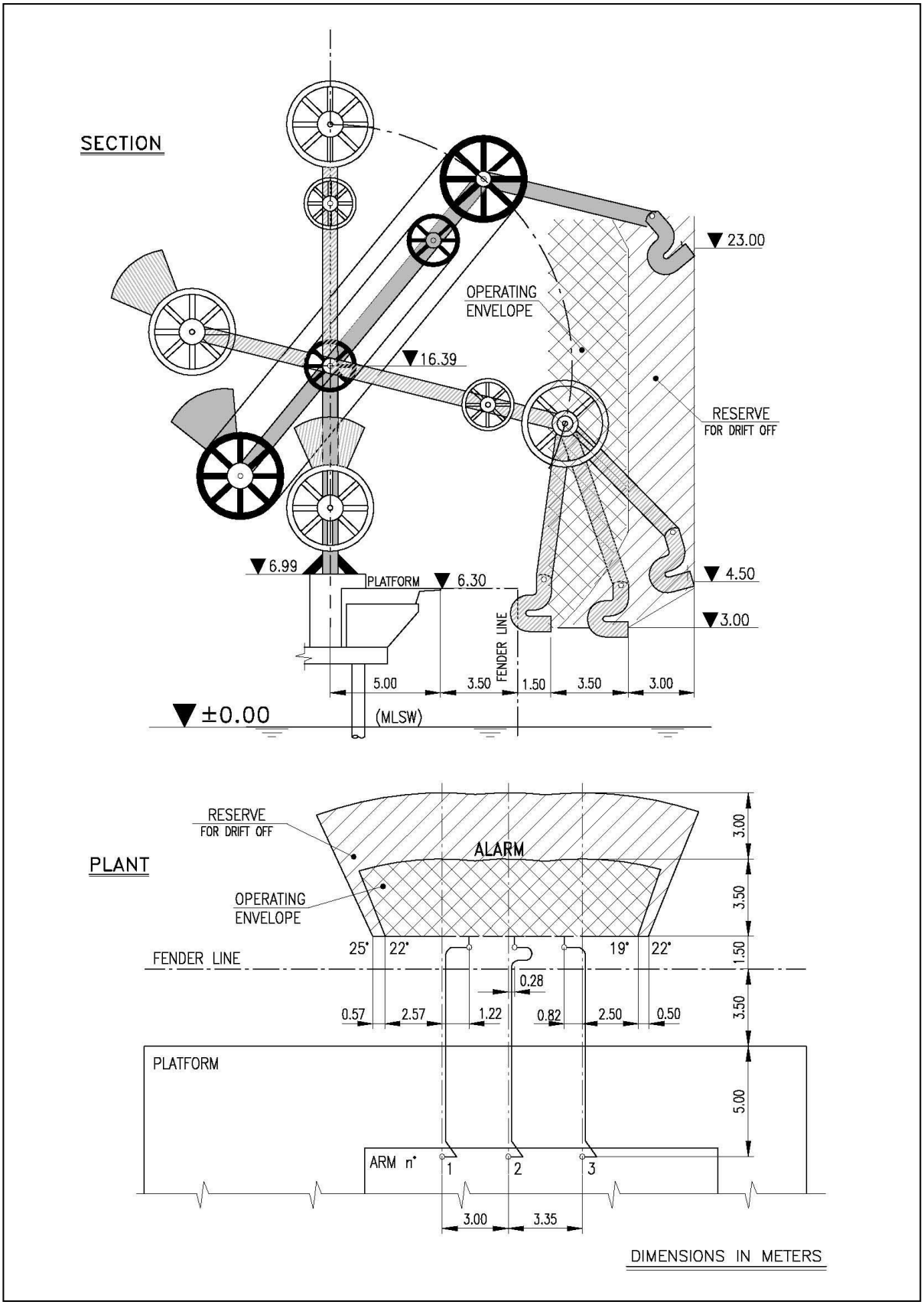
AREA in m^2

TRANSVERSE or HEAD-ON WIND AREA

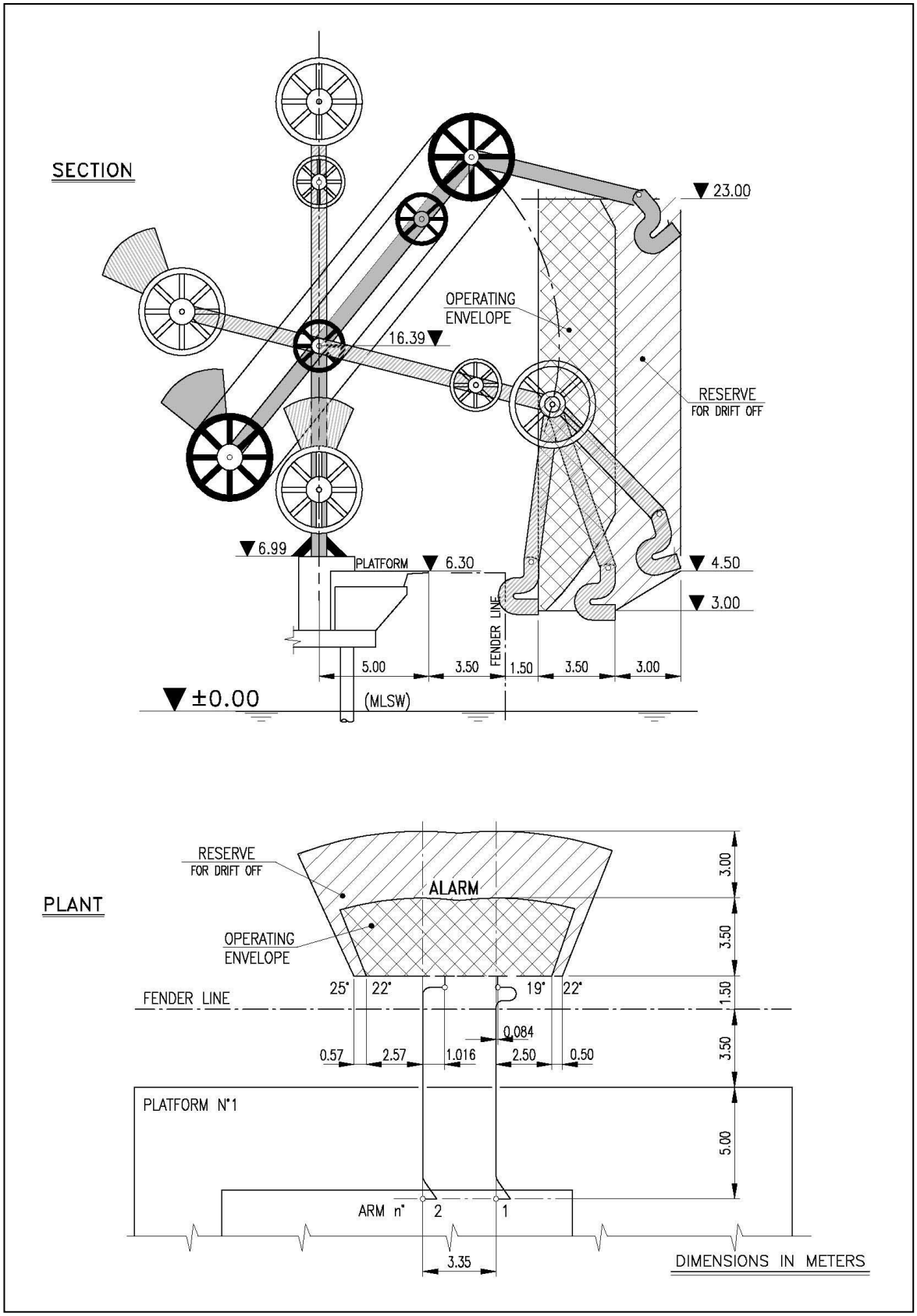


AREA in m^2

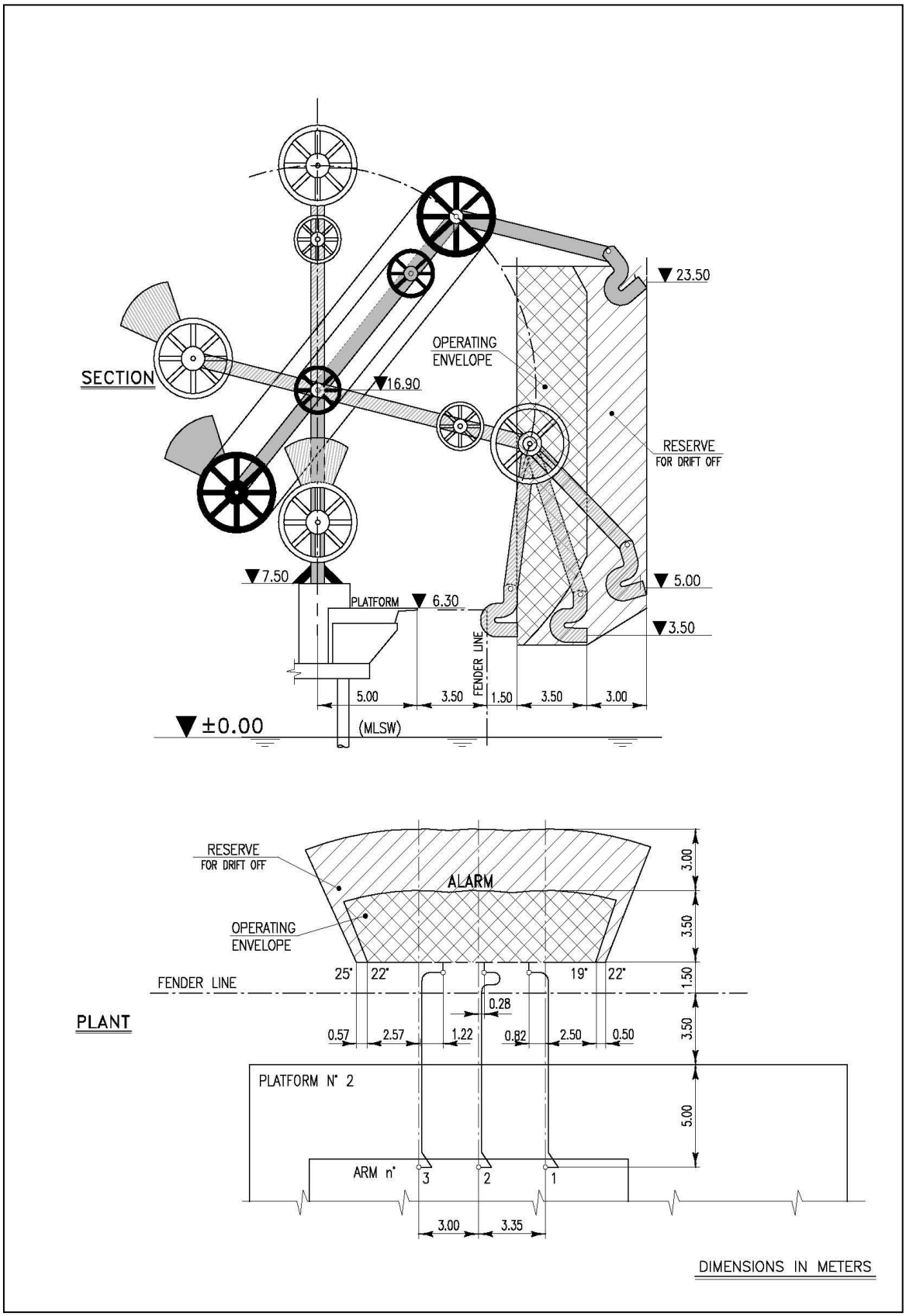
9.16. Working Range Diagram (Berths 1 & 3)



9.17. Working Range Diagram (Berth 2)



9.18. Working Range Diagram (Berth 4)



9.19. Request for Permit of Temporary Access to the Marine Terminal

Copy for the visitor

Società Italiana per l'Oleodotto Transalpino S.p.A.

