

2022

Port information and safety regulations for oil terminals



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1. Pre-arrival

1.1. General

The port of Aalborg is situated in position 57° 03,1N 009° 56,4E

Information about the port of Aalborg can be provided by the Port control and operation:

Port control, 24 hrs watch

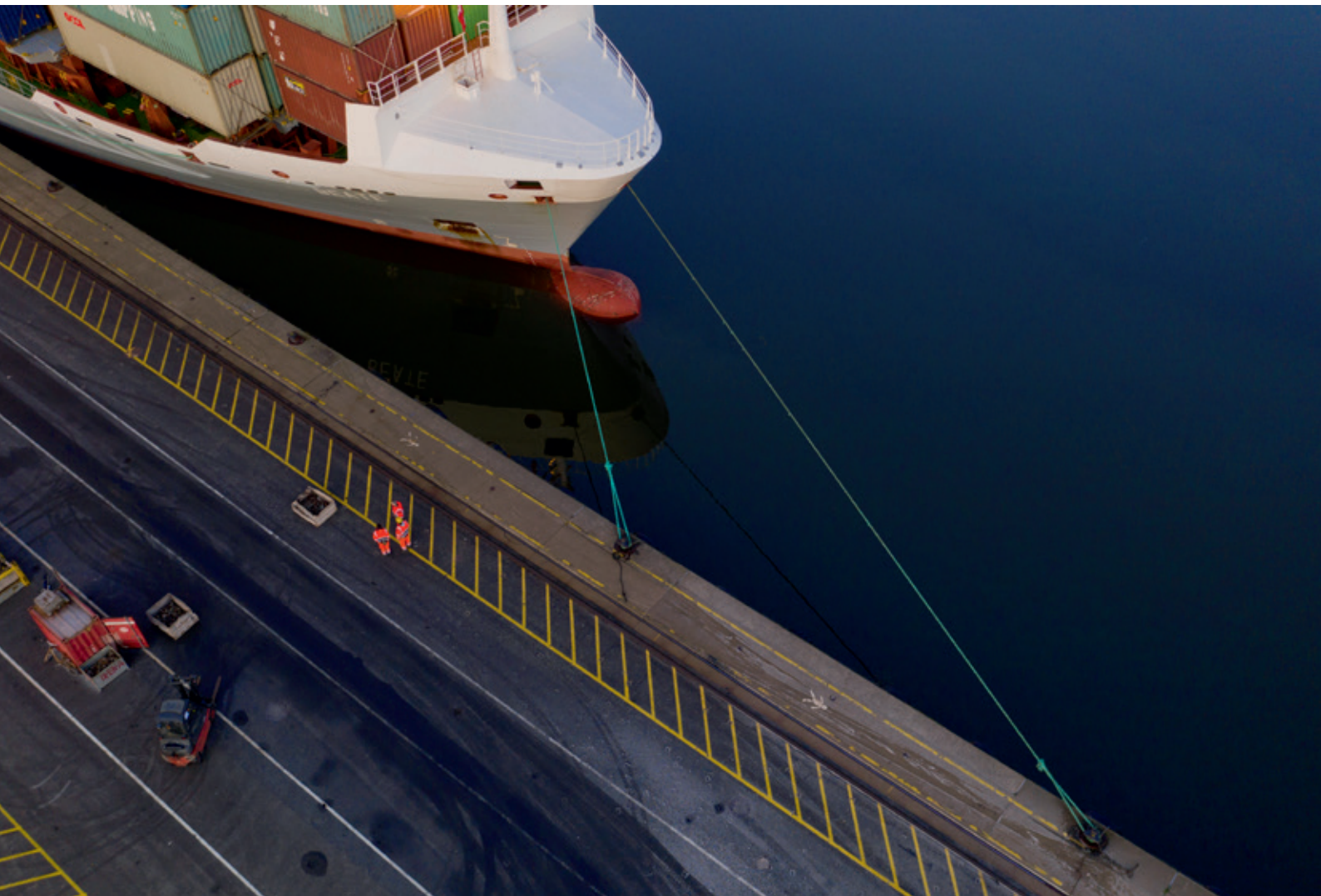
Phone: + 45 9930 1520, VHF channel 16 + working channel 12.

E-mail: trafik@portofaalborg.com

1.2. Pre-arrival information

Vessels arriving the port of Aalborg should provide ETA, shipdata, such as they appear from the ship's current tonnage certificate, current draught and the expected necessary assistance not later than 24 hours prior to arrival or upon departure from the last port.

Pre-arrival information according to ISGOTT chapter 21.2.3 should be submitted to the port of Aalborg and the terminal via the agent at least 24 hours prior to arrival or upon departure from the last port.



2. Arrival

2.1. Berth approach

The approach channel from pilot boarding position off Hals to the port has a depth of 10,4m until the entrance to the Limfjord at Hals. From Hals and to the port the channel has a depth of 10,1m. Distance from the pilot boarding to the oil terminal is approx. 20 NM

2.2. Pilotage

Pilot is mandatory for vessels with a draft above 6 meters and for vessels loaded with oil or has uncleaned cargo tanks, which are not inerted. Pilot can embark/disembark at pilot boardingpoints Hals 1, Hals 2 or Hals 3 (See chart no 122). The Pilot can be ordered via the agent or Port control and operation. Pilotage is not compulsory for captains carrying pilot exemption certificates.

2.3. Maximum berthing speed

Maximum speed inside the harbour area when maneuvering is 6 knots and 3 knots in the basin. Speed in the Limfjord has to be adjusted to other traffic, the surroundings and according to good seamanship.

2.4. Anchorage

It is prohibited to anchor inside the Limfjord and there are designated anchor positions located east of Hals:

Hals no 1: position 56° 51,50 N 010° 46,50 E

Hals no 2: position 56° 51,80 N 010° 35,40 E

Hals no 3: position 56° 56,00 N 010° 29,00 E

2.5. Tugs and towage

There is no requirement for tugs in the port of Aalborg but the port may increase the tug requirement according to individual master/pilot judgement, depending on the vessel maneuvering capability, weather and sea condition etc.

Tugs may be ordered directly through the private operator who can provide the tug assistance. The tug "Hugin" owned by Svitzer and the tug "Alba" owned by the Port of Aalborg is normally in station in Aalborg.

2.6. Mooring services

Mooring service is not compulsory but preferable and is undertaken by 2 local private companies which can be ordered through the agent or the port control and operation.

3. Berthing/mooring

3.1. Berthing/mooring

Vessels moored at the terminals are required as a minimum, to comply with the OCIMF (Oil Companies International Marine Forum) mooring recommendations. The master is responsible for ensuring that the ship remains securely moored throughout the stay alongside the quay. The master must ensure that all moorings are regularly tended and maintained in a taut condition.

Tow-off pennant/fire wires is not required in the port according to the OCIMF recommendations.

3.2. Location of terminals

The oil terminals are located in the central harbor at quay number 4121, 4122, 4123, 4124, 4125 and at "Port of Aalborg Tankstorage North" quay 0700 north of the eastern harbour.

3.3. Bollards and mooringlines

Oil terminal – central harbour: SWL (Safe Working Load) on all bollards is 40 tonnes and the distance is 25 meters between the bollards. At quay 4121 there are 2 bollards with SWL 100 tonnes placed in each end of the quay approx. 20 m from the quayside. (See appendix 4).

"Nordjyllandsværket" – quay 0700: SWL bollards with odd numbers is 60 tonnes and even numbers is normally 20 tonnes. One 100 tonnes SWL bollard is placed on the corner of the quay 0700 and another 100 tonnes SWL bollard is placed by the windmill approx. 140 m west of the quay 0700.

Be aware of mooring to this bollard requires long lines - see mooring examples in appendix 4!



3.4. Berth limitations

QUAY	MAX. LOA	MAX. DRAFT*	MIN. WATER DEPTH AT THE QUAY*
Quay 4121	250 m (depends on vessel position of manifold)	9,4 m	9,5 m*
Quay 4122	250 m	9,4 m	9,5 m*
Quay 4123	250 m (depends on vessel position of manifold)	9,4 m	9,5 m*
Quay 4124	130 m	8,9 m	9,0 m*
Quay 4125	250 m (depends on vessel position of manifold)	9,4 m	9,5 m*
Quay 0700	250 m (depends on vessel position of manifold)	9,4 m	9,5 m*

* Max. draft depends on pilot restrictions and latest soundings.

* Due to change in waterdepth always contact Port control and operation 24 hours watch for latest update!

3.5. Tide

During normal weather conditions there is a +/- 30 cm tidal range.

3.6. Visibility restrictions

Berthing/sailing operations may be suspended at low visibility depending on vessels equipment and/or cargo.

3.7. Provision of ship/shore access

Vessels moored at the terminals are required to provide a suitable gangway to enable safe access between ship and shore, complete with suitable safety net and lifebuoy.

