



ATT TANJUNG BIN SDN BHD (ATB)

TERMINAL REGULATIONS AND INFORMATION BOOKLET

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Foreword and Acceptance

Master of M/T _____ Date: _____

Dear Sirs,

The '**Terminal Regulations and Information Booklet**' has been compiled for your information and guidance. It contains the relevant terminal regulations and information essential for safe and efficient operations while your vessel is at ATT TANJUNG BIN SDN BHD (ATB).

We would appreciate your full co-operation during your stay at our terminal, in particular on matters concerning health, safety and environmental protection.

The booklet does not attempt to replace the 'International Safety Guide for Oil Tankers and Terminal', which should be consulted and recommendations are to be complied with, as required by the Malaysian Authorities or other relevant authorities.

Important Advisory: We seek your fullest cooperation to ensure that the mooring equipment's of your vessel are in good condition and that they are provided the required attention at all times when your vessel is berthed at our Terminal. These actions are absolutely essential to prevent the hazardous breakage of operating mooring ropes / wires which is mainly attributable to poor equipment condition and lapse of manning.

For additional information on the approach channel, navigation aids and port facilities, please refer to the Port of Tanjung Pelepas Handbook

Please do not hesitate to contact ATB's Management on any query you may still have after reading this booklet or regarding other items not included in this booklet.

Your acceptance of this document constitutes acceptance of the terms and conditions contained therein.

The Terminal Management
ATT TANJUNG BIN SDN BHD (ATB)

Terminal Representative

Master of M/T

Disclaimer: Information provided on this booklet is correct up to the time of printing, based on available data. ATT Tanjung Bin Sdn Bhd (ATB) shall not be held responsible or liable for its accuracy and incompleteness. In doubt, the standard tanker and terminal safety rules as prescribed by OCIMF and ISGOTT shall be applicable.

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1. Conditions for use of Terminal facilities

A. The master of the vessel shall be solely responsible for safety and proper operation of the vessel at all times. Neither ATT TANJUNG BIN SDN BHD (ATB) nor its personnel shall be responsible for any loss or damage arising in consequence of any assistance, instructions given or tendered in respect to the vessel.

B. The use of ATB premises, facilities and equipment is subject to the express understanding and condition that ATB and its personnel shall be held harmless from all liability, loss or claim out of such use.

C. When the assistance of service vessels are provided, the master and crew of such vessel(s) shall, in the performance of such services rendered to the vessel, become and be deemed the agents and servants of the owners of the vessel, and ATB shall not be held liable for any damages whatsoever resulting from assistance to the vessels or their crews, whether occasioned by any defect, omission of the vessels or their crews, or inadequacy of the vessel's or its machinery or gear.

It is the vessel master's responsibility to ensure that no oil is pumped, leaked or spilled overboard from his vessel in the vicinity of ATB jetty. In the event of any spillage, leakage or loss of oil from the vessel, such as but not limited to, pumping of oily water overboard from ballast or bilge or oil spilled during handling of cargo, the vessel shall be responsible for all clean up costs and for any damage to property or injury to or death of persons resulting from such spillage, leakage or oil loss. Such losses shall include without limitation, demurrage charges assessed against ATB for other vessels waiting to berth or unberth but precluded from doing so as a result of such pumping, leakage or spillage and any efforts at containing, mitigating or cleaning same.

ATB reserves the right to take all reasonable measures necessary to clean up any / all resulting pollution or contract third parties to act on behalf of the vessel or her owner, and will charge the vessel for all costs and expenses incurred thereby.

D. The vessel shall be liable for all losses suffered by ATB that are caused by the negligent or willful act or omission of the vessel, her master or crew (including without limitation, cost of repairs, replacement parts, demurrage charges assessed against ATB for other ships waiting to berth or unberth, but precluded from doing so as a result of the vessel's act or omission

2. Terminal Information and Regulations

a. General

ATT TANJUNG BIN SDN BHD (ATB) is an independent oil storage company set up to manage storage terminal for handling liquid petroleum products receipt from jetties at Port of Tanjung Pelepas, Johor, Malaysia. ATB is able to berth up to a maximum of 6 vessels at its terminal jetty facilities. Double banking is allow at berth 1, 2 and 6 subject to ATB approval.