MARINE TERMINAL ENTRANCE'S AUTHORIZATION REQUEST

Privacy notice and consent to the processing of personal data of persons entering the facilities pertaining to SIOT

Pursuant to art. 13 of UE Regulation 2016/679 of the European Parliament and Council, on the protection of natural persons with regard to the processing of personal data and on the free movement of such data (hereinafter called " Regulation"), Società Italiana per l' Oleodotto Transalpino s.p.a. (SIOT) informs you of the following:

1.Data controller. The data controller is SIOT, with head office in San Dorligo della Valle (TS), Via Muggia No. 1;

2. Subject-matter of the processing. The controller in charge of the processing shall process the subject's personal data (name, surname, date of birth, corporate name, residence address, telephone number, e-mail address) which are provided when a permanent or temporary access permit is issued, or when Siot security guards register the entry. The processing also includes the displaying and recording of images by the video surveillance system, by which the persons present in the facility or on board the ships at their moorings can be recorded by chance.

3. Purposes of data processing. Personal data are processed without the expressed consent of the subject (art. 6 letters b) and e) of Regulation) for the following purposes: a) to comply with the obligations required by national, EU and international regulations with regard to the safety of people, environment and plants, as well as to the prevention and dissuasion from committing illicit acts; among these obligations are the checking of identities and of the time spent in the facility or on board the moored ships; b) to comply with pre-contractual, contractual and fiscal obligations related to any existing relationship with the person concerned; c) to verify, exercise or defend the controller's rights in a judicial context.

4. Procedures of data processing. Personal data processing, either by paper or electronic means, is carried out through the following steps (art. 4, no. 2 of Regulation): data collection, registration, organization, retention, consultation, processing, modification, selection, extraction, comparison, use, networking, blocking, reporting, erasure and destruction. Personal data written in paper registers are kept in the security guard room, as well as in the office of the marine terminal Pier Master, in the HSSE office and in the archives (which are guarded by authorised personnel or kept locked), whereas personal data recorded by the computer system are protected by a system working on individual passwords. Images recorded by the remote monitoring system are kept for seven days in electronic data storage devices in locked rooms. Unauthorized personnel are not allowed to enter any office or room where personal data are kept. The controller processes personal data for the time necessary to fulfil the purposes stated in the above par. 3, and in any case for a time not exceeding 3 years for the purposes mentioned in point a, and not exceeding 10 years from the cessation of the relationship for the purposes mentioned in point b of paragraph 3. Personal data processing can exceed the aforementioned time limits and purposes in case this is necessary to comply with a legal obligation or with an order by a public authority, or to verify, exercise or defend a right in a judicial context.

5. Access to personal data. Access to personal data is only granted to the controller and to the persons in charge of processing for the purposes mentioned in paragraph 3.

6. Communication of personal data. Personal data can be communicated to public or private organizations to which the persons concerned are subject. The communication or disclosure of data, if requested by public authorities in compliance with the law, do not require an expressed consent.

7. Data providing and consequences of refusal. Providing personal data is essential and compulsory for the purposes mentioned in par. 3. Any refusal to provide personal data or to consent to their processing causes the denial of access to the facility or to the moored ships.

8. Rights of the person concerned. Within the limitations and in compliance with the procedures stated in the Regulation, the person concerned has the following rights: a) to obtain confirmation of the existence of his/her personal data, even if not registered yet, and their communication in an intelligible form; b) to know the source of personal data, the purposes and procedures of the processing, the logic applied in case of processing by electronic devices, the identity of the controller, of the persons in charge of the processing and the identity of the subjects or categories of subjects to whom data could be disclosed; c) to request of the data controller to be granted access to the personal data, to request their rectification, erasure or completion, the restriction of processing or the right to object to the processing, in addition to the right to data portability; d) to withdraw his/her consent to data processing anytime, by the same procedure by which it was given, acknowledging nevertheless the legality of the processing which was based on the consent previously given; e) to file a complaint with the authority supervising the protection of personal data.

9. Procedures to exercise a right. The data subject can exercise the rights stated in par. 8 anytime, either by registered letter with advice of receipt sent to the controller's head office, or by certified electronic mail.

The undersigned _____, born in _____,

on _____, after reading this privacy notice gives consent to the processing of his/her personal data by SIOT, within the meaning and for the purposes of art. 6, par.1, letter a) of Regulation.

.....

Signature

I also declare to have complete knowledge of all possible risks present in an oil industry plant as S.I.O.T. Marine Terminal relieving S.I.O.T. S.p.A. from whatsoever liability, direct or indirect, for damages to persons and/or assets, consequent and/or depending from the issue of this access permit, confirming the existence of a proper and sufficient insurance indemnities.

Trieste, ...

Signature

9.20. Permit of Temporary Access to the Marine Terminal

Date:	**Temporary authorization: visitor data and limitations**				Number of t.a.: XXXXX
Mr/Mrs				**is allowed:**	
☐	to go on board the motor tanker			TAL transalpine pipeline	
☐	to go in a specific terminal's area				
With the following credentials:				**The visitor**	
☐	Agent	☐	Cargo surveyor		
☐	Ship chandler	☐	Visitor		
☐	Drug and alchool test inspector	☐	Vessel's crew family member		
				Signature	
☐	Terminal's personnel visitor			**For S.I.O.T.:**	
☐	Vetting inspector	☐	Terminal's technician	Name	
☐	Cargo expeditor	☐	Vessel's superintendent	Surname	
☐	Vessel's technician	☐	Others (Specify)	Stamp	
Expire date of the authorization:				Signature	

Temporary authorization: Safety and Security regulations in the Marine Facility					Number of t.a.: XXXXX
	No smoking	Read carefully before enter in the Marine Facility		Prohibited to leave unattended bags	
	Prohibited to use electronic devices			Show permanently the PASS	
	Prohibited to enter in restricted areas			Prohibited to take photographs	
	Prohibited to light open flames		In case of danger or suspect of suspicious material, inform SIOT personnel, even through the appropriate telephone equipment of the terminal. Control room 7875 Pier Master 7870		
	Wear the correct p.p.e.				
	In an emergency, head to the appropriate escape routes				

9.21. Movement of Goods

COMUNICAZIONE PREVENTIVA DI MOVIMENTO MERCI

[*MOVEMENT OF GOODS PREVENTIVE COMMUNICATION*]

A: Pier.master@tal-oil.com

securitysdn@sorveglianzatrieste.com

security@porto.trieste.it

(nomedelvettore@)

La sottoscritta Agenzia Marittima _____comunica che in data

___/___/___ verso le ore _____ circa, verrà effettuata ☐via mare*, ☐via terra[2]* la

fornitura alla motocisterna _____ ormeggiata presso il

Terminale Marino S.I.O.T., pontile no. _____ dei seguenti materiali :

PROVVISTE ALIMENTARI	colli no _____	kgs _____
RICAMBI	colli no _____	kgs _____
PRODOTTI CHIMICI	colli no _____	kgs _____
DOTAZIONI NAVE	colli no _____	kgs _____
OLIO LUBRIFICANTE	colli no _____	kgs _____
ALTRE (specificare)	colli no _____	kgs _____

Vettore Società _____

Mezzo di trasporto[3]* _____

Responsabile della consegna[4]*_____

(*) L'accesso allo specchio acqueo del Terminale Marino è condizionato dall'autorizzazione del Capo Pontile. L'eventuale consegna di colli particolarmente pesanti e/o voluminosi dovrà essere preventivamente autorizzata dalla Capitaneria di Porto..

(2*) Solo per materiali di dimensioni e peso ridotti. Eventuali materiali metallici vanno preventivamente fasciati ovvero protetti per evitare scintille in caso di caduta.

([3]*) Tipologia e caratteri identificativi

([4]*) Cognome, nome, tipo e numero del documento identificativo

Trieste, _____ _____

Firma e timbro del Raccomandatario Marittimo

Rev. 1-2014

9.22. Movement of Persons

COMUNICAZIONE PREVENTIVA DI MOVIMENTAZIONE PERSONE

[MOVEMENTS OF PERSONS PREVENTIVE COMMUNICATION]

A: Pier.master@tal-oil.com
Securitysdn@sorveglianzatrieste.com
Security@porto.trieste.it

La sottoscritta Agenzia Marittima _____

comunica che in data __ / __ /____ verso le ore __ : __ circa

sono previsti per la motocisterna _____

ormeggiata presso il pontile no. _____ i seguenti movimenti di persone

in possesso dell'autorizzazione di cui all'ordinanza 6/98 C.P. Trieste :

Ispettore VETTING: _____

Personale Imbarcante: _____

Personale Imbarcante: _____

Tecnico Armatore: _____

Trieste, _____ _____

Firma e timbro del Raccomandatario Marittimo

Safety letter

TAL
transalpine pipeline

S.I.O.T. Marine Terminal

Date: _____

The Master SS/MV _____

Trieste

Dear Captain,

accountably for safe conduct of operations while your tanker is at this terminal rest jointly with you, as Master of the tanker, and with the Terminal Representative. Before operations start, your full cooperation and understanding is required to ensure the safety requirements set out in the ship/shore safety checklist are followed. These requirements are based on safe practices that are widely accepted by the oil terminal and tanker industries.