3.8. Under keel clearance policy

Minimum 0.1 m clearance should be maintained between vessel keel and seabed under arrival and departure. It is up to the ship and their owners to follow their own under keel clearance policy to secure safe berthing for the vessel in the port.



4. Communications while berthed

4.1. General

During the pre-transfer conference, the terminal representative and the ship cargo officer has to agree on primary communication system and preferable use portable VHF/UHF radio. The ships duty officer must keep the radio at all times. The radio is to be used for cargo transfer and emergency use only. VHF/UHF radios must be intrinsically safe.

Identification of the name of the ship should always be included in communications to avoid any misunderstanding. Deck watch must be visible at all times from the shore side and carry a portable VHF/UHF radio to communicate with the terminal.

A secondary means of voice communication will be verbal via jetty operator.

4.2. ship/shore safety checklist and operational agreements

On arrival at the berth, the terminal representative will present the ship with the following documents:

- Cargo handling plans
- ISGOTT ship/shore safety checklist

4.3. Communications during transfer

During cargo operations, if it for any reason becomes necessary to stop cargo in an emergency, the party requesting the stop should notify the other party by VHF/UHF radio, or any other means requesting "Emergency stop".

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

During the pre-transfer conference communications will be agreed as in safety checklist.

5. Responsibilities

5.1. Conditions of ship acceptance

All operations must be conducted in accordance with all applicable legislation and in accordance with the latest edition of ISGOTT.

Ships found with deficiencies on arrival may be subject to refusal until the deficiencies have been rectified. The terminal manager has the right to reject any ships from berthing at the terminal that is considered substandard.

Responsibility for the safe conduct of operations while the ship is at the terminal rests jointly with the master of the ship and with the responsible terminal representative.

5.2. Responsibility for loading and discharging

Ship's personnel are advised that responsibility for the loading and discharging operation onboard the vessel rests solely with the master. It is the responsibility of the ships personnel to operate valves and to ensure safe and secure connection of all transfer equipment to the ships manifold. Ship's personnel are advice that the responsibility for the discharge or escape of oil from a vessel rests with the vessel.

In the event of a prosecution being taken by the appropriate authorities, heavy penalties together with liability for dispersal costs and damages for pollution damage, is provided for by legislation.

6. Operations alongside

6.1. General

All operations at the terminal will be carried out fully in accordance with the recommendations in the latest edition of ISGOTT.
When completed cargo operations, the vessel in general has to leave the berth.

6.2. Hose connection

The terminal provides hoses for the loading or discharge operation. It is the responsibility of the terminal to ensure that hoses are pressure tested in accordance with ISGOTT standard. Ship's crew is responsible for the safe handling, connection/disconnection and correct rigging of the hoses onboard the ship (all bolts mounted). To prevent electrical flow between vessel and berth during connection or disconnection of the hose, the terminal operator should ensure that the cargo hose is fitted with an insulating flange according to ISGOTT Chapter 17.4.2.

6.3. Cargo transfer rates

The maximum allowable cargo transfer rate will be established and agreed during the pre-transfer conference, and should not be exceeded.

6.4. Environmental criteria for suspending operations and leave berth

Operation may be suspended if (and not limited to):

- Wind speed is considered to strong
- Gas is accumulated in the area
- Electrical storms/lightning occur – regardless of whether or not and IG system is in use
- Swell conditions are severe

6.5. Emergency shutdown

In the event of an emergency, the terminal shall be advised immediately by radio stating "Emergency stop"
Transfer operations shall be stopped immediately in the event of the following conditions:

- Cargo spillage or suspected cargo spillage
- Fire or explosion on the vessel or in the terminal
- Failure of the ship/shore communication system
- Vessel not securely moored
- Loss of electrical power at the vessel or the terminal
- Deck watch absent and not visible from the shore side

6.6. Services while alongside

Electric or motor driven equipment must not be used to transport supplies or ship provisions on to the berth during operation. No vessels or small craft are allowed alongside a ship moored at the terminal during cargo operation. All hatches and openings must be closed while services alongside are performed, and the area should be gasfree.

6.7. Garbage reception facilities

Port of Aalborg will accept non-special waste in reasonable amounts from vessel free of charge.
Cargo hose must be disconnected during garbage delivery when operating volatile cargoes with a flashpoint below 50 deg. C.

6.8. Potable water

Fresh water is available at the terminal on requested to Port of Aalborg, port control and operation.
Cargo hose must be disconnected during potable water delivery when operating volatile cargoes with a flashpoint below 50 deg. C.

6.9. Bunker and lubrication oils

No bunker barges or trucks are allowed alongside vessels during any cargo operations, sampling, ullaging or connecting/disconnecting.
Cargo hose must be disconnected during bunker delivery at any type of cargo operation.

6.10. Slops and ballast reception facilities

Disposal of slop or other hazardous waste can be arranged on request to Port of Aalborg, port control and operation.
Cargo hose must be disconnected during slop delivery at any type of cargo operation.

6.11. Oil spill response

No oil or mixture containing shall be discharged or allowed to escape from the vessel whilst at the terminal. The engine room bilge overboard valve should be closed and locked whilst the vessel is alongside. It is important that the water around the vessel is kept under surveillance as a check against the inadvertent escape of oil.
Any oil spill must be reported immediately to the terminal and the Port of Aalborg (VHF ch 16 and working ch 12 or phone 9930 1520)

7. Safety requirements

7.1. Smoking

Smoking is strictly prohibited in the berth area and on board ships alongside the terminal except on the designated smoking areas specifically by the master and terminal representative as "Smoking areas". Notices identifying designated smoking areas must be conspicuously placed.

7.2. Use of matches and lighters

Under no circumstances are members of the ship's crew or terminal staff allowed to carry matches, lighters inflammable liquid or any similar sources of ignition while at the terminal.

7.3. Clothing and footwear

Clothing and footwear should be in accordance with ISGOTT chapter 3.3.2 and 3.3.3.

7.4. Drug and alcohol policy

Master are advised that operations will cease if it is considered that the actions of a person or persons involved in operations are not under proper control as a result of use of alcohol/drugs and/or fatigue. Operation will not resume until the matter has been solved.

7.5. Potable electric equipment

Only intrinsically safe rated electrical equipment may be used on the terminal or within the hazardous zone of the ship.
Portable electrical equipment including computers, mobile phones and cameras if not certified intrinsically safe must be switched off and may only be used within permanent buildings or areas designated by the ship's master.

7.6. Adverse weather

In the event that the ship has to stay within the port during adverse weather, consultation between master, the port of Aalborg and the terminal representative of appropriate corrective actions has to be taken.

7.7. Still air conditions

If there is little air movement, gas may persist on deck in heavy concentrations on ships that are loading volatile products or ballasting tanks that have previously contained volatile products.
Consideration should be given to stop operations while these conditions persist.