ATB does not handle the treatment of slops and effluents from calling vessels. The subsequent sections will provide more detailed descriptions of the jetty facilities.

The terminal is located in approximate position [01 Deg 20.68' N 103 Deg 32.5' E](#)

b. Navigation

ATB is approachable through Port of Tanjung Pelepas (PTP) approach channel. This channel has a controlling depth of 16 m at chart datum. This channel is 420 meters wide and 7000 meters in length. The pilot boarding area is located at Lat. 01°14'. 7N, Long 103°32'.2 E

c. Pilotage and Tugs

Pilotage is compulsory within the limits of Tanjung Pelepas Port

The Port of Tanjung Pelepas provides both Pilotage and Tug services. Ordering of tugs and pilotage service is the responsibility of the ship's agent.

d. Security

ATB is a gazetted area. It is ATB's policy to admit visitors into ATB terminal facilities for business purposes only. All visitors should display a valid identification or the access pass issued by ATB when they are in and around ATB's premises.

Visitors are not allowed to go on board vessels, except by permission of the Port Facility Security Officer or the Assistant Port Facility Security Officer during his absence, and Vessel's master. For reasons of security and safety, visitors are only allowed access to and from vessel via the vessel's seaboard side accommodation ladder. The Master must notify ATB staff of impending visitors' arrival. Entry or exit, to or from vessel is not allowed through ATB's property except during emergency with the permission of ATB.

In general, ATB does not object to the following categories of visitors boarding vessels at the terminal facilities, provided their presence on board does not cause interference which contravenes the safety and efficiency of the terminal operations:

1. Ship Agent
2. Sire Inspector conducting inspection strictly excluding test of ship equipment, after getting prior approval from ATB

e. Access to Vessels

Masters of vessels are reminded that Government Officers and Pilots may, on grounds of personal safety, refuse service unless a safe and satisfactory means of access to the vessel is provided. The safety requirements in respect of pilot ladders must be in accordance with the latest edition of SOLAS

In the case of accommodation ladders and vessel or shore gangways, the following be complied with:

1. **Accommodation Ladders**

A responsible officer of the ship must supervise the embarkation and disembarkation of pilots and Government officers and all visitors.

a. The accommodation ladder must be in good condition, secured and properly illuminated at night. The landing platform must be properly adjusted to provide safe access.

b. A lifebuoy with self-igniting light must be available close to the upper platform.

c. Discharges in the way of accommodation ladder must be properly covered or stopped while the ladder is in use.

2. **Vessel and Shore Gangways**

Where a vessel's gangway or a shore gangway is used when the vessel is berthed alongside a jetty, the gangway must be landed squarely onto the vessel and jetty. No person other than those engaged in the rigging of the gangway should be permitted to embark or disembark before it is properly secured.

a. Where a gangway is landed onto the ship's bulwark, steps and adequate handholds must be provided for the safe and convenient access.

b. When in use, the gangway must be adequately illuminated at night and tended by a vessel watchman at all time.

c. When a shore gangway is used, Masters are not to permit its landing onboard before crew members of the vessel are available to receive it.

Note: For security reasons, personnel and visitor of vessel are not permitted to come ashore, unless for reason of emergency or specific permission is granted by ATB.

f. **Safety Check**

All vessels must have held a safety meeting or pre-transfer conference in the presence of ship's master / chief officer / chief engineer and ATB representative prior to commencement of cargo handling. Safety checks, based on ISGOTT guidelines, are carried out on all vessels alongside ATB. The safety check may be made several times during a vessel's stay at ATB. The safety precautions mentioned in the following part of the booklet should be strictly followed at all times when the vessel is at ATB.

g. **Ship's Inspector**

ATB may, at its discretion, appoint an independent qualified ship inspector to audit the ship to ensure that the ship and crew meet the minimum standards required for ships to operate at ATB.

h. **Slops / Oily Water / Nitrogen and Freshwater**

ATB does not handle slops and oily water.