We expect you, and all under your command, to adhere strictly to these requirements throughout you tanker's stay alongside this terminal. We will ensure that our personnel do likewise and will cooperate fully with you in the mutual interest of safe operations.

Before the start of operations, and then from time to time, for our mutual safety, a member of terminal staff, together with a Responsible Officer where appropriate, will make a routine inspection of your tanker.

Where corrective action is needed we will not agree to operations starting. If they are started, we may require them to be stopped immediately. Similarly, if you consider that safety is being endangered by any action on the part of our terminal staff or by any equipment under our control, you should request operations to be stopped immediately.

There can be no compromise with safety.

Please acknowledge receipt of this letter by countersigning and returning the attached copy.

_____
Terminal Representative

Conctact details:
Telephone: *+39 040 3889 870*
Mobile: *+39 348 4511932*
e-mail: *pier.master@tal-oil.com*

Signed _____
Master

SS/MV _____

Date/time _____

This letter is based on the example in ISGOTT (6h Edition).
The letter presented by the Pier Master may be further modified for SIOT Terminal use from time to time.

TAL transalpine pipeline

Checks pre-arrival Ship/Shore Safety Checklist

Date and time of arrival _____

Trieste, SIOT Terminal berth number _____

Tanker name _____

Product to be transferred _____

Part 1A. Tanker: checks pre arrival			
Item	**Check**	**Status**	**Remarks**
1	Pre-arrival information is exchanged (6.5, 21.2)	☐ Yes	
2	International shore fire connection is available (5.5, 19.4.3.1)	☐ Yes	Location:
3	Transfer hoses are of suitable construction (18.2)	☐ Yes	N/A
4	Terminal information booklet reviewed (15.2.2)	☐ Yes	
5	Pre-berthing information is exchanged (21.3, 22.3)	☐ Yes	
6	Pressure/vacuum valves and/or high velocity vents are operational (11.1.8)	☐ Yes	
7	Fixed and portable oxygen analysers are operational (2.4)	☐ Yes	N ... of available portable anayzers

Part 1B. Tanker: checks pre-arrival if using an inert gas system			
Item	**Check**	**Status**	**Remarks**
8	Inert gas system pressure and oxygen recorders are operational (11.1.5.2, 11.1.11)	☐ Yes	
9	Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11)	☐ Yes	Last test date of P/V valves:
10	Cargo tank atmospheres' oxygen content is less than 8% (11.1.3)	☐ Yes	Any IG isolated cargo related tank/s? If Yes, which atmosphere conditions?
11	Cargo tank atmospheres are at positive pressure (11.1.3)	☐ Yes	

Part 2.Terminal: checks pre arrival			
Item	**Check**	**Status**	**Remarks**
12	Pre-arrival information is exchanged (6.5, 21.2)	☐ Yes	By Email
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5)	☐ Yes	Location: top of gangway.
14	Transfer equipment is of suitable construction (18.1, 18.2)	☐ Yes	
15	Terminal information booklet transmitted to tanker (15.2.2)	☐ Yes	☐ Terminal information booklet consigned on: ☐ Terminal information booklet available on website: https://www.tal-oil.com/ Download area. CD-ROM will be delivered alongside.
16	Pre-berthing information is exchanged (21.3, 22.3)	☐ Yes	

Last Revision May 2022

TAL transalpine pipeline

Checks after mooring Ship/Shore Safety Checklist

Part 3. Tanker: checks after mooring			
Item	**Check**	**Status**	**Remarks**
17	Fendering is effective (22.4.1)	Yes	
18	Mooring arrangement is effective (22.2, 22.4.3)	Yes	Notify Safety Inspector before adjusting mooring lines. Do not adjust mooring lines while another vessel is manoeuvering at the same pier.
19	Access to and from the tanker is safe (16.4)	Yes	Shore gangway. Inform the Terminal if gangway is going to be in touch with vessel structure/obstruction.
20	Scuppers and savealls are plugged (23.7.4, 23.7.5)	Yes	Do not remove without Safety Inspector notification.
21	Cargo system sea connections and overboard discharges are secured (23.7.3)	Yes	Port&Strbd pressure gauges taps open. O/b: _____ S/C: _____ Spool piece disconnected in P. R. or Blank Flange in place.
22	Very high frequency and ultra high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2)	Yes	
23	External openings in superstructures are controlled (23.1)	Yes	Any locks should be operated from inside.
24	Pumproom ventilation is effective (10.12.2)	Yes	
25	Medium frequency/high frequency radio antennae are isolated (4.11.4, 4.13.2.1)	Yes	
26	Accommodation spaces are at positive pressure (23.2)	Yes	
27	Fire control plans are readily available (9.11.2.5)	Yes	Location:

Part 4. Terminal: checks after mooring			
Item	**Check**	**Status**	**Remarks**
28	Fendering is effective (22.4.1)	Yes	
29	Tanker is moored according to the terminal mooring plan (22.2)	Yes	Refer to TIB chapter 7.5.5.
30	Access to and from the terminal is safe (16.4)	Yes	
31	Spill containment and sumps are secure (18.4.3, 23.7.4, 23.7.5)	Yes	

Last Revision May 2022

This letter is based on the example in ISGOTT (6h Edition).
The letter presented by the Pier Master may be further modified for SIOT Terminal use from time to time.

TAL transalpine pipeline

Checks pre-transfer Ship/Shore Safety Checklist

Date and time of arrival _____

Trieste, SIOT Terminal berth number _____

Tanker name _____

Product to be transferred _____

Part 5A. Tanker and terminal: pre-transfer conference

Item	Check	Tanker status	Terminal status	Remarks
32	Tanker is ready to move at agreed notice period (9.11, 21.7.1.1, 22.5.4)	☐ Yes	☐ Yes	Time:
33	Effective tanker and terminal communications are established (21.1.1, 21.1.2)	☐ Yes	☐ Yes	Refer to part 6
34	Transfer equipment is in safe condition (isolated, drained and de-pressurised) (18.4.1)	☐ Yes	☐ Yes	
35	Operation supervision and watchkeeping is adequate (7.9, 23.11)	☐ Yes	☐ Yes	Refer to part 6
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11)	☐ Yes	☐ Yes	Refer to part 6
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10)	☐ Yes	☐ Yes	Refer to part 6
38	Naked light restrictions are established (4.10.1)	☐ Yes	☐ Yes	
39	Control of electrical and electronic devices is agreed (4.11, 4.12)	☐ Yes	☐ Yes	
40	Means of emergency escape from both tanker and terminal are established (20.5)	☐ Yes	☐ Yes	
41	Firefighting equipment is ready for use (5, 19.4, 23.8)	☐ Yes	☐ Yes	
42	Oil spill clean-up material is available (20.4)	☐ Yes	☐ Yes	
43	Manifolds are properly connected (23.6.1)	☐ Yes	☐ Yes	
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5)	☐ Yes	☐ Yes	All cargo measurements and sampling shall be made using ship's VLS
45	Procedures for cargo, bunkers and ballast handling operations are agreed (21.4, 21.5, 21.6)	☐ Yes	☐ Yes	
46	Cargo transfer management controls are agreed (12.1)	☐ Yes	☐ Yes	
47	Cargo tank cleaning requirements, including crude oil washing, are agreed (12.3, 12.5, 21.4.1)	☐ Yes	☐ Yes	See also parts 7B/7C as applicable
48	Cargo tank gas freeing arrangements agreed (12.4)	☐ Yes	☐ Yes	Not allowed at berth.
49	Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4)	☐ Yes	☐ Yes	See also part 7C Bunkering not allowed at berth.
50	Routine for regular checks on cargo transferred are agreed (23.7.2)	☐ Yes	☐ Yes	N/A
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2)	☐ Yes	☐ Yes	SHORE: CONTINUOUS SIREN SOUND. SHIP:
52	Safety data sheets are available (1.4.4, 20.1, 21.4)	☐ Yes	☐ Yes	
53	Hazardous properties of the products to be transferred are discussed (1.2, 1.4)	☐ Yes	☐ Yes	H2S: content_____PPM Benzene content:_____PPM
54	Electrical insulation of the tanker/terminal interface is effective (12.9.5, 17.4, 18.2.14)	☐ Yes	☐ Yes	MLA fitted with Insulating flange.
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3)	☐ Yes	☐ Yes	

Last Revision May 2022

TAL transalpine pipeline

Checks pre-transfer Ship/Shore Safety Checklist

Part 5A. Tanker and terminal: pre-transfer conference				
Item	Check	Tanker status	Terminal status	Remarks
56	Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7)	Yes	Yes	N/A
57	Measures to avoid back-filling are agreed (12.1.13.7)	Yes	Yes	Each MLA fitted with No-return valve.
58	Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6)	Yes	Yes	
59	Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1)	Yes	Yes	
60	Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8)	Yes	Yes	N/A

Part 6. Tanker and terminal: agreements pre-transfer				
Part 5 Item	Agreement	Detail	Tanker initials	Terminal initials
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: 15 minutes Period of disablement: Not permitted.		
33	Security protocols	Security level Ship/Shore: / Sec. Access (to main House): Local requirements:		
33	Effective tanker/terminal communications	Primary system: communications held by onboard Safety Inspector Backup system: shore Ex mobile phone (dial 8 to Call Pier Master) VHF Ch. 72 (listening watch not maintained by shore)		
35	Operational supervision and watchkeeping	Tanker Terminal: Refer to TIB chapter 2.6.2		
37 38	Dedicated smoking areas and naked lights restrictions	Tanker Terminal: One smoking room for terminal staff use only		
45	Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: 60 km/h (abt. 32,5 knts), CALCULATED ON 20" GUST Disconnect: 60 km/h (abt. 32,5 knts), CALCULATED ON 20" GUST Unberth: if berth is becoming to be unsafe. Additional info available at TIB chapter 8.8.		