8. Applicable terminal regulations

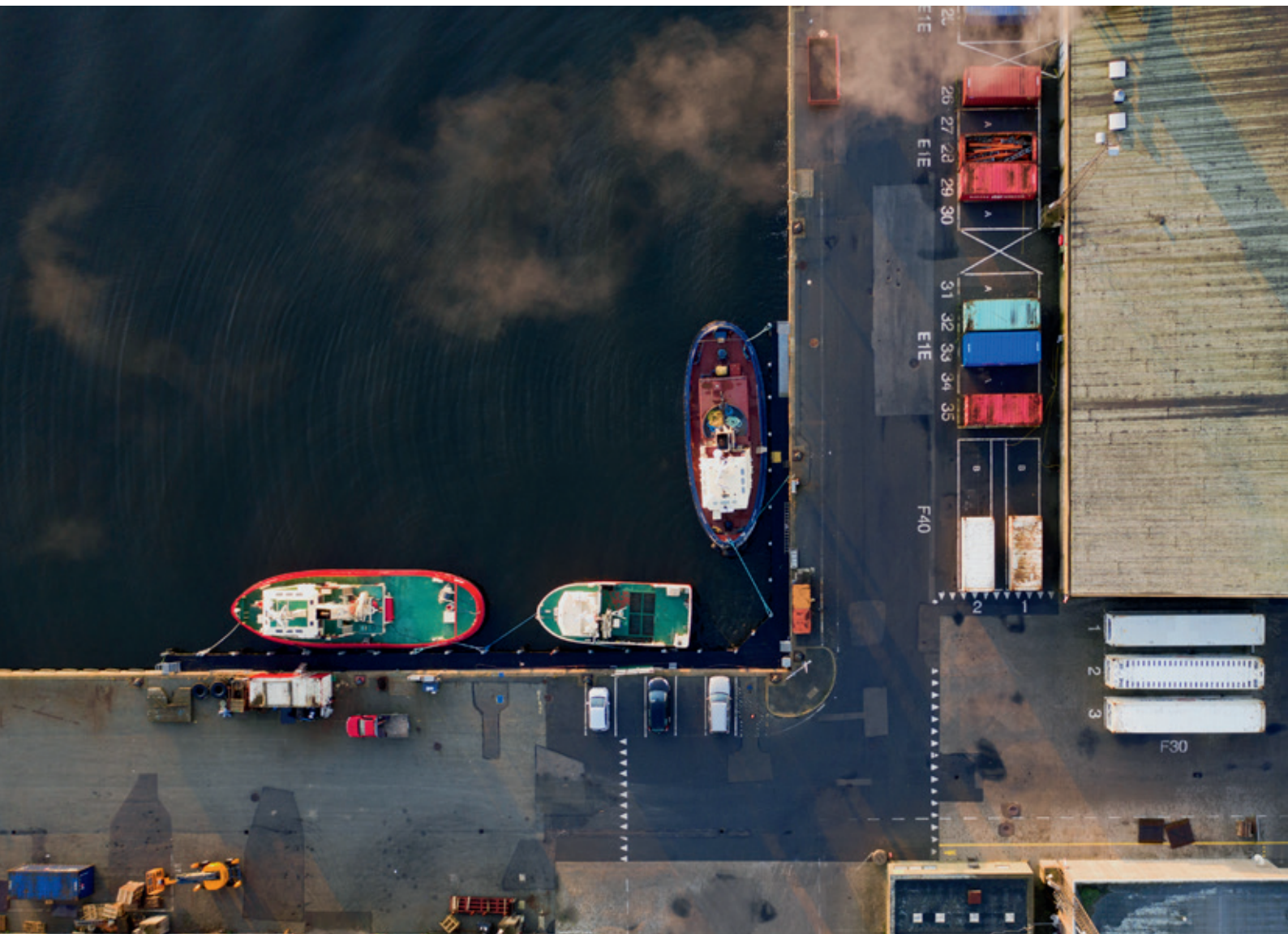
8.1. Ullaging and sampling

Wherever possible, the ullaging and sampling of ships tanks should be achieved by the use of closed sampling equipment. Under no circumstances is shore personal to open any tank or vapor lock without approval from the ship's duty officer.

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

8.2. Closed operations

The loading, discharging and/or ballasting ship's cargo tanks must be conducted under closed conditions. The use of manual gauging/sampling of cargo tanks via sighting, ullage ports or similar openings is not permitted.



8.3. Inert gas	If a ship is fitted with an inert gas system, then this system must be fully operational and used at all times. In the event that the ship's inert gas system is not functioning, or not functioning as required, cargo operations must be ceased immediately and may not resume until the system is repaired or written permission is given from the ship's owners and the terminal.
8.4. State of readiness of main engines	The main engines and other essential machinery must be maintained in a state of readiness for vacating the berth at short notice.
8.6. Hot work	No task identified as hot work according to ISGOTT is permitted onboard ships alongside the terminal.
8.7. Tank cleaning, purging and gas freeing	Tank cleaning, gas freeing or purging operations are not permitted onboard any ships while alongside the terminal, except for vessels carrying vegetable oils.
8.8. Enclosed space entry	No entry into any enclosed space as per ISGOTT definition is allowed on the ship alongside the terminal.
8.9. Cargo tank high level alarms	Every vessel involved in cargo operations alongside the terminal should have operational cargo tank high level alarms fitted that are independent from the main gauging system. Alarms should be tested prior to operation, and be operational both during loading and discharging operations.
8.10. Ventilation of cargo tanks	Ventilation of cargo tanks is prohibited while alongside the terminal.

9. Fire precautions

9.1. Maintaining the fire watch

The fire watch must be maintained at the following occasions:

- While the vessel is discharging/loading volatile cargoes with a flash point below 50 deg. C
- The vessel has finished cargo operations and has to bunker or deliver slops, stores etc
- The vessel has finished cargo operations and has to shift to another lay berth within the terminal
- The vessel arrives at terminal prior to commence operations.
- The vessel remains at the terminal after cargo operations are completed

The fire watch must ensure that at least two 12 kilo fire extinguishers are in place.

9.2. Berthing outside the terminal

Berthing outside the terminal is only allowed if the vessel is inerted.

9.3. Ships emergency fire control plans

A set of fire control plans should be permanently stored in a prominently marked weather tight enclosure outside the accommodation for the assistance of shore side firefighting personnel. A crew should also be included in this enclosure.

9.4. International shore connection

The connection must meet the standard requirements, and if not actually connected prior to commencement of operations, should be readily available for use in an emergency.



10. Alarm instructions

In case of fire on the ship:

- Activate the ship's alarm system and notify terminal personnel, who will call for assistance from the fire brigade.
- Notify the port of Aalborg (VHF ch 16 and then working ch 12 or phone: 9930 1520)
- Prevent fire from spreading
- Stop operation and disconnect cargo hoses

In case of fire at the terminal:

- The terminal personnel will activate terminal emergency stop and call for assistance from the fire brigade
- The ship must be notified immediately
- Notify the port of Aalborg (VHF ch 16 and then working ch 12 or phone: 9930 1520)
- Stop operation and disconnect cargo hoses

11. ISPS

11.1. General

The port of Aalborg has fully implemented the ISPS Code.

Name of Port: Port of Aalborg
Port ID: 10328
UN Locater code: DKAAL
Normal level of security: 1

The security facility for the oil terminal are as follows:

Oil terminal, approval code and IMO port facility number: DKAAL-0007
"Nordjyllandsværket", approval code and IMO facility number: DKAAL-0005
Communication regarding ISPS Code should be addressed to the PFSO at the Port of Aalborg:
Telephone +45 9930 1520, E-mail: trafik@portofaalborg.com

12. Appendix

Appendix 1: Contact list
Appendix 2: Pre arrival checklist
Appendix 3: Ship/shore safety checklist example
Appendix 4: Location of manifolds and mooring example
Appendix 5: Evacuation plan from each terminal
Appendix 6: Location of quays in the oil terminal - central harbour



Appendix 1 – contact list

CONTACT	QUAY	TELEPHONE
Oil Storage Aps	4121	(+45) 2257 6433 / (+46) 3153 4500
Samtank	4122	(+45) 8613 6111 / 9813 5873
Port of Aalborg Tankstorage South	4123	(+45) 8613 6111 / 9813 5873 / 2920 7221
JMO 2000	4124	(+45) 2257 6433 / 2178 1010
OJT	4125 W	(+45) 2445 4420 / 9692 2222
Circle K	4125 E	(+45) 2184 4946 / 2170 4691
Port of Aalborg Tankstorage North	0700	(+45) 2459 2509 / 2612 7950 / 2920 7221
Harbourmaster port of Aalborg		(+45) 9930 1521 / 2920 7221
Environmental guard (Miljøvagten)		112
Ambulance		112
Fire brigade		112
Police (emergency)		112
Police (non emergency)		114
Doctor outside working hours		(+45) 7015 0300
SOK		(+45) 8943 3099
Port of Aalborg, 24 hours		(+45) 9930 1520 / 2920 7220 or VHF ch 16/12
Taxi		(+45) 9810 1010 / 7025 2525 / 8680 6060

Appendix 2 – pre arrival checklist

A	Name and call sign of ship
B	Country of registration
C	Overall length, beam and draft on arrival
D	Estimated time of arrival in the port
E	Ships displacement on arrival and departure, if loaded, type of cargo and disposition
F	Maximum draft expected during and upon completion of cargo handling
G	Any defects of hull, machinery or equipment that could adversely affect safe operations or delay commencement of cargo handling
H	If fitted with an inert gas system, confirmation that the ship tanks are in an inert condition, and that the system is fully operational
I	Ship cargo hoses available for and pressure tested within the last 12 months
J	Dimension and number of hose length for the operation
K	Products to be handled at each manifold numbered from forward
L	Advance information on proposed cargo handling operation. Quantity, rate and sequence (for each grade)
M	Quantity and nature of slops and dirty ballast and any contamination by chemical additives
N	Present ship security level (ISPS) and vessel ISPS certificate number
O	On products likely to contain H ₂ S, measured cargo tanks atmosphere in each tank
P	On heated cargoes, average temperature

The pre-arrival information should be submitted to the Port of Aalborg and to the terminal via the agent at least 24 hours prior to arrival or upon departure from the last port.