ATB does not supply freshwater.

ATB does not supply nitrogen.

i. **Pre-arrival Information by Ship**

Masters of tankers or its agents, loading or discharging at ATB shall provide pre-arrival information online as per the link you will be receiving from uab-online.com.

Note: The information below must be made available to ATB at least 72 hours prior to vessel's arrival, or immediately upon departure from the last port (should the passage to ATB be less than 72 hrs from the last port)

To : Customer Services Department		From :
		Agent Company:
Fax No. :		Tel No. :
		Fax No. :
1	Vessel's Name / IMO Number	
2	Year Built	
3	Flag	
4	L.O.A	
5	L.B.P	
6	Beam	
7	Distance Bow to Center of Manifold	
8	Distance stern to Center of manifold	
9	S.D.W.T	
10	G.R.T / N.R.T	
11	Arrival Draft	
12	Departure Draft	
13	Arrival Displacement	
14	Departure Displacement	
15	Parralel body length on arrival	
16	Parallel body length on departure	
17	Confirm all tanks are inerted with O2 less than 8%	
18	What is the concentration of H2S in the ullage space, as measured after depressurizing the tanks	please indicate the level of H2S ppm in vapour for each cargo tanks
19	Confirm vessel can ballast / deballast simultaneously with Cargo Operations	
20	Number and size of manifold connections available and planned for use	
21	Maximum loading rate per manifold	
22	Maximum discharge rate per manifold	
23	Number of Pumps available for discharge and plan to use	
24	Stripping if any, how many hours?	
25	Is vessel equipped with an Inert Gas System?	Yes / No
26	If Yes, is the system operational and in use? (Note : Vessels fitted with IGS are required to have tanks inerted prior berthing at ATB)	Yes / No
27	C.O.W required?	Yes / No
28	Breaking Strength for Mooring lines	
29	Brake Holding Capacity of Winches	
30	Confirm vessel is capable of providing the mooring arrangement as specified in the section "Mooring Layout"	
31	Security Level	
32	ETA at PTP Pilot Boarding position	
Remarks		

This questionnaire must be completed within 72 hours prior to the ship's arrival or immediately upon departure from last port (should the passage to ATB be less than 72 hours from the last port) and fax or e-mail to the Customer Service Department at the following e-mail address: xcustomerservice@atb.vtti.com