Last Revision May 2022

transalpine pipeline

Checks
pre-transfer
Ship/Shore Safety Checklist

Part 6. Tanker and terminal: agreements pre-transfer				
Part 5 Item	**Agreement**	**Detail**	**Tanker initials**	**Terminal initials**
45 46	Limits for cargo, bunkers and ballast handling	Maximun transfer rate: Topping of rates: N/A Maximun manifold pressure: 10 Bar in shore line Cargo temperature: Other limitations: Refer to TIB		
45 46	Pressure surge control	Terminal minimum number of cargo tanks open: 1 during discharge Tank switching protocols: stand-by procedure explained Tanker minimum number of cargo tanks open: Tank switching protocols: Full load rate: N/A Topping-off rate: N/A Closing time of automatic valves: N/A		
46	Cargo transfer management procedures	Action notice periods: 15 min Transfer stop protocols: stand-by procedure explained		
50	Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks: N/A		
51	Emergency signals	Terminal: continuos siren sound Tanker:		
55	Tank venting system	Procedure: Hazardous vapours emissions are prohibited at berth.		
55	Closed operations	Requirements: SeeTIB chapter 8.5.		
56	Vapour return line	Operational parameters: N/A Maximum flow rate: N/A		
60	Nitrogen supply from terminal	N/A		
41	Exceptions and additions	Special issues that both parties should be aware of: Emergency towing-off pennants are rigged and positioned with eye approx. 2mt above the sea level + messanger (TIB Ch. 4.2.7).		
33 36	Exceptions and additions	Special issues that both parties should be aware of: The skimming boat/s is/are in the area Scrubber overboard discharge PORT / STBD		

Last Revision May 2022

transalpine pipeline

Checks pre-transfer Ship/Shore Safety Checklist

Date and time of arrival _____

Trieste, SIOT Terminal berth number _____

Tanker name _____

Product to be transferred _____

Part 7A. General tanker: checks pre-transfer			
Item	**Check**	**Status**	**Remarks**
84	Portable drip trays are correctly positioned and empty (23.7.5)	Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)	Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)	Yes	
87	Cargo tank high level alarms are operational (12.1.6.6.1)	Yes	Last test date:
88	All cargo, ballast and bunker tanks openings are secured (23.3)	Yes	

Part 7B. Tanker: checks pre-transfer if crude oil washing is planned			
Item	**Check**	**Status**	**Remarks**
89	The completed pre-arrival crude oil washing checklist, as contained in the approved crude oil washing manual, is copied to terminal (12.5.2, 21.2.3)	Yes	
90	Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2, 21.6)	Yes	

Last Revision May 2022

TAL transalpine pipeline

Declaration

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

	Tanker	Terminal
Part 1A. Tanker: checks pre-arrival		
Part 1B. Tanker: checks pre-arrival if using an inert gas system		
Part 2. Terminal: checks pre-arrival		
Part 3. Tanker: checks after mooring		
Part 4. Terminal: checks after mooring		
Part 5A. Tanker and terminal: pre-transfer conference		
Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer	N/A	N/A
Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer	N/A	N/A
Part 6. Tanker and terminal: agreements pre-transfer		
Part 7A. General tanker: checks pre-transfer		
Part 7B. Tanker: checks pre-transfer if crude oil washing is planned		
Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing	N/A	N/A

In accordance with the guidance in chapter 25 of ISGOTT, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

We have also agreed to carry out the repetitive checks noted in parts 8 and 9 of the ISGOTT SSSCL, which should occur at intervals of not more than ____ hours for the tanker and not more than ____ hours for the terminal.

If, to our knowledge, the status of any item changes, we will immediately inform the other party.

Tanker	Terminal
Name	Name
Rank	Rank
Signature	Signature
Date	Date
Time	Time

Last Revision May 2022

TAL transalpine pipeline

Checks during transfer Ship/Shore Safety Checklist

page 8 of _____

Multipage document
Page 8a
Page 8b
Page 8c
Page 8d

Tanker name		Repetitive checks

Part 8. Tanker: repetitive checks during and after transfer

Item ref	Check	Time	Time	Time	Time	Time	Time	Remarks
	Interval time: 4 hrs	____	____	____	____	____	____	
8	Inert gas system pressure and oxygen recording operational	Yes	Yes	Yes	Yes	Yes	Yes	
9	Inert gas system and all associated equipment are operational	Yes	Yes	Yes	Yes	Yes	Yes	
11	Cargo tank atmospheres are at positive pressure	Yes	Yes	Yes	Yes	Yes	Yes	
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the tanker is safe	Yes	Yes	Yes	Yes	Yes	Yes	Keep gangway clear from any vessel structure/obstruction.
20	Scuppers and savealls are plugged	Yes	Yes	Yes	Yes	Yes	Yes	Do not remove without Safety Inspector notification.
23	External openings in superstructures are controlled	Yes	Yes	Yes	Yes	Yes	Yes	
24	Pumproom ventilation is effective	Yes	Yes	Yes	Yes	Yes	Yes	
28	Tanker is ready to move at agreed notice period	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 42 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
85	Individual cargo tank inert gas valves settings are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
86	Inert gas delivery maintained at not more than 5% oxygen	Yes	Yes	Yes	Yes	Yes	Yes	
87	Cargo tank high level alarms are operational	Yes	Yes	Yes	Yes	Yes	Yes	
Initials		____	____	____	____	____	____	

Last Revision May 2022

TAL transalpine pipeline

Checks during transfer Ship/Shore Safety Checklist

Tanker name		Repetitive checks	

Part 9. Terminal: repetitive checks during and after transfer

Item ref	Check	Time	Time	Time	Time	Time	Time	Remarks
	Interval time: 4 hrs	____	____	____	____	____	____	
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the terminal is safe	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
32	Spill containment and sumps are secure	Yes	Yes	Yes	Yes	Yes	Yes	
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 47 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
Initials		____	____	____	____	____	____	

Last Revision May 2022

transalpine pipeline

Checks
Note
Ship/Shore Safety Checklist

Date and time of arrival _____

Trieste, SIOT Terminal berth number _____

Tanker name _____

Product to be transferred _____

The repetitive checks of part 8 of ISGOTT 6 SSSCL will be performed by Ship's staff and at disposal of Terminal's
Representative.
The repetitive checks of part 9 of ISGOTT 6 SSSCL will be performed by Terminal staff andat disposal of Ship's
Representative.

Tanker	Terminal
Name	Name
Rank	Rank
Signature	Signature
Date	Date
Time	Time

Last Revision May 2022

TAL
transalpine pipeline

SOCIETÀ ITALIANA PER L'OLEODOTTO TRANSALPINO S.P.A.
MARINE OIL TERMINAL

To the Master of M/V _____ Trieste,_____

At present moored at berth No: _____

CARGO DISCHARGING PRELIMINARY AGREEMENT

1) Available shore arms_____/16"ASA150 Number/Size of ship's manifolds____/____" Connected arms____

Ship shall comply with the latest edition of OCIMF's "Recommendations for Oil Tanker Manifolds and Associated Equipment".
The Terminal declines any responsibility for an eventual reduction on the discharging rate caused by the restriction on the number of arms used, due to the ship's manifold dimensions, conditions and/or any other impediment caused by any ship's structures.

2) Number and size of shorelines: 1 x 36"/42". Approx Length: 5 km. Height of the shore tanks: **16/43 mtrs** above MSL

Cargo to be delivered to the following Shore Tank No's: _____

3) Max. allowed discharging rate, pressure, temperature: _____m^3/hr, _____Kg/cm^2, _____°C

4) Discharging sequence:

Product	Starting time (estimated)	Completion (estimated)	H_2S ppm	Remarks

Material Safety Data Sheet: _____ Estimated time of departure: _____

Maximum berth occupancy:_____**hours** *[refer to SIOT Terminal Information Booklet / Ch. 7.5]*

BEWARE: It is not allowed to pump ashore any cargo residues and/or related waste (as per EU Directive 2000/59/CE)

Safety Inspectors Capt. _____ Capt. _____ Capt._____

5) Amount of notice required before any planned stoppage: 15 minutes.
Lapse of time needed to stop the discharge once the stop order is given (except in emergency conditions):_____minutes.

6) In Case of two or more products, the discharge must be stopped at the end of each grade and wait shore orders before starting the next grade.

7) INERT GAS and CRUDE OIL WASHING INSTRUCTIONS:
- ALL VESSELS CALLING AT S.I.O.T. TERMINAL HAVE TO BE PROVIDED WITH A FULLY OPERATIONAL INERT GAS PLANT.
- In case of failure of the I.G. System, operations must be promptly suspended, and the Terminal and Harbour Master notified accordingly.

8) MOORINGS – The OPTIMOOR® assessment on your present mooring arrangements shown:
☐ No criticalities on wind rose (see SIOT Port Regulations Ch. 7.4)
☐ Some criticalities for winds direction/s _____, speed above _____ ☐ Optimoor® report received at/on _____

Min ship's draft alongside: ☐ As per MARPOL 73/78 Chapter 4 – Reg 18 ☐ _____ (As per OPTIMOOR® advice)
Max trim alongside: ☐ As per minimum required by COW Manual ☐ _____ (As per OPTIMOOR® advice)

- TERMINAL EMERGENCY SIGNAL: CONTINUOUS SIREN SOUND -

SCRUBBER OVERBOARD DISCHARGE PORT SIDE ☐ STBD SIDE ☐

9) **SIOT PORT REGULATIONS AND INFORMATIONS BOOKLET:**
(https://tasco.tal-oil.com/tascoprod – username/password: portreg/portreg)
☐ Copy received on arrival
☐ Copy already on board

REMARKS: **ANY HYDROCARBON VAPOURS ESCAPE MUST BE STRICTLY AVOIDED**

For any details about the operations refer to the SIOT Terminal Information and Port Regulation Booklet / CD-rom.

Master SIOT Pier Master

The form used by the Terminal Representative may be modified for SIOT Terminal use from time to time.