Appendix 3

ISGOTT Checks pre-arrival ship/shore safety checklist

SHIP/SHORE SAFETY CHECKLIST

Date and time: _____

Port and berth: _____

Tanker: _____

Terminal: _____

Product to be transferred: _____

Part 1A. Tanker: checks pre-arrival

ITEM	CHECK	STATUS	REMARKS
1	Pre-arrival information is exchanged (6.5, 21.2)	<input type="checkbox"/> Yes	
2	International shore fire connection is available (5.5, 19.4.3.1)	<input type="checkbox"/> Yes	
3	Transfer hoses are of suitable construction (18.2)	<input type="checkbox"/> Yes	
4	Terminal information booklet reviewed (15.2.2)	<input type="checkbox"/> Yes	
5	Pre-berthing information is exchanged (21.3, 22.3)	<input type="checkbox"/> Yes	
6	Pressure/vacuum valves and/or high velocity vents are operational (11.1.8)	<input type="checkbox"/> Yes	
7	Fixed and portable oxygen analysers are operational (2.4)	<input type="checkbox"/> Yes	

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)	<input checked="" type="checkbox"/> Yes	
9	Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11)	<input checked="" type="checkbox"/> Yes	
10	Cargo tank atmospheres' oxygen content is less than 8% (11.1.3)	<input checked="" type="checkbox"/> Yes	
11	Cargo tank atmospheres are at positive pressure (11.1.3)	<input checked="" type="checkbox"/> Yes	

Part 2. Terminal: checks pre-arrival

ITEM	CHECK	STATUS	REMARKS
12	Pre-arrival information is exchanged (6.5, 21.2)	<input checked="" type="checkbox"/> Yes	
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5)	<input checked="" type="checkbox"/> Yes	
14	Transfer hoses are of suitable construction (18.1, 18.2)	<input checked="" type="checkbox"/> Yes	
15	Terminal information booklet transmitted to tanker (15.2.2)	<input checked="" type="checkbox"/> Yes	
16	Pre-berthing information is exchanged (21.3, 22.3)	<input checked="" type="checkbox"/> Yes	

ISGOTT Checks after mooring chip/chore safety checklist

Part 3. Tanker: checks after mooring

ITEM	CHECK	STATUS	REMARKS
17	Fendering is effective (22.4.1)	<input type="checkbox"/> Yes	
18	Mooring arrangement is effective (22.2, 22.4.3)	<input type="checkbox"/> Yes	
19	Access to and from the tanker is safe (16.4)	<input type="checkbox"/> Yes	
20	Scuppers and savealls are plugged (23.7.4, 23.7.5)	<input type="checkbox"/> Yes	
21	Cargo system sea connections and overboard discharges are secured (23.7.3)	<input type="checkbox"/> Yes	
22	Very high frequency and ultra high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2)	<input type="checkbox"/> Yes	
23	External openings in superstructures are controlled (23.1)	<input type="checkbox"/> Yes	
24	Pumproom ventilation is effective (10.12.2)	<input type="checkbox"/> Yes	
25	Medium frequency/high frequency radio antennae are isolated (4.11.4, 4.13.2.1)	<input type="checkbox"/> Yes	
26	Accommodation spaces are at positive pressure (23.2)	<input type="checkbox"/> Yes	
27	Fire control plans are readily available (9.11.2.5)	<input type="checkbox"/> Yes	

Part 4. Terminal: checks after mooring

ITEM	CHECK	STATUS	REMARKS
28	Fendering is effective (22.4.1)	<input type="checkbox"/> Yes	
29	Tanker is moored according to the terminal mooring plan (22.2, 22.4.3)	<input type="checkbox"/> Yes	
30	Access to and from the terminal is safe (16.4)	<input type="checkbox"/> Yes	
31	Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5)	<input type="checkbox"/> Yes	

ISGOTT Checks pre-transfer chip/chore safety checklist

SHIP/SHORE SAFETY CHECKLIST

Date and time:

Port and berth:

Tanker:

Terminal:

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)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
33	Effective tanker and terminal communications are established (21.1.1, 21.1.2)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
34	Transfer equipment is in safe condition (isolated, drained and de-pressurised) (18.4.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
35	Operation supervision and watchkeeping is adequate (7.9, 23.11)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
38	Naked light restrictions are established (4.10.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
39	Control of electrical and electronic devices is agreed (4.11, 4.12)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
40	Means of emergency escape from both tanker and terminal are established (20.5)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
41	Firefighting equipment is ready for use (5, 19.4, 23.8)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
42	Oil spill clean-up material is available (20.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
43	Manifolds are properly connected (23.6.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
45	Procedures for cargo, bunkers and ballast handling operations are agreed (21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
46	Cargo transfer management controls are agreed (12.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
47	Cargo tank cleaning requirements, including crude oil washing, are agreed (12.3, 12.5, 21.4.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	See also parts 7B/7C as applicable

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

ITEM	CHECK	TANKER STATUS	TERMINAL STATUS	REMARKS
48	Cargo tank gas freeing arrangements agreed (12.4)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
49	Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
50	Routine for regular checks on cargo transferred are agreed (23.7.2)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
52	Safety data sheets are available (1.4.4, 20.1, 21.4)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
53	Hazardous properties of the products to be transferred are discussed (1.2, 1.4)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
54	Electrical insulation of the tanker/terminal interface is effective (12.9.5, 17.4, 18.2.14)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
56	Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
57	Measures to avoid back-filling are agreed (12.1.13.7)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
58	Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
59	Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
60	Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	

Additional for chemical tankers - Checks pre-transfer

Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer

ITEM	CHECK	TANKER STATUS	TERMINAL STATUS	REMARKS
61	Inhibition certificate received (if required) from manufacturer	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
62	Appropriate personal protective equipment identified and available (4.8.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
63	Countermeasures against personal contact with cargo are agreed (1.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
64	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
65	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

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

ITEM	CHECK	TANKER STATUS	TERMINAL STATUS	REMARKS
66	Adequate portable vapour detection instruments are in use (2.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
67	Information on firefighting media and procedures is exchanged (5, 19)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
68	Transfer hoses confirmed suitable for the product being handled (18.2)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
69	Confirm cargo handling is only by a permanent installed pipeline system	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
70	Procedures are in place to receive nitrogen from the terminal for inerting or purging (12.1.14.8)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

Additional for chemical tankers - Checks pre-transfer

Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer

ITEM	CHECK	TANKER STATUS	TERMINAL STATUS	REMARKS
71	Inhibition certificate received (if required) from manufacturer	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
72	Water spray system is operational (5.3.1, 19.4.3)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
73	Appropriate personal protective equipment is identified and available (4.8.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
74	Remote control valves are operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
75	Cargo pumps and compressors are operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
76	Maximum working pressures are agreed between tanker and terminal (21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
77	Reliquefaction or boil-off control equipment is operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
78	Gas detection equipment is appropriately set for the cargo (2.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
79	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
80	Emergency shutdown systems are tested and operational (18.5)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
81	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
82	Maximum/minimum temperatures/ pressures of the cargo to be transferred are agreed (21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
83	Cargo tank relief valve settings are confirmed (12.11, 21.2, 21.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

Part 6. Tanker and terminal: agreements pre-transfer

PART 5 ITEM	AGREEMENT	DETAILS	TANKER INITIALS	TERMINAL INITIALS
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: Period of disablement (if permitted):		
33	Security protocols	Security level: Local requirements:		
33	Effective tanker/terminal communications	Primary system: Backup system:		
35	Operational supervision and watchkeeping	Tanker: Terminal:		
37 38	Dedicated smoking areas and naked lights restrictions	Tanker: Terminal:		
45	Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: Disconnect: Unberth:		
45 46	Limits for cargo, bunkers and ballast handling	Maximum transfer rates: Topping-off rates: Maximum manifold pressure: Cargo temperature: Other limitations:		

Part 6. Tanker and terminal: agreements pre-transfer (cont.)

PART 5 ITEM	AGREEMENT	DETAILS	TANKER INITIALS	TERMINAL INITIALS
45 46	Pressure surge control	Minimum number of cargo tanks open: Tank switching protocols: Minimum number of cargo tanks open: Tank switching protocols: Full load rate: Topping-off rate: Closing time of automatic valves:		
46	Cargo transfer management procedures	Action notice periods: Transfer stop protocols:		
50	Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks:		
51	Emergency signals	Tanker: Terminal:		
55	Tank venting system	Procedure:		
55	Closed operations	Requirements:		
56	Vapour return line	Operational parameters: Maximum flow rate:		
60	Nitrogen supply from terminal	Procedures to receive: Maximum pressure: Flow rate:		

Part 6. Tanker and terminal: agreements pre-transfer (cont.)