3. Jetty Information

a. Jetty Information & Acceptance Criteria

NO	ITEM	REQUIREMENTS					
		BERTH 1	BERTH 2	BERTH 3	BERTH 4	BERTH 5	BERTH 6
1	Maximum LOA	346 Meters	260 Meters***	200 Meters**	166 Meters	166 Meters	260 Meters***
2	Minimum LOA	162 Meters	162 Meters	72 Meters	48 Meters	52 Meters	72 Meters
3	Maximum Permitted DWT	180,000 MT	120,000 MT	50,000 MT	20,000 MT	20,000 MT	120,000 MT
4	Maximum Permitted Displacement	283,500 MT	160,000 MT	70,000 MT	30,000 MT	30,000 MT	160,000 MT
5	Maximum Vessel Manifold Height from water line at HHW (4.05 meters)	23.8 Meters	17.2 Meters	13.1 Meters	9.5m / 8.5m *Butane	9.5 Meters	17.2 Meters
6	Minimum Vessel Manifold Height from water line at during CD	3.8 Meters	3.8 Meters	3.4 Meters	0.85 Meters	0.85 Meters	3.8 Meters
7	Minimum Distance Fender Tip to Manifold (Imp If Manifold is below Jetty Level)	2.5 Meters	2.5 Meters	2.5 Meters	1.5m / 3.0m *Butane	1.5 Meters	2.5 Meters
8	Minimum Parallel Body Length	65 Meters	65 Meters	33 Meters	33 Meters	33 Meters	33 Meters
9	CD (Chart Datum) to Base of MLA	6.7 Meters	6.2 Meters	5.7 Meters	5.7 Meters	5.7 Meters	6.2 Meters
10	Size of Manifold aboard ship	Fuel Oil 16" X 2 Distillate 16" X 2	Fuel Oil 16" X 2 Distillate 16" X 2 GL 12" X 2 Bitumen 16" X 1	Fuel Oil 12" X 2 Distillate 12" X 2 GL 12" X 2 Nap Hose 8" X 1 MGO Hose 6" X 1	Fuel Oil 12" X 1 Distillate 12" X 1 GL 12" X 1 Butane 6" X 1 Distillate Hose 6" X 1	Fuel Oil 12" X 1 GL 12" X 1 Bitumen 12" X1 Benzene Hose X 8" Dist. /MGO Hose 8"6" X 1	Fuel Oil 16" X 2 Distillate 12" X 2 GL 12" X 2
11	Mooring Ropes/Wire (fore & aft)	4+2+2 (wire/rope)	3+2+2 (wire/rope)	3+2+2 (wire/rope)	2+2+2 (wire/rope)	2+2+2 (wire/rope)	3+2+2 (wire/rope)
12	Vessel Allowable Draft At Berth (at Chart Datum)	16.7 Meters	16.7 Meters	12.1 Meters	10.7 Meters	10.7 Meters	16.7 Meters
13	Vessel Allowable Draft At Channel (at Chart Datum)	18.0 Meters	18.0 Meters	18.0 Meters	18.0 Meters	18.0 Meters	18.0 Meters

Please take note of the following conditions :

1. All trading/class certificate to remain valid for the entire duration of vessel's call at the terminal.
2. Vessel to have necessary reducers confirming to ANSI standards for the connection to the loading arms.
3. Vessel berthed at Berth 3 to 5 are to provide gangway, if any, for terminal personnel and surveyors to board.

**** 4. Vessel with LOA up to 229 meters may be accepted subjected to the following conditions:**

- a. Vessel at Berth 4 does not exceed 140 meters in LOA.
- b. Daytime berthing only.
- c. Minimum 3 tugs during nominal operations.
- d. Maximum current at 1.5 knots.
- e. Maximum wind speed at 20 knots.
- f. Maximum wave height at 1 meters.
- g. Minimum tide at 2 meters

***** 5. Vessel with LOA up to 285 meters may be accepted subjected to the following conditions:**

- a. Minimum distance to neighboring vessel: 50m
- b. Maximum Freeboard in normal ballast condition above HAT: 15m
- c. Maximum displacement and berthing speed: 190,000MT @0.1m/s

b. Minimum under keel clearance

UKC - 0.3m for all jetties while vessel is alongside

UKC – 10% of draft in the channel

c. Berthing/Unberthing (Day / Night)

No restriction.

i. Criteria for berthing in respect to weather and sea condition:

Wind speed – less than 25kts (Max wind speed for vessel at berth 30 kts)

Visibility – To be determined by berthing Pilot.

Berthing and unberthing operations should not be carried out in the following conditions even if the above criteria are satisfied:

1. Occurring or approaching electrical storm
2. If ATB representative determines that berthing and unberthing of vessel is dangerous due to adverse weather and tidal conditions.

ii. Criteria for use of tugboats:

PTP Pilots will determine the usage of tugs for berthing and unberthing according to the size and displacement of the vessel. The usage of tugs will also depend on the weather and sea conditions.

iii. Conditions of approach:

Master operating vessels positioned 30meters lateral away from the fender line of the jetty must comply with the following:

1. Angle of approach: 10 deg or less

This is an angle formed by the jetty fender line and the line of the ship's parallel side. Vessel should be berthed parallel to the jetty face as far as possible. The lateral approach speed should always be under control while berthing the vessel.