Rev. Jan 2020

MESSAGGIO D'ARRIVO DA PARTE DELLA NAVE / SHIP'S PRE-ARRIVAL MESSAGE

TO: TRIESTE HARBOUR MASTER AND COAST GUARD – MARINE SAFETY DEPT.
(FAX 0039 040 676665 – E-MAIL sicnav.cptrieste@mit.gov.it)

SIOT OIL TERMINAL Ship.eta@TAL-OIL.COM

SHIP'S AGENCY

CLASSIFICATION SOCIETY appointed for COW INSPECTION

AA) 1) SHIP'S NAME / 2) CALL SIGN / 3) FLAG / 4) PORT AND NUMBER OF REGISTRY / 5) KEEL LAID DATA / 6) IMO N° / 7) GT / 8) NT / 9) DWT / 10) LOA / 11) BEAM / 12) ARRIVAL DRAFT / 13) ARRIVAL DISPLACEMENT 14) SBT-DH / 15) VESSEL TELEPHONE-FAX- EMAIL NUMBERS / 16) MAX VESSEL LONGITUDINAL AND TRASVERSAL WINDAGE AREA AT BERTH / 17) PARALLEL BODY ON ARRIVAL / DEPARTURE 18) BOW TO CENTRE OF CARGO MANIFOLD DISTANCE

BB) CERTIFICATES

	PLACE OF ISSUE	DATE OF ISSUE	ANNUAL SURVEY	EXPIRY DATE	ISSUING AUTHORITY/ CLASS SOC.
LOAD LINE					
SAFETY CONSTRUCTION					
SAFETY EQUIPMENT					
SAFETY RADIO					
IOPP					
CLASS					
SMC					
DOC					
MOU					
TONNAGE					
CLC					
MANNING					
DERATTING					
ITALIAN LIGHT DUES (ANCHORAGE DUES)					
ISSC					
CERTIFICATE OF ENTRY					
CLC BUNKER					

CC) 1) CREW NUMBER / 2) MASTER NAME – PLACE AND DATE OF BIRTH – PASSPORT NUMBER

DD) FULL STYLE OF 1) OWNER / 2) OPERATOR 2a) DPA contacts 3) CHARTER

EE) SAILING DATE AND TIME, DEPARTURE DRAFT *(SPECIFY IF VISUAL CHECK OR CALCULATED)* FROM LAST PORT

FF) ETA TRIESTE

GG) 1) CARGO (TECHNICAL AND COMMON NAME – PARAFFINIC/AROMATIC) / 2) QUANTITY B/L M/TONS / 3) API OR DENSITY / 4) POUR POINT / 5) DISTRIBUTION ON BOARD / 6) FULL OR PARTIALLY UNLOADING / 7) MAXIMUM DISCHARGE RATE / 8) MAX TEMPERATURE OF EACH CARGO GRADE TO BE DISCHARGED / 9) DISCHARGE SEQUENCE IN CASE OF DIFFERENT CARGO GRADES ON BOARD

HH) 1) G.O.V. (Gross Observed Volume) / 2) SLOP L.O.T. / 3) FREE WATER (INCLUDING FREE WATER IN SLOP) / 4) SEGREGATED SLOP QUANTITY (OIL / WATER)

II) 1) IGS PLANT FULLY OPERATIONAL / 2) OXYGEN CONTENT PERCENTAGE BY VOLUME IN MAIN LINE / 3) OXYGEN CONTENT PERCENTAGE BY VOLUME IN ALL CARGO TANKS AND SLOP TANKS / 4) GAS PRESSURE / 5) CARGO TANKS H_2S (HYDROGEN SULPHIDE) CONTENT 6) SIDE OF IG SCRUBER OVER BOARD DISCHARGE (PORT/STD)

JJ) 1) ESTIMATED TOTAL DISCHARGING TIME / 2) COW / 3) BALLAST)

KK) GOOD WORKING CONDITION OF CARGO PUMPS, RELATIVE DEVICES AND ALARM AS PER RELEVANT IGS MANUAL

LL) TIGHTENING CHECK CARGO TANKS OPENINGS

MM) 1) CHECK UP CORRECT WORKING OF CARGO TANK SOUNDING SYSTEM (CLOSE ULLAGE SYSTEM) / 2) TYPE IN USE

NN) ANY DEFECT OF HULL, MACHINERY OR EQUIPMENT WHICH MAY:

- AFFECT THE SAFE MANOEUVRABILITY OF THE TANKER;
- AFFECT THE SAFETY OF OTHER VESSEL;
- CONSTITUTE A HAZARD TO THE MARINE ENVIRONMENT;
- CONSTITUTE A HAZARD TO PERSONS OR PROPERTY ON LAND OR IN THE VICINITY OF THE HARBOUR

OO) 1) COW REQUIRED TANKS TO BE WASHED / 2) COW CHECKING SOCIETY CHOICE / 3) STARTING TIME AFTER STARTING DISCHARGING OPERATION / 4) REASONS IF COW NOT POSSIBLE / 5) COW MANUAL AMMENDED AS PER IMO REQUIREMENTS AMENDED BY THE 43RD MEPC AND 21ST ASSEMBLY (Y / N).

PP) ALL EQUIPMENT FOR COW HAVE BEEN TESTED WORKING PROPERLY

QQ) 1) OFFICER NAME SUPERVISING COW OPERATIONS / 2) OTHER PERSONS INVOLVED IN COW OPERATIONS

RR) IF IOPP 1.10.3 STATUS OF SHIP REG 1 (26)
ATTESTING: NEW OIL TANKER (Y/N)

SS) 1) NUMBER / 2) SIZE, DISTANCE BETWEEN CENTRES OF CARGO CONNECTIONS (IF VESSEL HAS ALREADY BEEN TO THE TERMINAL, SIMPLY STATE “SAME” IF NO CHANGES HAVE OCCURRED SINCE THE LAST VISIT) / 3) DISTANCE FROM BOW TO MANIFOLD CENTRE

TT) NUMBERED FROM THE FRONT, WHICH MANIFOLDS ARE TO BE CONNECTED (NORMALLY 3 ARMS AVAILABLE)

UU) MOORING LINES BREAKING CAPACITY AND:

- NUMBER AND TYPE OF BOW LINES
- NUMBER AND TYPE OF FORWARD BREAST LINES
- NUMBER AND TYPE OF FORWARD SPRING LINES
- NUMBER AND TYPE OF AFT SPRING LINES
- NUMBER AND TYPE OF AFT BREST LINES
- NUMBER AND TYPE OF STERN LINES

VV) IF ORIGINAL B/L ON BOARD

WW) 1) IF ANY WEAPONS / 2) AMMUNITIONS ON BOARD

XX) IF ANY STOWAWAYS, PASSENGERS OR ANY OTHER PERSONS WITH EXPIRED / NOT IN ORDER PERSONAL DOCUMENTS

YY) WHILE ALONGSIDE, 1) IS IT FORESEEN ANY CREW CHANGES OR VISITORS BOARDING YES / NO, 2) ANY STORE OR PROVISION LOAD YES / NO

ZZ) SHIP IN COMPLIANCE WITH MARPOL ANNEXE 1, REG. 33 YES / NO

IF YES - RECOGNISED ORGANISATION SOCIETY INFORMED YES / NO / N.A.

RMKS: ANY CHANGE TO THE ABOVE DECLARATION SHALL BE IMMEDIATELY NOTIFIED TO TRIESTE HARBOUR MASTER AND COAST GUARD OFFICE
HTTPS://WWW.TAL-OİL.COM/EN/İNSTALLATİONS/MARİNE-TERMİNAL.HTML
TO DOWNLOAD TERMİNAL BOOKLET

COW Procedure: Certificate to Harbour Master from Registration Body

Date: Our Ref:

Page 1 of

From_____-- Trieste Office

To: TRIESTE HARBOUR MASTER – Marine Safety Department Fax. No.
CAPITANERIA DI PORTO DI TRIESTE
+39040676665
Att. Person in charge

cc: Ship's Agent (if opinion in not favourable)

Subject: Inspection for Authorization to perform C.O.W. OPERATIONS
Visita per il rilascio dell'Autorizzazione allo svolgimento operazioni C.O.W.

With reference to your message No….dated…and following the inspection carried out on board of M/T …… IMO No:…….Flag …….. We confirm that:
Con riferimento al Vx. Fax ….. ed a seguito ispezione effettuata in data odierna a bordo della M/C…….. si comunica quanto segue:

a) Ship's master has presented for examination the documents required by the Harbour Master Authority called" Ordinanza No. 43/06 as per article 2";
Il comandante della nave ha esibito I documenti come richiesto dall'articolo 2 dell'Ordinanza della Capitaneria di Porto No. 43/06.

b) The compliance of the plants with the requirements of aforesaid "Harbour Master Authority document" has been verified.
E' stata verificata la rispondenza degli impianti alle norme della citata Ordinanza della Capitaneria di Porto

The opinion to give the above mentioned authorization is:
Pertanto si esprime parere:

FAVOURABLE with following recommendation /NOT FAVOURABLE due to following deficiencies (*):
FAVOREVOLE con le seguenti raccomandazioni / NON FAVOREVOLE per le seguenti ragioni(*):
(*) Delete as appropriate – Cancellare come necessario

_____
_____
_____
_____
_____

Remarks for Trieste Harbour Master Office – Marine Safety Department only:
Note per la sola Capitaneria di Porto di Trieste – Sezione Sicurezza della Navigazione
……
……
……
……

Master declared C.O.W. will probably starts at…… on……..…

Il comandante ha dichiarato che le operazioni C.O.W. cominceranno probabilmente alle ore…….

del……..

firma

COW Procedure: Certificate to Harbour Master from Port Chemist

DOTT.

CONSULENTE CHIMICO DELLA CAPITANERIA DI PORTO DI TRIESTE

CERTIFICATO DI INERTIZZAZIONE PER CRUDE OIL WASHING

INERT CONDITION CERTIFICATE FOR CRUDE OIL WASHING

NAVE
SHIP

AGENTE
AGENT

BANDIERA
FLAG

STAZZA LORDA
GROSS TONNAGE

COMANDANTE
MASTER

Si certifica che, su richiesta del Comando di Bordo di eseguire il C.O.W., sono stati effettuati i seguenti controlli:
This to certify that, on request of the Master to obtain permission of C.O.W. operations, the following tests and inspections have been carried out:

1. Contenuto di Ossigeno nelle cisterne del carico, misurato dal Chimico di Porto:
O_2 content in cargo tanks, tested by the Marine Chemist:

CISTERNA N° TANK N°		% O_2
1	P	
2	P	
3	P	
4	P	
5	P	
6	P	
7	P	
8	P	
9	P	
Slop	P	

CISTERNA N° TANK N°		% O_2
1	C	
2	C	
3	C	
4	C	
5	C	
6	C	
7	C	
8	C	
9	C	
Slop	C	

CISTERNA N° TANK N°		% O_2
1	S	
2	S	
3	S	
4	S	
5	S	
6	S	
7	S	
8	S	
9	S	
Slop	S	

2. Contenuto di ossigeno nella linea principale del gas inerte:
Oxygen content in the inert gas main line:

a) Misurato dal Chimico di Porto _____
Tested by the Marine Chemist

b) Letto sull'analizzatore principale di O_2 di bordo _____
Read on the ship's O_2 main analyser

c) Letto sul ripetitore - registratore di O_2 _____
Read on the O_2 repeater-recorder

Differenza nella risposta degli strumenti di bordo rispetto al dato misurato dal Chimico di Porto:
Difference in the ship's meters response (compared with the value tested by the Marine Chemist)

- **Analizzatore principale di O_2** _____
Main O_2 analyser

- **Ripetitore - registratore** _____
Repeater-recorder

3. **Pressione misurata nelle cisterne del carico (min./max.)** mbar / mmH_2O
Pressure tested in cargo tanks (min./max.) _____

_____

4. **Strumenti portatili di bordo per la misura di O_2 visionati dal Chimico di Porto: n° _____**

Ship's portable O_2 meters inspected by the Marine Chemist: n°

Adatti alla misura nelle cisterne del carico in conformità a quanto prescritto dall'Ordinanza della Capitaneria di Porto di Trieste n. 43/2006: n° _____

suitable for cargo tanks in compliance with Ordinance n° 43/2006 of the Harbour Master: n°

Strumento
Meter

_____

_____

_____

_____

Differenza massima osservata rispetto ai due punti di taratura:
Maximum difference in the meters response (compared with O_2 0 % and O_2 20.9 %)

_____

_____

_____

_____

5. **Calibrazione effettuata su misuratori portatili di O_2 di bordo:**
Calibration performed on ship's portable O_2 meters:

Strumento:
Meter:

_____

_____

_____

Osservazioni e prescrizioni del Consulente Chimico del Porto
Remarks and instructions from the Marine Chemist
All'attenzione dell'Ufficiale di Ispezione

All'attenzione della Sezione Sicurezza della Navigazione

IN SEGUITO AGLI ACCERTAMENTI ESEGUITI RIGUARDO LE CONDIZIONI DI INERTIZZAZIONE RICHIESTE DALLE VIGENTI NORME DI SICUREZZA SI ESPRIME PARERE FAVOREVOLE / NON FAVOREVOLE PER L'EFFETTUAZIONE DEL C.O.W.