PART 5 ITEM REF	AGREEMENT	DETAILS	TANKER INITIALS	TERMINAL INITIALS
83	For gas tanker only: cargo tank relief valve setting	Tank 1: Tank 2: Tank 3: Tank 4: Tank 5: Tank 6: Tank 7: Tank 8: Tank 9: Tank 10:		
xx	Exceptions and additions	Special issues that both parties should be aware of:		

Date and time:

Port and berth:

Tanker:

Terminal:

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)	<input type="checkbox"/> Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)	<input type="checkbox"/> Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)	<input type="checkbox"/> Yes	
87	Cargo tank high level alarms are operational (12.1.6.6.1)	<input type="checkbox"/> Yes	
88	All cargo, ballast and bunker tanks openings are secured (23.3)	<input type="checkbox"/> 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)	<input checked="" type="checkbox"/> 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)	<input checked="" type="checkbox"/> Yes	

ISGOTT Checks after pre-transfer conference ship/shore safety checklist

For tankers that will perform tank cleaning alongside and/or gas freeing alongside

Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing

ITEM	CHECK	STATUS	REMARKS
91	Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3)	<input checked="" type="checkbox"/> Yes	
92	Permission for gas freeing operations is confirmed (12.4.3)	<input checked="" type="checkbox"/> Yes	
93	Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6))	<input checked="" type="checkbox"/> Yes	
94	If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5)	<input checked="" type="checkbox"/> Yes	
95	Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4)	<input checked="" type="checkbox"/> Yes	

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

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 _____	Position _____
Signature _____	Signature _____
Date _____	Date _____
Time _____	Time _____

ISGOTT Checks during transfer chip/chore safety checklist

Repetitive checks

Part 8. Tanker: repetitive checks during and after transfer

ITEM REF	CHECK	TIME	TIME	TIME	TIME	TIME	TIME	REMARKS
Interval time: _____hrs								
8	Inert gas system pressure and oxygen recording operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
9	Inert gas system and all associated equipment are operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
11	Cargo tank atmospheres are at positive pressure	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
18	Mooring arrangement is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
19	Access to and from the tanker is safe	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
20	Scuppers and savealls are plugged	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
23	External openings in superstructures are controlled	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
24	Pumproom ventilation is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
28	Tanker is ready to move at agreed notice period	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
29	Fendering is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
33	Communications are effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
35	Supervision and watchkeeping is adequate	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
36	Sufficient personnel are available to deal with an emergency	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
37	Smoking restrictions and designated smoking areas are complied with	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
38	Naked light restrictions are complied with	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

Part 8. Tanker: repetitive checks during and after transfer (cont.)

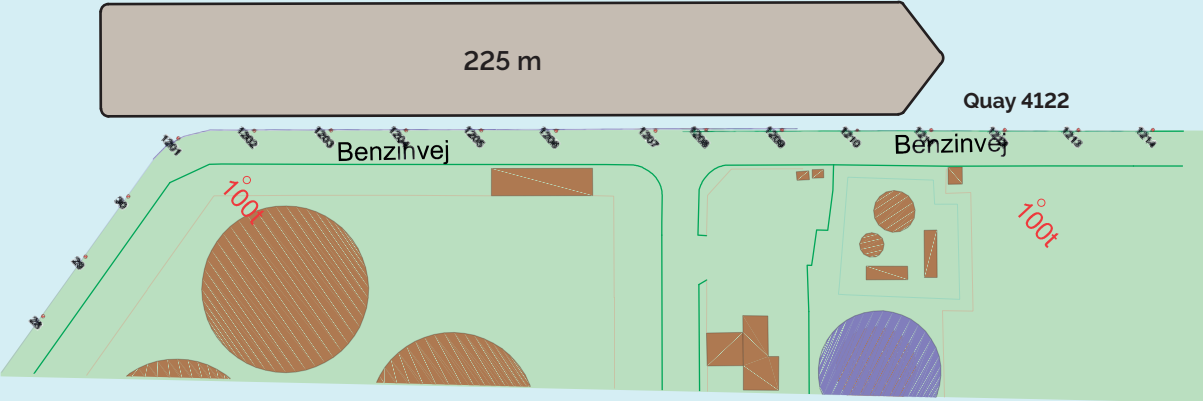
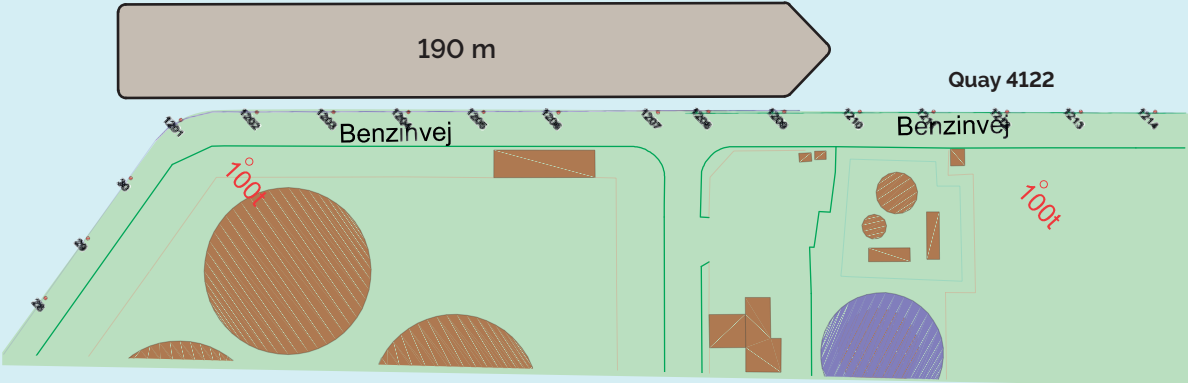
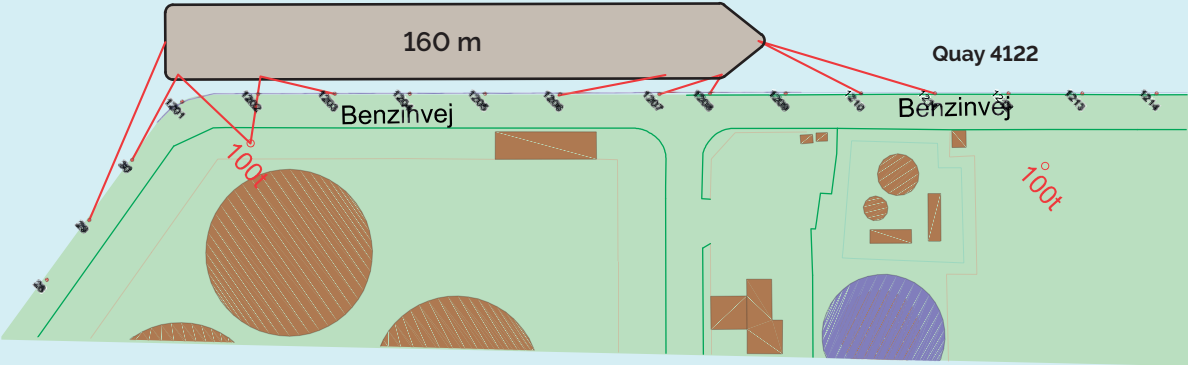
39	Control of electrical devices and equipment in hazardous zones is complied withl	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
40 41 42 51	Emergency response preparedness is satisfactory	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
54	Electrical insulation of the tanker/terminal interface is effective	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
55	Tank venting system and closed operation procedures are as agreed	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
85	Individual cargo tank inert gas valves settings are as agreed	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
86	Inert gas delivery maintained at not more than 5% oxygen	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
87	Cargo tank high level alarms are operational	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
Initials								

Part 9. Terminal: repetitive checks during and after transfer

ITEM REF	CHECK	TIME	TIME	TIME	TIME	TIME	TIME	REMARKS
Interval time: _____ hrs								
18	Mooring arrangement is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
19	Access to and from the terminal is safe	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
29	Fendering is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
32	Spill containment and sumps are secure	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
33	Communications are effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
35	Supervision and watch-keeping is adequate	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
36	Sufficient personnel are available to deal with an emergency	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
37	Smoking restrictions and designated smoking areas are complied with	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
38	Naked light restrictions are complied with	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
40 41 42 51	Emergency response preparedness is satisfactory	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
54	Electrical insulation of the tanker/terminal interface is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
55	Tank venting system and closed operation procedures are as agreed	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Initials								

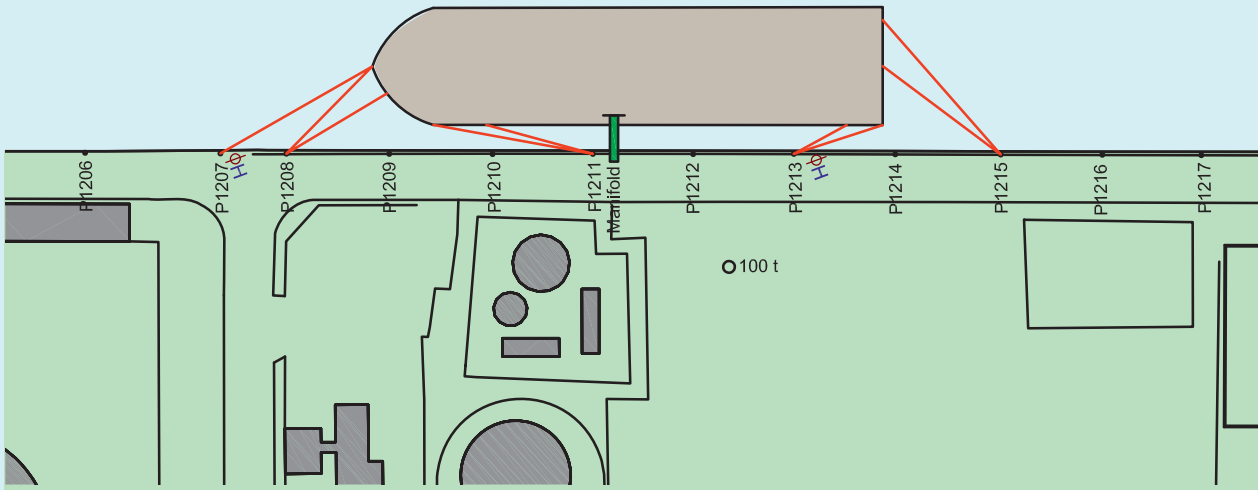
Appendix 4 – location manifolds and mooring example