2. Speed of approach: Max speed is 0.10 meter/second for all berths

Condition for emergency unberthing:

When the master or ATB representative has determined that it is too dangerous to have vessel alongside berth due to any emergency condition, the master must notify ATB representative and discuss emergency unberthing procedures and what actions to take.

d. Type of Berth

Finger pier with rubber fenders at all berthing dolphins.

4. Mooring Layout

Ships alongside at ATB shall be secured with the available number of mooring lines and layout as indicated below. The table is indicative.

DWT of Vessel	Mooring Lines (fore & aft)
< 3,000	2 head/sternlines 1 breastline & 1 spring
20,000 – 3,000	3 head/sternlines 2 breastline & 1 spring
80,000 – 20,000	3 head/sternlines, 2 breastlines & 2 springs
160,000 – 80,000	3 head/sternlines, 3 breastlines & 2 springs
160,001 & above	4 head/sternlines, 4 breastlines & 2 springs

Notes:

- Mooring arrangements shall be agreement and acceptance of the Port pilot and Vessel master.
- Mooring lines shall be secured to proper self-stowing winches, mooring bitts or bollards onboard.
- Mixed moorings to the same location are not permitted.
- Whenever possible, springs and breastlines shall be of wires or synthetic material with equivalent stretch to wire of the same breaking strength.
- All wires shall be fitted with nylon tails in compliance with the latest edition of the OCIMF Mooring Equipment Guidelines.
- Automatic self-tensioning winches must be used in manual tensioning mode.
- Emergency towing wires shall be in place both forward and aft of the vessel and maintained 1.5 meters above the water throughout the time at the berth.
- Mooring watch shall be maintained to ensure that moorings are properly secured at all times while alongside. It's the responsibility of the vessel to keep the moorings tight when alongside. Should the vessel move unduly at the berth, ATB may call for the assistance of tugs to secure the vessel. The cost of such tugs shall be on vessel owner's account.
- Breast lines should be as perpendicular as practicable from the vessel.
- Additional mooring lines may be requested at the discretion of ATB.
- Anchoring in the vicinity of the berth is not allowed except in an emergency.

5. Shore loading arms or hose connection

Handling of Shore Connection

ATB will carry out Loading Arm and Hose handling. The Master must ensure that ship's manifolds are prepared and ready for use

Berth No	Product	Loading Arm	Max Manifold Ht above Waterline @ HHW	Hose
1	Fuel Oil / Crude / Ucome	16" x 2	23.80	
	Distillate	16" x 2	23.80	
2	Fuel Oil / Crude / Ucome	16" x 1	17.20	
	Bitumen	16" x1	17.20	
	Distillate	16" x 2	17.20	
	Gasoline	12" x 1	17.20	
	Naphtha	12" x 1	17.20	
3	Fuel Oil / Ucome	12" x 2	13.10	
	Distillate	12" x 2	13.10	
	Gasoline	12" x 2	13.10	
	MGO/NAP			6"
	Naphtha			8"
4	Fuel Oil / Ucome	12" x 1	9.50	
	Distillate	12" x 1	9.50	
	Gasoline	12" x 1	9.50	
	Butane	6" x 1	8.50	
5	Fuel Oil / Ucome	12" x 1	9.50	
	Gasoline	12" x 1	9.50	
	Bitumen	12" x 1	9.50	
	MGO/NAP			6"
	Naphtha			8"
6	Fuel Oil / Ucome	16" x 2	17.20	
	Distillate	12" x 2	17.20	
	Gasoline	12" x 2	17.20	

The ship's manifold must be completely dry prior to connection and disconnection of the loading arm or hose. All loading arms and hoses should be well supported at all times during operation. Vessels shall provide a operating crane to support the hoses during connection, disconnection & throughout the operation.