FOLLOWING THE TESTS AND INSPECTIONS CARRIED OUT TO CHECK THE INERT CONDITION REQUESTED BY THE PORT SAFETY REGULATIONS, THE VESSEL IS / IS NOT IN THE CONDITION TO PERFORM C.O.W. OPERATIONS.

DATA	**ORA**	**Il Consulente Chimico di Porto**	**Il Comandante (Timbro e Firma)**
DATE	TIME	THE MARINE CHEMIST	MASTER (Stamp and Signature)

COW Procedure: Authorisation to Proceed

MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI
CAPITANERIA DI PORTO – GUARDIA COSTIERA TRIESTE
MINISTRY OF INFRASTRUCTURES AND TRANSPORT
TRIESTE HARBOUR MASTER OFFICE AND COAST GUARD

AUTORIZZAZIONE C.O.W. N. / *C.O.W. AUTHORIZATION No* xx/**2019**

Telephone +39 040 676611	Telefax + 39 040 676665	e-mail	sicnav.cptrieste@mit.gov.it trieste@guardiacostiera.it
To	Master of M/T **XXXXXXXXXX** (S.I.O.T. Pier Master please pass)		
	S.I.O.T. Pier Master		Pier.Master@TAL-OIL.COM Fax. 040/381486
extend	**Vessel's agent**		
Our ref.	**XXXXXXXXX /2019/Sic. Nav.**		

Il Capo del Compartimento Marittimo e Comandante del porto di Trieste:
Trieste Harbour Master:

VISTA: la propria Ordinanza n. 43/06 datata 09.12.2006;
Having regard to the Ordinance No 43/06 dated 09.12.2006;

VISTO: il msg. con cui il Comandante della M/C **XXXXXXXXXX** di bandiera **XXXXX** ha richiesto l'autorizzazione ad effettuare il *Crude Oil Washing*;
Having regard to the ship's message by which the Master requires the authorisation to perform Crude Oil Washing;

VISTA: la formale richiesta presentata in data **xx/xx/xxxx** dall'Agenzia Marittima **XXXXXXXXXX** raccomandataria della nave sopracitata;
Having regard to the application submitted by Agency;

VISTO: il parere favorevole espresso, senza raccomandazioni, dall'Organismo Tecnico Riconosciuto **XXXXXXXXXXXXXXX** con messaggio fax n. **xxxxxxxxxxx** in data **xx/xx/xxxx**
Having regard to the Classification Society fax message;

VISTO: il parere favorevole espresso dal Consulente Chimico di Porto con msg. del **xx/xx/xxxx**
Having regard to the Port Chemist fax message;

VISTA: la dichiarazione rilasciata dal Comandante della nave relativa, tra l'altro, all'elenco del personale dedicato alle operazioni COW;
Having regard to the declaration issued by Ship's Master, containing also the list of the personnel dedicated to the COW operations;

AUTORIZZA / *AUTHORIZES*

la M/C **XXXXXXXXXX** ad effettuare il C.O.W. durante la sosta nel porto di Trieste subordinatamente all'osservanza delle norme contenute nell'ordinanza n. 43/06 datata 09.12.2006 e delle seguenti ulteriori prescrizioni:

the vessel to perform C.O.W. operations during her stay in Trieste subject to the requirements listed in the ordinance n. 43/06 dated 09th December 2006 and of the further following prescriptions:

Ufficiali e comuni addetti a compiti specifici e demandati ad assumere responsabilità in relazione al carico e alle attrezzature per il carico devono possedere un certificato che attesti una formazione di base per la movimentazione del carico su navi petroliere, in conformità al para. 1 della Regola V/1-1 dell'Annesso alla Convenzione S.T.C.W. Il Comandante, il Direttore di Macchina, il Primo Ufficiale di Coperta, il Primo Ufficiale di Macchina e chiunque altro abbia diretta responsabilità delle operazioni di carico, scarico, e sovrintenda alle operazioni di transito o maneggio del carico, pulizia delle cisterne o altre operazioni connesse al carico, deve possedere un certificato che attesti una formazione avanzata per la movimentazione del carico delle petroliere, in conformità al para. 3 della Regola V/1-1 dell'Annesso alla Convenzione S.T.C.W.
Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment shall hold a certificate in basic training for oil tanker cargo operations, according to para. 1 of Regulation V/1-1 of STCW Annex. Master, Chief Engineer Officer, Chief Mate, Second Engineer Officer and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations shall hold a certificate in advanced training for oil tanker cargo operations, according to para. 3 of Regulation V/1-1 of STCW Annex.

Trieste, **xx/xx/xxxx**

he undersigned Master of **M/T XXXXXXXXXX** declares he has received the present authorization on the date _____ at _____ local hours.

THE MASTER
(stamp and signature)

Il sottoscritto ....., in qualità di rappresentante dall'Agenzia Marittima **XXXXXXXXXXXX** raccomandataria della M/C **XXXXXXXXXX** si impegna a consegnare con immediatezza la presente autorizzazione al Comando della predetta nave.

Trieste, _____ Firma

_____

Pre Mooring Inspection Checklist

PRE MOORING CHECK LIST

Vessel: _____

Arrival on board (date & time): _____ Trieste anchorage (date & time): _____

INSTRUCTION FOR COMPLETION: the safety of operations requires that all questions should be answered affirmatively (except on items 9 and 23) after checking by the Inspector according Marpol, Solas and SIOT requirements. If an affirmative answer is not possible, the reason should be given. Additional recommendations should be noted on last page.

VESSEL DELIVERED DATE:

Item	Question	Yes	No	Remark
1	Is the mooring equipment in good conditions? (winches, windlass, brakes etc.)			BHC tested on ……at……T
2	Are mooring ropes/wires in apparent good conditions and in compliance with the SIOT minimum mooring requirements?			
3	Are tanks lids/hatchways (if OBO) in apparent good conditions and gas tight?			
4	Are cargo manifolds in apparent good conditions and fully bolted?			
5	Are deck cargo lines in apparent good conditions?			
6	Are C.O.W./I.G.S. lines in apparent good conditions?			
7	Are deck stringer and scupper plugs in good conditions?			
8	Are antipollution air driven pump(s) properly rigged, bounded and tested (if any)?			
9	Is the ship fit with dump valves?			
10	If the ship is not fit with any antipollution air driven pump, are the dump valves (if any) tested prior arrival and relevant record mainteined?			
11	Is the pump room (if any) well illuminated?			
12	Is there no evidence of leakages in pump room?			
13	Are cargo pumps (if they are not submersed type) and ballast pumps in apparent good conditions?			
14	Are pump room's lines and valves in apparent good conditions?			
15	Is the cargo sea chest segregated with double valve, sealed and provided by testing device or blanked or spool peace removed?			
16	Is the ODME overboard securely closed, lashed and blanks inserted where provided?			
17	Are pump room bilges (if any) dry and clean?			
18	Is the pump room ventilations system working and are fire dampers free to move?			
19	Is fire fighting equipment in apparent good conditions?			
20	Is there no evidence of leakages during main deck fire line pressure test?			
21	Is the foam replaced within last five years?			Analysis certificate date: ……
22	Is the foam pump free to move? (if applicable)			
23	Is the innage in any cargo tank more than 98% of total depth? (if yes, specify in which)			
24	Are the control room and the cargo monitoring systems in apparent good conditions?			

DECLARATION: we have checked with each other the items listed on this check list and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

INSPECTOR Name: …… Rank: …… Signature: ……..……..…..

VESSEL Name: …… Rank: …… Signature: ……..……..…..

Date: …… Time: ..……

Last revision May 2015

PRE MOORING CHECK LIST

Vessel: _____

Trieste anchorage (date & time): _____

INSTRUCTION FOR COMPLETION: the safety of operations requires that all questions should be answered affirmatively (except on items 28, 43 and 49) after checking by the Inspector according Marpol, Solas and SIOT requirements. If an affirmative answer is not possible, the reason should be given. Additional recommendations should be noted on last page.

Item	Question	Yes	No	Remark
25	Is the ship in accordance with the Marpol, annex I, ch. 4, reg. 18 requirement?			
26	Is there any valid ISM certificate on board?			
27	Is liquid level in P/V breaker correct?			
28	Is the vessel provided with P/V type "New ISO-HV-80" (manuf. Tanktech Co. Ltd.) produced prior to 1st January 2003?			
29	Are deck seal water supply arrangements in good working order?			
30	Are blowers inspected and found properly operative?			
31	Is the fixed oxygen analyzer properly calibrated and operative?			
32	Is the fixed oxygen and pressure recorder operative?			
33	Is the inert gas chart recorder free to move?			
34	Are the inert gas chart recorder nibs working?			
35	Is the I.G.S. control panel buzzer/lamps test positively carried out?			
36	Is the low water pressure (or flow) to the scrubber alarm operative?			
37	Is the automatic blowers shut down operative?			
38	Is the blowers failure alarm operative?			
39	Is the alarm of Oxygen content in excess of 8% operative?			
40	Is the low I.G. pressure alarm operative?			Set point: ……
41	Is the low-low I.G. pressure alarm or the automatic trip of COPs operative?			Set point: ……
42	Is the high I.G. pressure alarm operative?			Set point: ……
43	Are there any breathing valves on the I.G. Main Line?			Set point: ……
44	Are there any records of the vessel's COW pre arrival checks?			
45	Master shall insure that all cargo and COW lines and associated equipment have been satisfactory pressure tested and inspected prior arrival at Trieste?			
46	Is the oxygen content below 8% and the pressure not less than 200 mmWg (on three cargo tanks random checked)?			
47	Are the scrubber, deck seal and NRV in apparent good conditions?			
48	Are the I.G.S. spares and portable devices available? (declared by Chief engineer)			
49	Are any repair/maintenance work in progress? If yes, specify in which ship section.			