Quay 4121

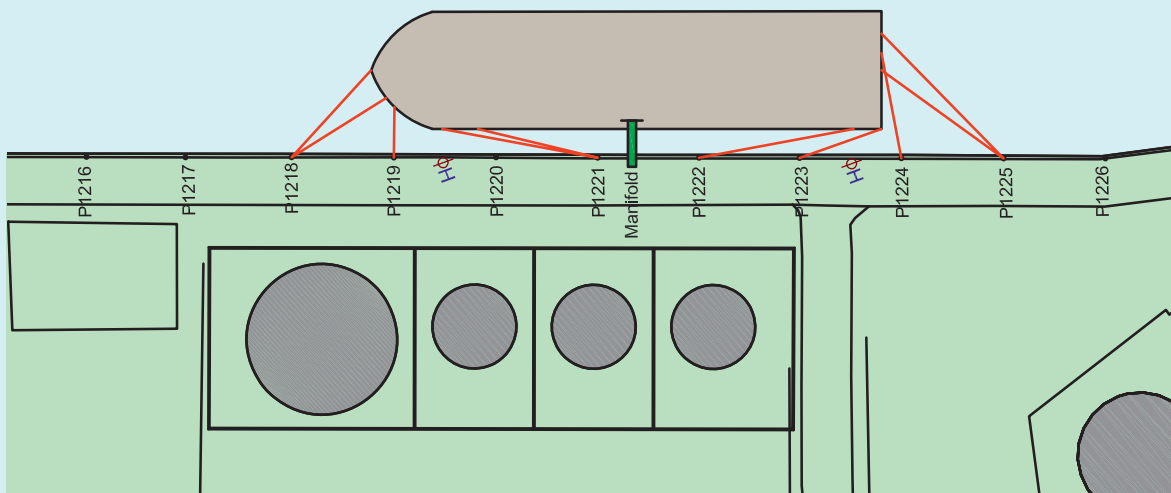


Appendix 4 – location manifolds and mooring example

Quay 4122

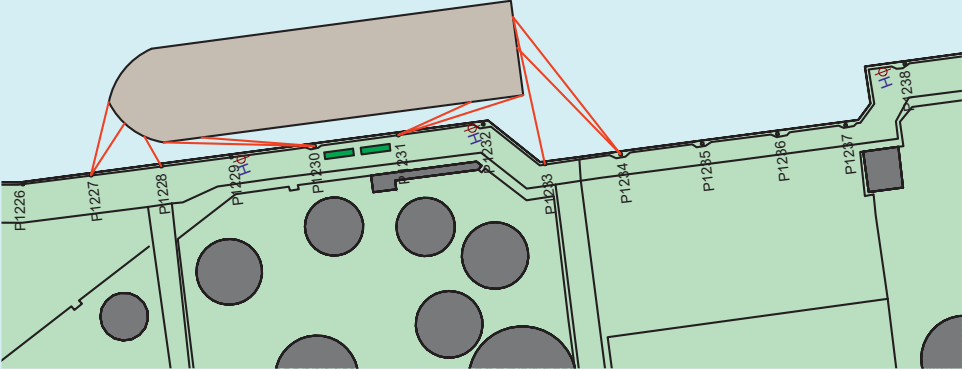


Quay 4123

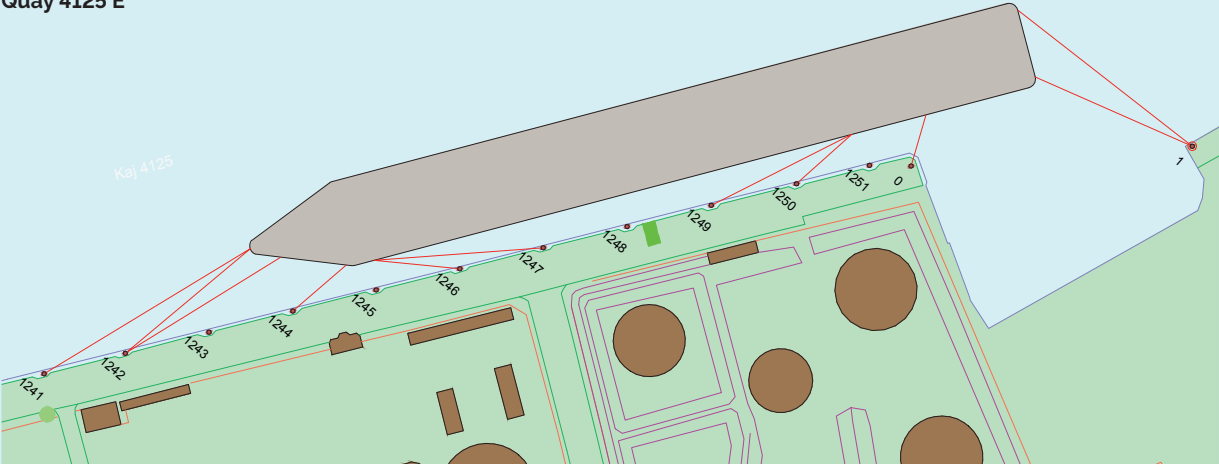


Appendix 4 – location manifolds and mooring example

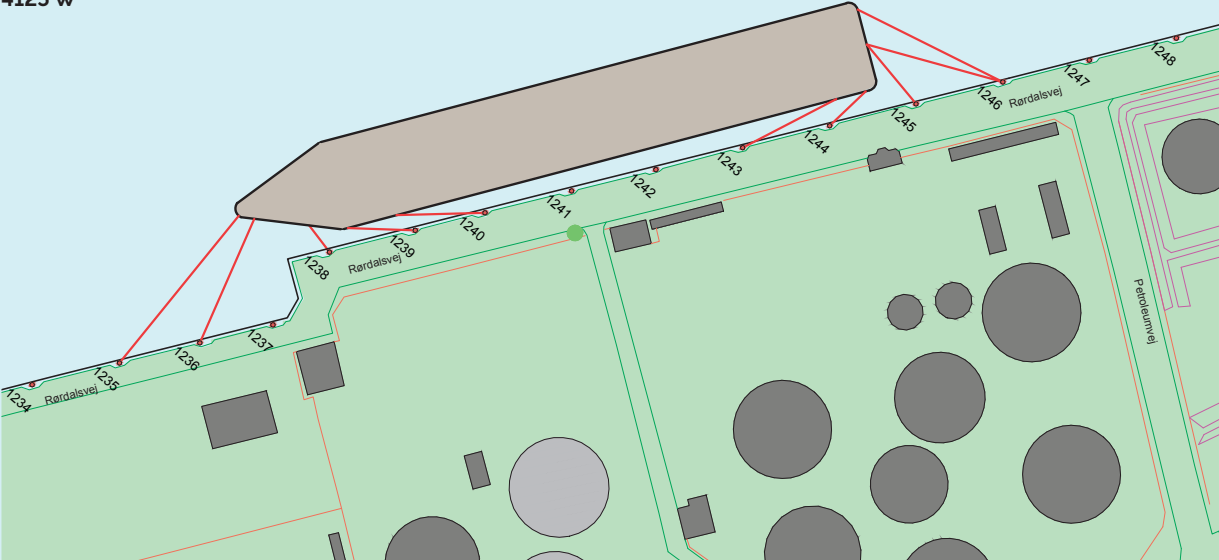
Quay 4124



Quay 4125 E



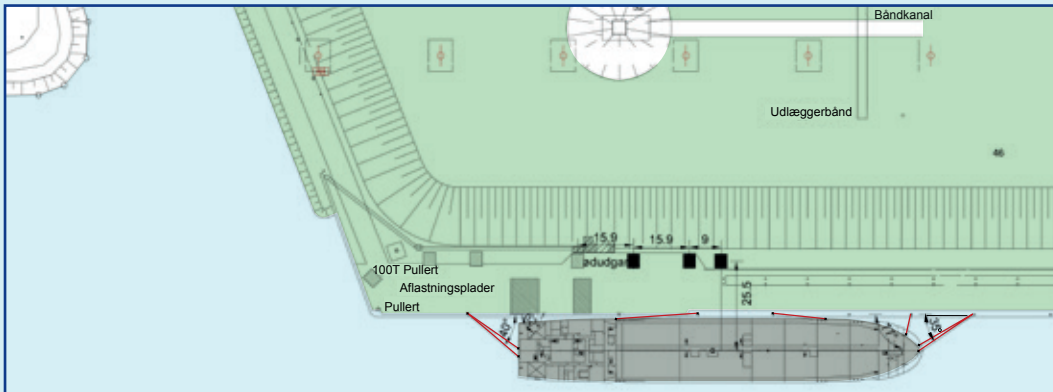
4125 W



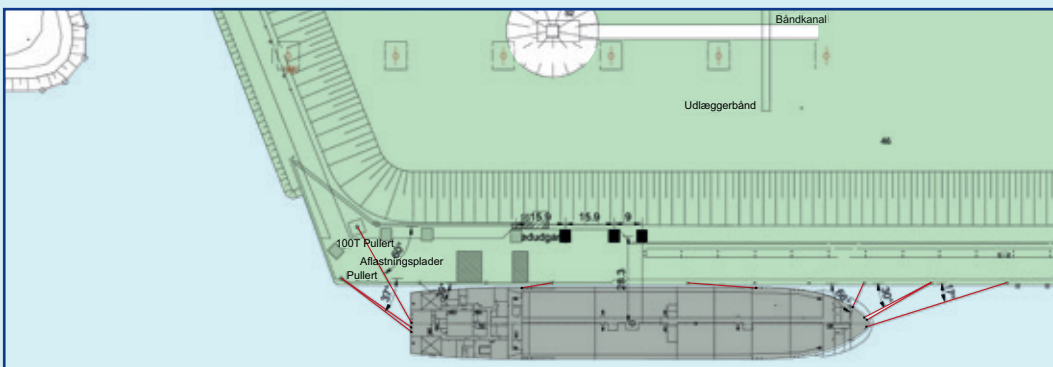
Appendix 4 – location manifolds and mooring example

Quay 0700

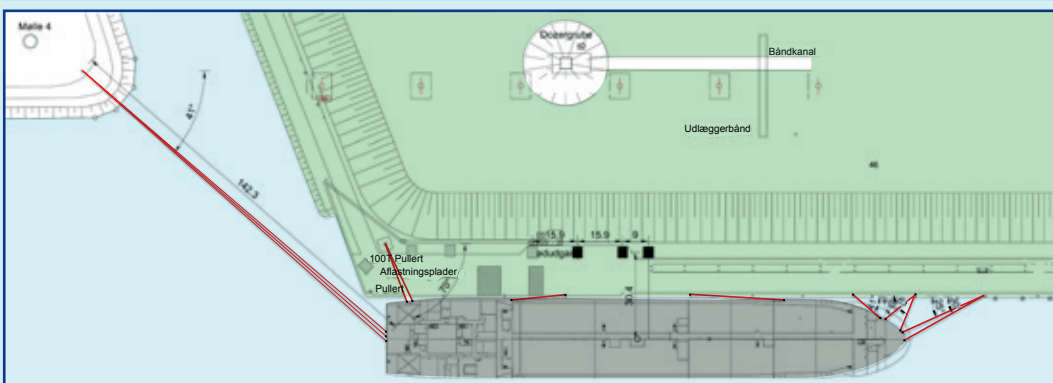
Be aware of long mooringlines in the west end for vessels more than approx. 150 m in length!



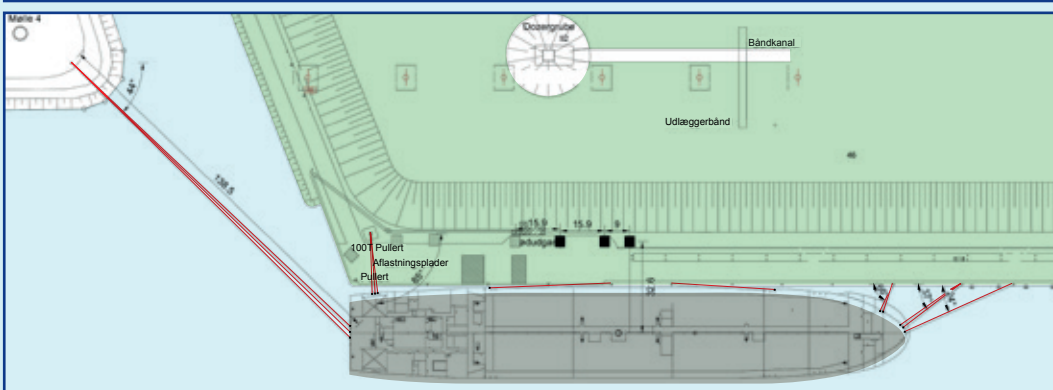
115 m vessel



150 m vessel



184 m vessel



200 m vessel