Drip trays should be kept open with only gratings fitted in them. No wooden planks or boards should cover the gratings.

It is the vessel's responsibility to have suitable reducers to match the shore connection. Shore connections confirm to ANSI Class 150. Use of multiple reducers are not allowed as this will lead the Loading Arm flange to be outside the drip tray.

6. Safety Regulations

a. Smoking

Smoking is strictly prohibited in the Jetty area and on board vessels alongside except in those enclosed spaces on board specially designated by the Master and Loading Master as "Smoking areas". Failure to comply with this regulation will involve cessation of operation and may result in the vessel vacating the Jetty pending a complete investigation and receipt of written assurance from the Master that effective controls have been established.

b. Galley fires

Hot plates for cooking onboard may be used while vessel is at the jetty. No galley fires may be used without written consent of ATB representative. No cooking should be carried out with use of LPG gas cylinders.

c. Naked lights

Non-explosion proof electric lights and/or naked lights are not allowed on deck in ATB.

d. Electrical Equipment

Portable electrical equipment on deck should be disconnected. All portable electrical equipment for use in hazardous areas must be of approved type. Any other electrical or electronic equipment of non-approved type, whether mains or battery powered, must not be active, switched on or used in hazardous areas. This includes radios, mobile telephones, radio pagers, calculators, photographic equipment etc. Items such as mobile telephones and radio pagers should only be used once they are in a safe area, such as within the ship's accommodation.

e. Radio / Radar transmitters

Radar and high power radio transmitting aerials must be switched off and grounded or switched to low power (1W). If servicing of radar and radio units is necessary at ATB, consent of ATB is required.

f. Doors and ports after accommodation

All doors, portholes and openings leading from the main deck to accommodations or machinery spaces (other than the pump room) shall be kept closed. Similarly, doors, portholes and openings at any deck level above the main deck which overlooks that deck must also be kept closed.

g. Air conditioning intakes and vents

The operation of all air conditioning intakes and vents, whether natural or mechanical, must be controlled to ensure that there is no ingress of flammable / toxic vapours within the accommodation. If at any time flammable / toxic gas is being drawn into the accommodation area by the natural / mechanical vent and air conditioning units, such units must be stopped and intakes must be closed

h. Unused cargo / bunker flanges

Unused cargo and bunker connections must be blanked and fully bolted and tightened.

i. Sea valves / overboard valves

All sea valves, except engine room sea water intakes necessary for operation of machinery, must be minimum double shut / sealed and lashed by chains / ropes prior to arrival. All overboard valves especially associated with cargo system must be shut / sealed / blinded with spectacle flanges and lashed by ropes prior to arrival.

j. Scuppers

Scuppers must be plugged and tightened. Plugs should not be removed until vessel is beyond ATB limits.

k. Flame arrestors

The venting of the vessel's tank must take place only through the vessel's approved venting system which must be fitted with spark arrestor / flame arrestor devices. Funnel tops must be protected by clean, well fitted flame arrestors or wire gauze screens / spark arrestors of an approved type without any defects.

l. Fire fighting

Fire fighting and emergency equipment / system must be kept in readiness at all times while at the jetty.

m. Emergency towing wires

Towing wires (firewires) for emergency use will be lowered to water's edge from the seaward bow and quarter to keep the eye 1.5m but not <2.0m above the water

n. Engine

Vessel's main engine must be in readiness to leave the jetty and respond to any emergency operation under short notice. Engines should not be tried or operated at the jetty without ATB consent.

o. Gas freeing / Tank entry / Tank cleaning

Gas freeing, tank entry and tank cleaning are not permitted while vessel is at the jetty.