DECLARATION: we have checked with each other the items listed on this check list and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

INSPECTOR Name: …… Rank: …… Signature: ……..……..…..

VESSEL Name: …… Rank: …… Signature: ……..……..…..

Date: …… Time: ..……

Last revision May 2015

PRE MOORING CHECK LIST

Vessel: _____

Trieste anchorage (date & time): _____

	ADDITIONAL INFORMATION	
A	Inert gas blower(s) number and capacity:	
B	Inert gas pressure alarm calibration system:	
C	Nitrogen % of the calibration bottle:	
D	Corresponding oxygen % reading on main analyzer:	
E	Fixed gas detection system. Date of last calibration: Performed by: ☐ Shore Service …… / ☐ Ship's personnel …… Spaces protected: ☐ pumproom ☐ wbt ☐ others ……	
F	C.O.W. line last pressure test (declared by Master):	
G	C.O.W. line last pressure test (stencilled on C.O.W. line):	
H	C.O.P.s emergency trips last test:	
I	C.O.T and slop tanks high and high-high level alarm test:	
J	Automatic cargo gauging system last test and calibration (declared by Master):	
K	Pump room bilge high level alarm last test:	
L	P/V valves height above deck:	
M	P/V valve high velocity model and manufacturer:	
N	P/V breaker - last inspection date:	
O	Mast riser - last inspection date:	
P	P/V valves - last inspection date:	
Q	IG non-return valve - last inspection date:	
R	Breathing valve last inspection (if any):	
S	Last dry-dock (date):	
T	Date of last verification and/or maintenace of main engine starting system:	
U	C.O.W. licences on board (numbers and holders):	
V	TPC: …… Departure draft: FWD …… AFT ……	Note: if the declared arrival draft is ≥ 15,50 m, refer to the attached *Draft check* form.

DECLARATION: we have checked with each other the items listed on this check list and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

Crew members whom have partecipated to the pre mooring inspection:

DECK Name(s): …… Rank: ……

ENGINE Name(s): …… Rank: ……

INSPECTOR Name: …… Rank: …… Signature: ……

VESSEL Name: …… Rank: …… Signature: ……

Date: …… Time: ……

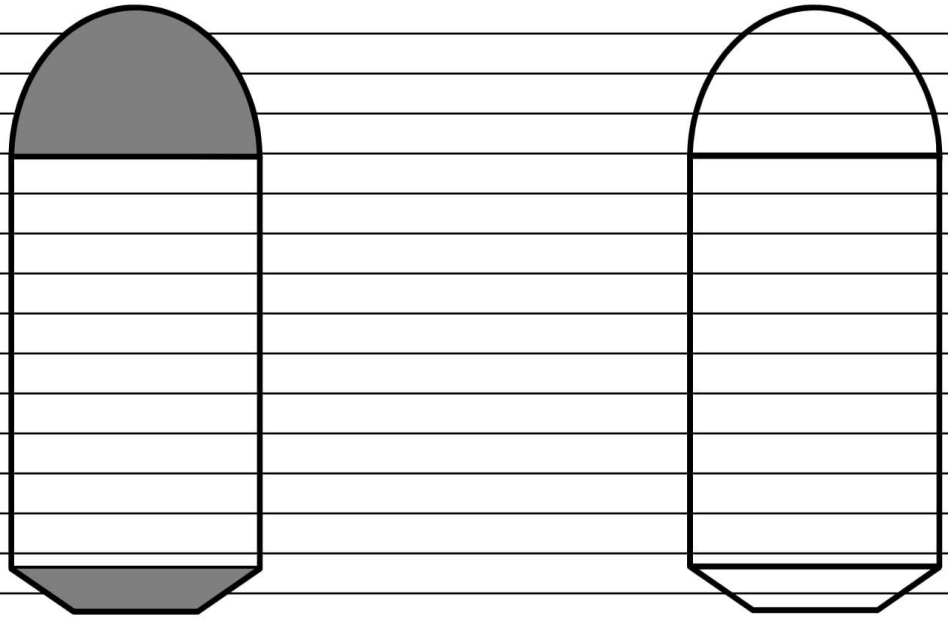
Last revision May 2015

PRE MOORING CHECK LIST

Vessel: _____

Trieste anchorage (date & time): _____

CARGO AND BALLAST PLAN



MOORING LINES SITUATION

OTHER IMPORTANT REMARKS

INSPECTOR Name: …….. Rank: …… Signature: ……..……..…..

VESSEL Name: …….. Rank: …… Signature: ……..……..…..

Date: …… Time: ..……

Last revision May 2015

TAL
Società Italiana per l'Oleodotto Transalpino S.p.A.
Via Muggia, 1 - 34018 San Dorligo della Valle (TS) - Telefono: 040.38 89 111- Fax: 040.38 89 101
Web: www.tal-oil.com - E-mail: siot@tal-oil.com - PEC: siot.ufficioprotocollo@cert.assind.ts.it

WARNING

The following procedure has been drawn up on the basis of the information provided by the Local Body of the Ministry of Health, the sole body responsible for managing these events.

Management of CONFIRMED CoViD Cases on board a Tanker

Introduction: This document illustrates how to handle a case of a tanker having on board persons with ascertained positivity to SARS CoV-2. It is considered the circumstance in which an oil tanker has been denied or revoked the Free Pratique (FP) due to symptoms manifested by one or more crew members who, following CoViD, tests resulted to be positive.

In such cases the Maritime Health Authority will dispose:

- To transfer infected personnel ashore irrespectively of the severity of the symptoms of contagion, considering that the ship may be unable to manage any sudden worsening of the clinical status of infected personnel.
- To test all other persons on board. Test that would most likely be repeated after a few days at the request of the Maritime Health Authority (timing is evaluated case by case depending, for example, on the days of navigation elapsed from the last port of call of the ship to Trieste and therefore on the days spent of cohabitation/proximity between infected and non-infected personnel).
- To sanitize all the spaces of the ship, by a certified company (available in Trieste), that hosted the infected personnel.

The sanitized ship, with personnel on board that resulted negative to CoViD tests will be able to receive the FP; commercial operations could be then resumed regularly as long as the key/necessary personnel are still available on board. This is to guarantee ship safe management operations. Should this not be the case, the ship will wait for the needed crew members to replace the evacuated ship's personnel.

Should the ship be at anchor/road, timing of intervention will be under the sole responsibilities of Administrative Bodies involved.

TAL
Società Italiana per l'Oleodotto Transalpino S.p.A.
Via Muggia, 1 - 34018 San Dorligo della Valle (TS) - Telefono: 040.38 89 111- Fax: 040.38 89 101
Web: www.tal-oil.com - E-mail: siot@tal-oil.com - PEC: siot.ufficioprotocollo@cert.assind.ts.it

Should this event occur with the ship alongside, following a stoppage of discharging operations exceeding 24 hours, the Marine Terminal Operations Local Supervisor or the OP Global Manager (alternatively the on-call duty Company Officer) will assess the conditions (e.g.: sufficient crew on board) to request to the Authorities to shift the ship to the road, thus leaving the berth free.

Marine Terminal Local Supervisor
Aldo Ugo

TAL
Società Italiana per l'Oleodotto Transalpino S.p.A.
Via Muggia, 1 - 34018 San Dorligo della Valle (TS) - Telefono: 040.38 89 111- Fax: 040.38 89 101
Web: www.tal-oil.com - E-mail: siot@tal-oil.com - PEC: siot.ufficioprotocollo@cert.assind.ts.it

WARNING

The following procedure has been drawn up on the basis of the information provided by the Local Body of the Ministry of Health, the sole Body responsible for managing these events.

Management of SUSPECTED CoViD Cases on board a Tanker

Introduction: This process applies to those cases in which, based on the Ship's Master Declaration, the presence on board of CoViD cases is assumed. This protocol provides for the following cases:

1. **Ship arriving in Trieste or at anchor waiting for berthing**
2. **Berthed Ship**

both situations that impose the so-called Free Pratique (FP) to be DENIED or REVOKED by the Maritime Health Authority. The condition of not Free Pratique, (prohibition of "Libera pratica") implies that NOBODY is authorized to get on/off the ship other than the Maritime Health Personnel or other Health Personnel appointed by them (First Aid Personnel, ex 118) to carry-out the nasal-pharyngeal swab to persons suspected of contagion.

* * *

1. **Ship arriving in Trieste or at anchor waiting for berthing** – The memorandum of understanding among the Administrations involved provides that the local first aid staff go aboard the ship at road by patrol boat of the Trieste Port Captaincy in order to carry-out nasal-pharyngeal swabs on persons suspected of contagion. Once these tests have been collected, the appointed health personnel will send them either to the clinical analysis laboratory of the "Sanatorio Triestino" affiliated with the Port System Authority of the Eastern Adriatic Sea (AdSP MAO - *Autorità di Sistema Portuale del Mare Adriatico Orientale*), or to the ASUGI (Health Department) laboratory in Trieste.

Società Italiana per l'Oleodotto Transalpino S.p.A.

Via Muggia, 1 - 34018 San Dorligo della Valle (TS) - Telefono: 040.38 89 111- Fax: 040.38 89 101
Web: www.tal-oil.com - E-mail: siot@tal-oil.com - PEC: siot.ufficioprotocollo@cert.assind.ts.it

In the event that the Port Captaincy patrol boat is not immediately available (for example because it is engaged in rescue activities at sea) or the above laboratories are unable to analyse promptly the collected samples (situation occurred on 24/12/20), SIOT, with the agreement of the Bodies involved, with the aim of speeding-up the whole process, is entitled to provide:

- An authorized launch service (such as Revolution or Bevagna/Crismani) in order to transport the ex 118 personnel on board the ship in place of the Port Captaincy patrol boat,
- The SALUS clinical analysis laboratory in Trieste, affiliated with SIOT and recognized by the Maritime Health Authority, to process the nasal-pharyngeal samples collected on board in place of the above institutional laboratories.