Appendix 5 – evacuation plan from each terminal



Oil terminal - Central Harbour
Emergency exit:

Appendix 5 – evacuation plan from each terminal

Nordjyllandsværket - Quay 0700

Emergency exit:

Allowed passage, while ashore at Port of Aalborg A/S, Nordjyllandsværket

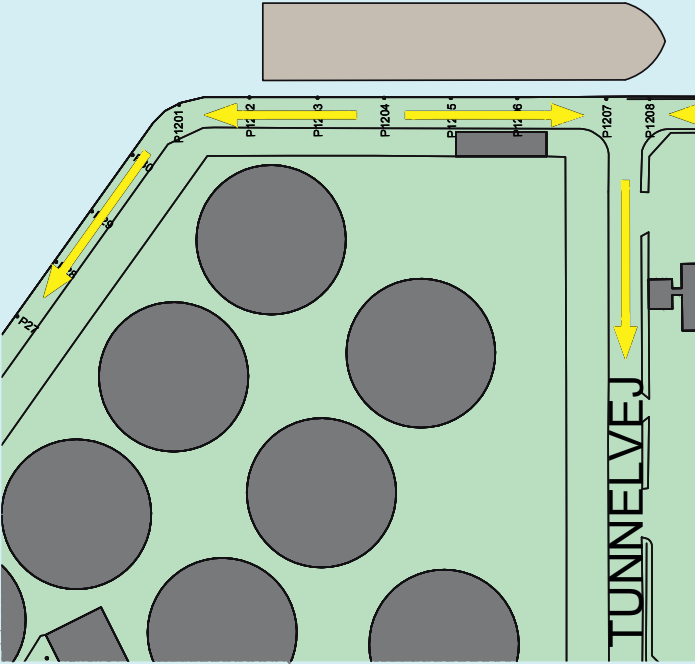
Persons wishing admission to or from the ship via the facility have to comply with the given route on this map. All other are restricted area.

All personnel must, at any time, wear a safety helmet whenever being on shore at Port of Aalborg A/S Nordjyllandsværket, except for the above mentioned purpose.

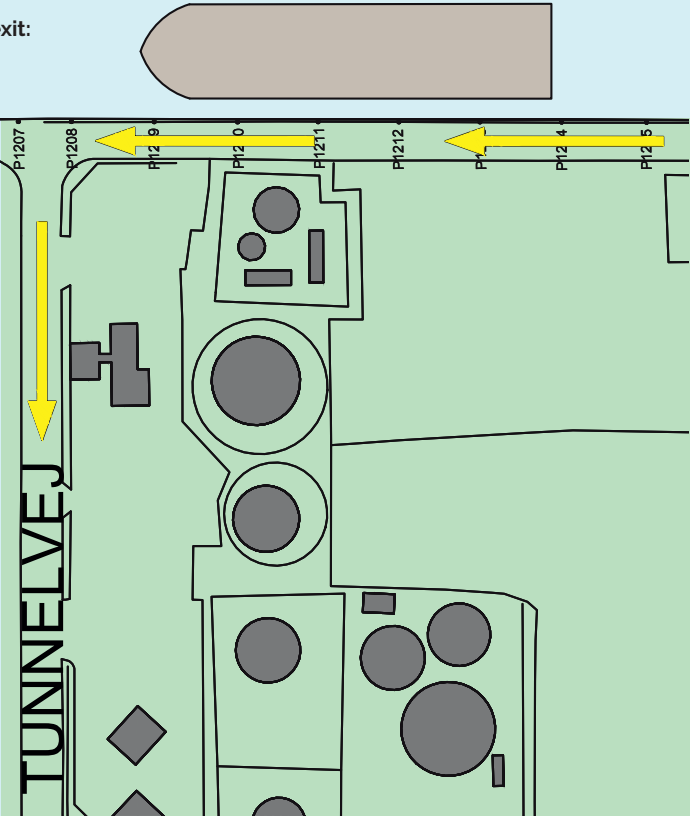


Appendix 5 – evacuation plan from each terminal

Quay 4121
Emergency exit:

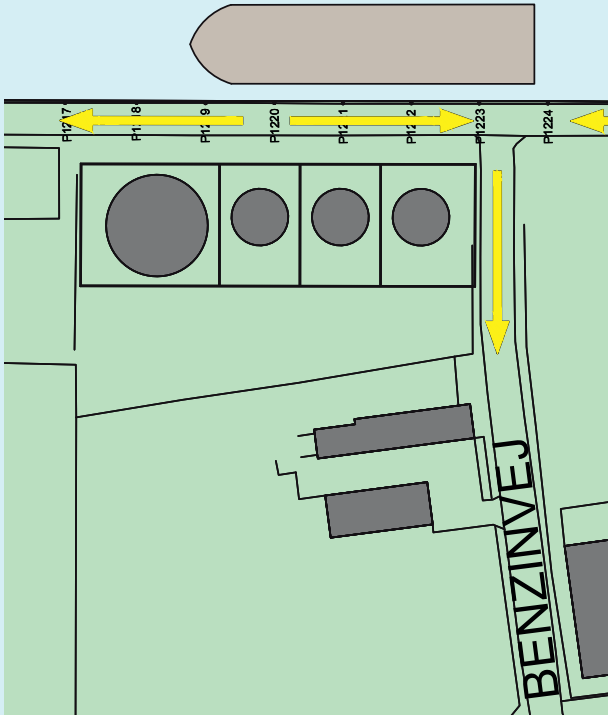


Quay 4122
Emergency exit:

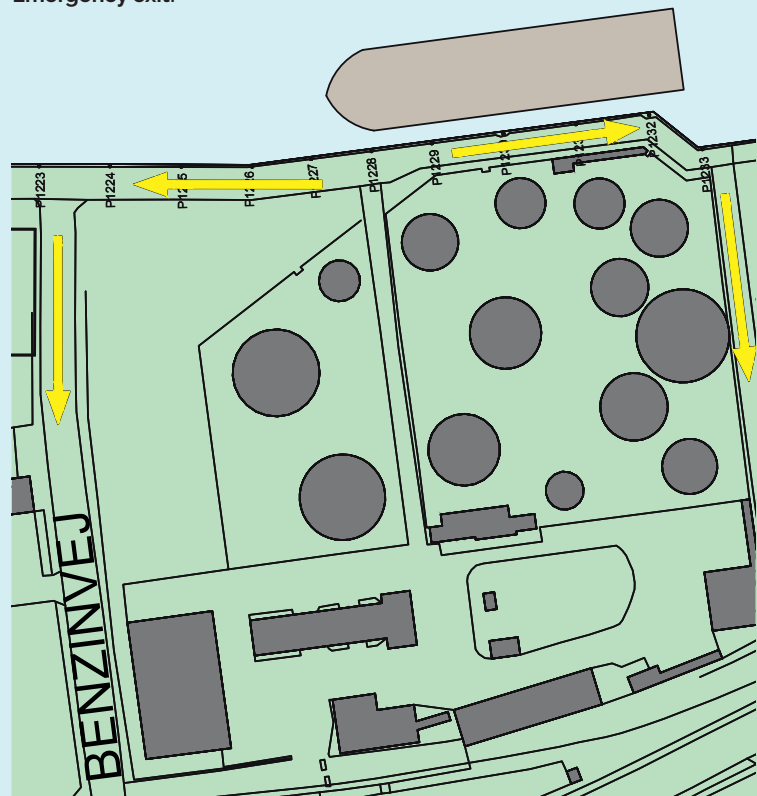


Appendix 5 – evacuation plan from each terminal

Quay 4123
Emergency exit:

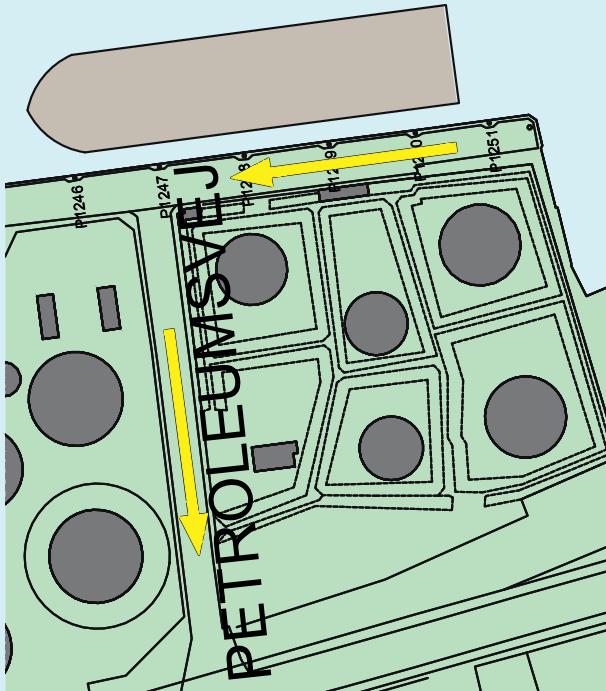


Quay 4124
Emergency exit:

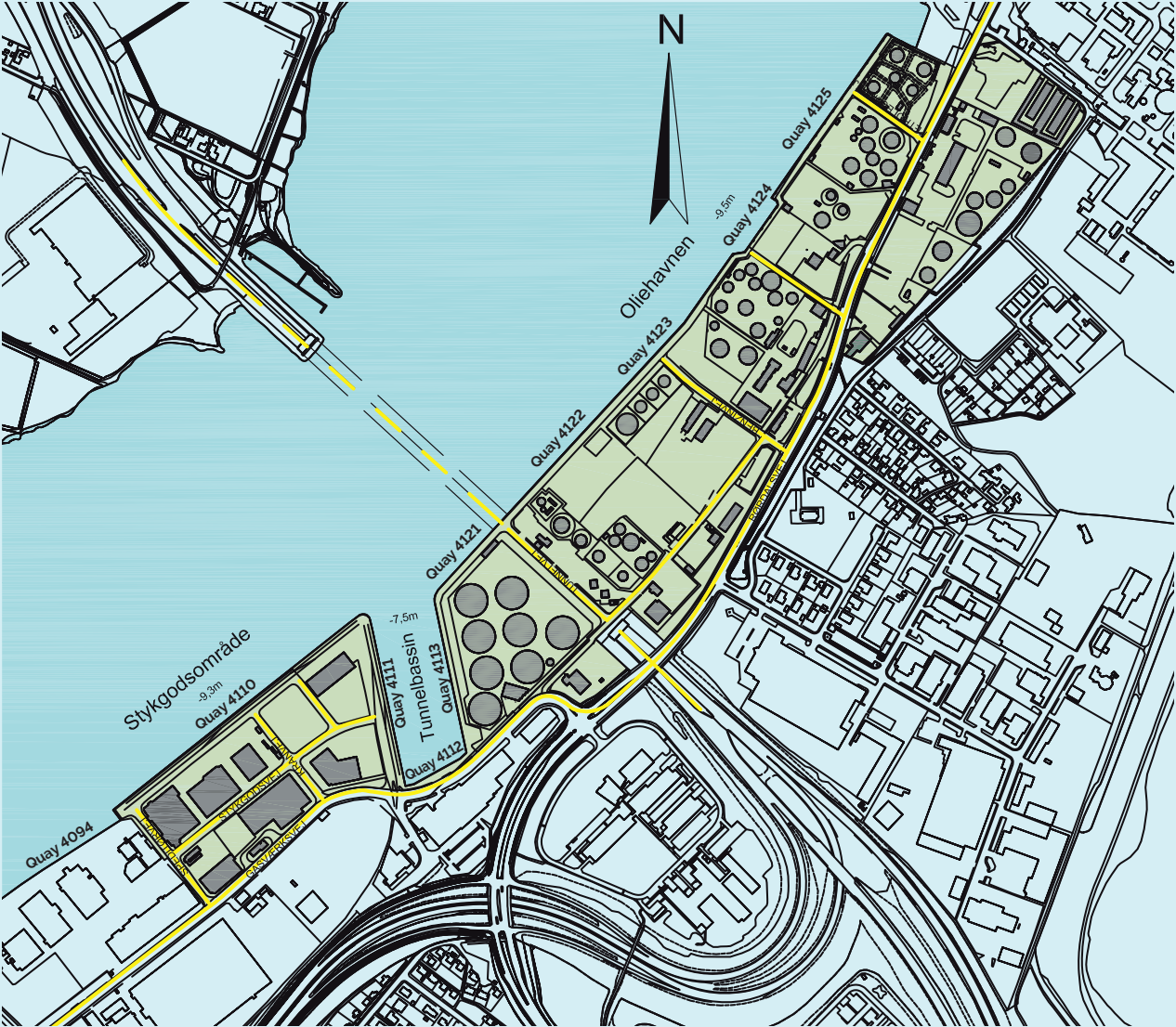


Appendix 5 – evacuation plan from each terminal

Quay 4125
Emergency exit:



Appendix 6 – location of quays in the oil terminal - Central Harbor





**PORT OF
AALBORG**

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Langerak 19
DK-9220 Aalborg East

Tel.: +45 99 30 15 00
Mail: info@portofaalborg.com
CVR: 12 47 31 92

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portofaalborg.com