Permission for crude oil washing is only granted on a case to case basis to crude oil discharge provided all relevant requirements specified in ISGOTT are fully complied with.

p. Gangways

Vessel or shore gangway should be tended and kept safely rigged as loading / unloading progresses. If a shore gangway is in use, vessel must inform ATB to take the appropriate action should there be adjustment or attention required pertaining to changing draught and tidal conditions.

q. Repairs

No repair or maintenance work of any kind which present risk of sparks or other means of ignition shall be undertaken while vessel is at berth without written consent from ATB representative.

r. Inert Gas System

If fitted, the inert gas system of the vessel, including alarms, meter and recorder of oxygen content and pressure of inert gas supply shall be fully operational and in use. Prior to arrival the vessel must confirm that all cargo tanks are fully inerted with the oxygen content not exceeding 8% by volume. ATB reserves the right not to permit loading / unloading operations if such conditions are not met. The extra terminal port laytime caused by such delay will be charged to the vessel.

It is strictly forbidden to over pressurize the cargo tank(s) with inert gas such that the PV valve releases to the atmosphere.

In case of inert gas system failure during cargo transfer, vessel must immediately stop operation and inform ATB. The transfer operation will not be permitted to resume until the inert gas system is fully back to operational condition.

s. Pollution

The ship should carry an approved “Shipboard oil pollution emergency plan” on board, which describes a concrete emergency measure to limit pollution effects in case of oil pollution incident. Oil pollution emergency drill should be held regularly and records maintained for verification.

All overboard valves should be clearly marked with their served names respectively. The valves liable to cause overboard discharge of oil should be suitably lashed and sealed and blinded (where possible) to prevent mishandling of such valves.

The materials for dealing with small oil spills should be prepared for immediate use nearby cargo manifold. Oil treatment materials on board should be stowed in readily usable condition (usually in a store on main deck).

Whenever an oil spill occurs, immediate action must be taken to prevent further spillage and maximize clean-up operation. ATB control room should immediately be alerted via ship/shore walkie-talkie or telephone (+6076896655 or 56).

t. Drugs and Alcohol Policy

ATB operates a “zero tolerance” Drugs and Alcohol Policy for employees as well as visitors in its premises.

Masters are advised that operations will cease when the ability of a person or persons involved in operations are impaired by alcohol, use of legal/illegal drugs or other substances. Operations will not resume until the matter has been reported to and fully investigated by relevant authorities and ATB considers it safe to do so.

u. Static Electricity

For precautions on static electricity, please refer to ISGOTT guidelines.

v. H₂S precautions

Vessel shall advise ATB prior to arrival the concentration of H₂S in the ullage space of their cargo tanks. The loading master will test cargo tanks for H₂S concentration upon vessel's arrival. If the ship's tanks contain H₂S concentration exceeding

the acceptable level upon arrival, transfer operation will only commence with approval from ATB. If the operation is unable to be conducted safely by taking necessary precautions, it will be suspended, until a safe solution is determined and ATB considers it safe to resume.

Vessel shall follow all necessary precautions listed in ISGOTT when handling product with potential of containing hazardous level of H₂S concentration. This includes wearing personal H₂S monitors and air supplied respirators when there is potential exposure. Emergency Escape Breathing Devices must be kept ready in all hazardous location. Air conditioning should be kept on recirculation. The regulated and controlled areas should be clearly monitored. Only personnel who are necessary for the operation are to remain on deck.

Terminal have a limit of maximum 200ppm H₂S in the vapor phase. In the event H₂S exceeds 100ppm in the vapor phase, ATB may ask the Client and vessel to take precautions.

w. Closed Loading and Discharge

Vessels at this ATB should so far as practicable conduct only closed loading and discharge. For effective closed loading, cargo must be loaded with the ullage, sounding and sighting ports securely closed. The gas displaced by the incoming cargo must be vented to the atmosphere via the mast riser(s) or through high velocity or constant velocity valves, either of which will ensure that the gases are taken clear of the cargo deck.

To undertake closed loading, the vessel should be equipped with ullaging equipment and independent overfill alarms which allow the tank contents to be monitored without opening tank apertures.