Whenever needed, this procedure must be promoted by the Pier Master at the ship's Agency and the Bodies involved, informing in advance the Marine Terminal Operations Local Supervisor or the Operations Global Manager, alternatively the on-call duty Company Officer.

2. **Berthed Ship** – In this case, as soon as Pier Master is informed by the Ship about the suspicious cases on board, he will:

- inform ship's crew that none is allowed to get on/off the ship without authorization of the Maritime Health Authority and lift the ship-shore gangway from the deck of the ship until arrival of Maritime Health Authority to carry-out the nasal-pharyngeal swabs. At the same time, a security guard service is advised to deny access to the Terminal for any ship's crew members coming back after a period of shore leave;
- ask ship's Master if the conditions to continue a safe discharging operation exist. Should this be the case, he will request a *statement of fact* and a *Risk Assessment* on board, as a written evidence of the above conditions. Alternatively, he will stop crude oil transfer operations.

Società Italiana per l'Oleodotto Transalpino S.p.A.

Via Muggia, 1 - 34018 San Dorligo della Valle (TS) - Telefono: 040.38 89 111- Fax: 040.38 89 101
Web: www.tal-oil.com - E-mail: siot@tal-oil.com - PEC: siot.ufficioprotocollo@cert.assind.ts.it

For both cases, should the results of the nasal-pharyngeal tests be negative, the Maritime Health Authority will issue the FP (Libera Pratica) and commercial operations can take place or resume without restrictions; otherwise, reference will be made to the provisions of the procedure "**Management of Confirmed CoViD Cases on board of a Tanker**".

Marine Terminal Local Supervisor
Aldo Ugo

The form used by the Safety Inspector may be modified for SIOT Terminal use from time to time.

Deutsche Transalpine Oelleitung GmbH
Paul-Wassermann-Str. 3 – 81829 MÜNCHEN

TAL transalpine pipeline

Tanker Acceptance Check

Be aware that this assessment is valid for 30 days only!

Tanker Details
Tanker name: XXXXXXX
IMO number: XXXXXXX
Last call at SIOT terminal: 02.04.2022

Check Details
Date of assessment: 16.12.2021
Terminal Information and Port Regulations starting from: 01.04.2019

Legend
✓ Check passed
○ Check failed

Vessel Dimensions

Vessel Data	User Input
Draught on arrival [m]	12.65
Maximum Summer Deadweight [t]	107510
Arrival displacement [t]	103014
Length overall [m]	243.80
Beam [m]	42.00
PMBL [m] - ballast condition	111.69
Manifold height [m] - above MSL*	15.385
Longitudinal windage area [m²]**	3631.0
Transversal windage area [m²]**	930.0

Terminal Requirement	Berth 1	Berth 2	Berth 3	Berth 4
Maximum value	16 ✓	16.5 ✓	16.5 ✓	16.5 ✓
Minimum value	16500 ✓	16500 ✓	16500 ✓	16500 ✓
Maximum value	144000 ✓	122000 ✓	210000 ✓	210000 ✓
Minimum/Maximum value	160/290 ✓	160/255 ✓	160/305 ✓	160/328 ✓
Maximum value	48 ✓	44 ✓	58 ✓	58 ✓
Minimum value	50 ✓	50 ✓	50 ✓	50 ✓
Maximum value	23 ✓	23 ✓	23 ✓	23.5 ✓
Maximum value	4500 ✓	4500 ✓	7000 ✓	7000 ✓
Maximum value	1600 ✓	1600 ✓	1600 ✓	1600 ✓
All requirements met	✓	✓	✓	✓

* Free board in ballast condition + distance from centre of mainfold to main deck
** Maximum windage area in ballast condition

Mooring Lines

Vessel Data	User Input
Type of mooring lines	Wires
Total number of mooring lines	16
Total number of mooring lines installed on drums	16
Are all breast and spring lines installed on drums?	yes
Are all mooring lines fitted with 11m synthetic tails?	yes
The vessel is compliant to the SIOT/TAL mooring lines safety and maintenance criteria*	positive

Terminal Requirement	For all Berths
Mandatory selection	Wires, HMPE ✓
Minimum value	14 ✓
Minimum value	14 ✓
Mandatory selection	yes ✓
Mandatory selection	yes ✓
Questionnaire pos. outcome	✓

* Aggregation of detail-questions

Inert Gas System

Vessel Data	User Input
Is an IGS fitted and operational?	yes

Terminal Requirement	For all Berths
Mandatory selection	yes ✓

Disclaimer of Liability

The information provided by this tool must be intended as a mere support for the tanker preliminary screening. For a correct nomination, it must be also verified that the tanker is in compliance with all national and international rules (e.g. SOLAS Convention, ISPS Code, FSS Code, MARPOL Convention, IGS Code etc.) and guidelines (e. g. ISGOTT, MEG, Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment etc.), TAL General Transportation Rules and requirements contained in the SIOT Terminal Information and Port Regulations booklet. TAL is not responsible or liable in any manner for any improper tanker nomination.

Overall Result

The vessel .. XXXXXXX meets the requirements, considered by the TASCO tanker acceptance tool, to be accepted at the SIOT/TAL marine terminal. It may use: Berth 1, Berth 2, Berth 3, Berth 4

Check Date: 16.12.2021 17:34, Evaluation performed by:

SIOT MARINE TERMINAL

COMMUNICATIONS NOTICE

Primary System:-

The Safety Inspector on board throughout the vessel's stay alongside is in permanent radio contact with the Pier Master and the Control Room on the Terminal's Private VHF Channel. All communications with shore are normally to be addressed through the Safety Inspector.

A "radio check" call may be requested via the Safety Inspector at any time BUT should at least be made during each and every instance of the repetitive checks of the Ship Shore Safety Check List.

Secondary System:-

An Ex mobile telephone is placed on board each ship by the Terminal for the ship's use. Instructions for use:

- dial 8 for an internal call to the Pier Master
- dial 9 to call the Telephone Operator
- dial 7 and then the outside number for any outside calls

Ships alongside may be called by dialling +39 040 828455 / 828456
(Instructions available in Italian and English)
International calls are also possible.

See Section 3.3 of SIOT Terminal's "Terminal Information and Port Regulations" booklet regarding charges for use of the mobile phone.

Note: Whilst alongside SIOT berths, ships should maintain a listening watch in the cargo control room on VHF channel 72. The Pier Master's Office will call on this channel (however, it is not monitored for incoming calls) if other means of communication fail to raise a response.

The Pier Master's office is equipped with Marine Band VHF, with channels 10-12-14-16-71-72-73 but a listening watch is not maintained.

In the event of a complete communications failure, all cargo operations must be stopped until communication links have been re-established.

TELEPHONE CONTACT NUMBERS**

Pier Master	Phone: 040 827003 Mob: 348 4511932	VHF 72/73 (by arrangement)
Supervisor	Phone: 040 3889871 Mob: 348 2508597	
Pilot Station	Phone: 040 304307 Mob: 335 1002479	VHF 14
Harbour Master	Phone: 040 676616 Fax: 040 676665	
Tugs		VHF 12
Antipollution Boat		VHF 72

**The Country Code for calling these numbers from outside of Italy is +39.

SIOT MARINE TERMINAL

INSTRUCTIONS IN CASE OF FIRE OR EMERGENCY

Fire Action - Ship

Fire on your Ship

- Raise the alarm on board & ashore
- Cease all cargo/ballast operations and close all valves
- Fight fire with the aim of preventing spread
- Stand-by to disconnect cargo arms
- Bring engines to readiness for immediate departure

Fire on another Ship or Ashore

- Raise the alarm on board & ashore

and when instructed:

- Cease all cargo/ballast operations and close all valves
- Stand-by to disconnect cargo arms
- Bring engines and crew to readiness for immediate departure

Fire Action - Ashore

Fire on a Ship

- Raise the alarm ashore and on board all ships alongside
- Instruct vessels to cease all cargo/ballast operations and close all valves
- Stand-by to disconnect cargo arms
- Stand-by to assist fire fighting
- Implement Terminal Emergency Plan

Fire Ashore

- Raise the alarm ashore and on board all ships alongside
- Implement Terminal Emergency Plan
- Instruct vessels to cease all cargo/ballast operations and close all valves
- Fight fire with primary aim of preventing escalation until help arrives
- If required, stand-by to disconnect cargo arms

In case of fire, do not hesitate to raise the alarm

Terminal Fire Alarm

CONTINUOUS SIREN SOUND

To raise the alarm in case of fire on board your ship:

1. Activate the **SHIP'S FIRE ALARM SIGNAL**.
2. Contact the terminal through the Safety Inspector or VHF Ch.72 or Ɛx mobile Telephone: dial 8.

SIOT MARINE TERMINAL

INSTRUCTIONS IN CASE OF VESSEL DRIFT-OFF

Action to be taken by Ship

Drift-off of your Ship

- Raise the alarm on board and ashore
- Cease all cargo/ballast operations and close all valves
- Stand-by to disconnect cargo arms
- Restore a safe mooring

Drift-off of another Ship

- Raise the alarm on board and ashore

and if requested:

- Cease all cargo/ballast operations and close all valves
- Stand-by to disconnect cargo arms

Action to be taken by Terminal

- Raise the alarm ashore and on board all ships alongside
- Activate the Terminal emergency plan for vessel's drift-off
- Instruct vessel/s to cease all cargo/ballast operations and close all valves
- Stand-by to disconnect cargo arms
- Restore a safe mooring*

In case drift-off, do not hesitate to raise the alarm

Terminal Emergency Signal:

CONTINUOUS SIREN SOUND

To raise the alarm in case of drift-off on board your ship:

1. Activate the **SHIP'S EMERGENCY SIGNAL**.
2. Contact the terminal through the Safety Inspector or VHF Ch.72 or Ex mobile Telephone: dial 8.

(*) According to the entity of the vessel's movement from her initial position, the Terminal individuates three level of drift-off:

- Level 1: limited vessel's movement from her initial position
- Level 2: significant vessel's movement from her initial position
- Level 3: vessel's detachment from fenders concurrently with loss of mooring control

Once Terminal evaluated the drift-off level, additional action over those listed above may be taken, e.g. the emergency call of mooring men to restore the mooring or the emergency summoning of tugs to push back the vessel alongside.

Additional mooring lines can be made fast between the ship and shore using the compressed air line throwing apparatus available at the Terminal.