Open Sampling, if required may be permitted on a case to case basis, provided all due precautions as detailed in ISGOTT are complied with and permission obtained from ATB



x. Ballast in cargo tanks

Vessels are not allowed to take ballast into their cargo tanks while an operation is being carried out. Such ballasting can only be allowed after the completion of cargo operations with ATB permission. In general, there are no restrictions in ballasting segregated ballast tanks during cargo discharge operation.

y. Vessel Stability

Vessel berthing at ATB, must meet the under-keel clearance and manifold height above waterline, requirements as specified in section "Jetty Information" of this booklet. Ballast and de-ballasting must be planned and programmed around the cargo operations so as to avoid exceeding the specified draught, trim and list requirements of the vessel while at the same time keeping structural stresses within prescribed limits.

z. Terminal Emergency Shutdown System (ESD)

ATB is equipped with ESD, which upon activation, will shut-off all pumps and motorised operated valves in the Terminal. The closure time of each motorised operated valves is approximately 60 seconds. Vessel discharging at ATB, must have in place the necessary safety configuration in its cargo transfer system to ensure the activation of the ESD, during cargo transfer, will not affect the

integrity of the vessel and the equipment on board.

Miscellaneous Information

A. Jobs Prohibited while alongside

- Any jobs without permission by ATB representative
- Boiler cleaning in addition to soot blow / excessive funnel smoke
- Main engine repair
- Chipping and painting
- Tank entry, tank cleaning and gas freeing
- Overboard discharge of any oily water
- Internal transfer of any bilges / oils
- Any jobs which cause possible fire and / or explosive
- To utilize shore appliances without permission
- Taking of ship's stores
- No shore leave and crew change
- Fishing

B. Emergency Stop of cargo handling

- In the event of the Loading arm alarms being activated due to the vessel moving while alongside, or in the event of the loading hoses being unduly stressed.
- Possible damages of cargo hoses / loading arms by storm and seas.
- Any oil leaking / spill from vessel
- Wind velocity: More than 27 kts
- Passing of electrical storm (Thunder and lightning nearby)
- Occurrence of fire on or explosion onboard.
- Difference greater than 0.3% between ship and shore hourly rate.

- Difference greater than 100m³ of total cargo transferred.

- Excessive difference between ship's manifold and shore pressure.
- Observation of oil leaks in pump room, ballast water tank and cofferdam.
- Observation of damages on ship's hull / cargo handling system.
- When vessel is not in compliance with ATB safety regulations.
- Failure of vessel's Inert Gas system during discharge.
- At anytime presence of H₂S or any toxic gases are detected in the atmosphere above the permissible values (Operation should not resume till proper H₂S precautions are taken)

7. Emergency Instruction

Fire

Onboard Ship

- Raise alarm
- Stop all cargo / ballast operations
- Inform ATB
- Standby to disconnect loading arm / hose
- Put ship's engine on standby
- Carry out ship's Emergency Plan

ATB Fire Alarm: A high pitch siren sounded on a continuous basis.

Spill

Source from ship

- Raise alarm
- Stop all cargo / ballast operations
- Inform ATB
- Contain spillage
- Activate SOPEP

8. ATB AND PTP EMERGENCY CONTACT LIST

ATB CONTROL ROOM PHONE	+ 6076896655
ATB CONTROL ROOM FAX	+ 6076962051
SHIFT SUPERVISOR MOBILE NUMBER	+60192356030
ATB OPERATIONS MANAGER	+60123350991
ATB HSE MANAGER	+60129280012

PORT COMMUNICATION (24 hours)

PORT CONTROL (TELEPHONE)	+ 6075042299 / +60197566311
PORT CONTROL (FAX)	+ 6075071407

FREQUENCY

PTP PORT CONTROL / ATB CONTROL	VHF 83
ATB LOADING MASTER	VHF CH 4

PORT SECURITY OFFICER

TELEPHONE	+ 6075042140 / +60199866700
FAX	+ 6075071407

EMERGENCY NUMBERS

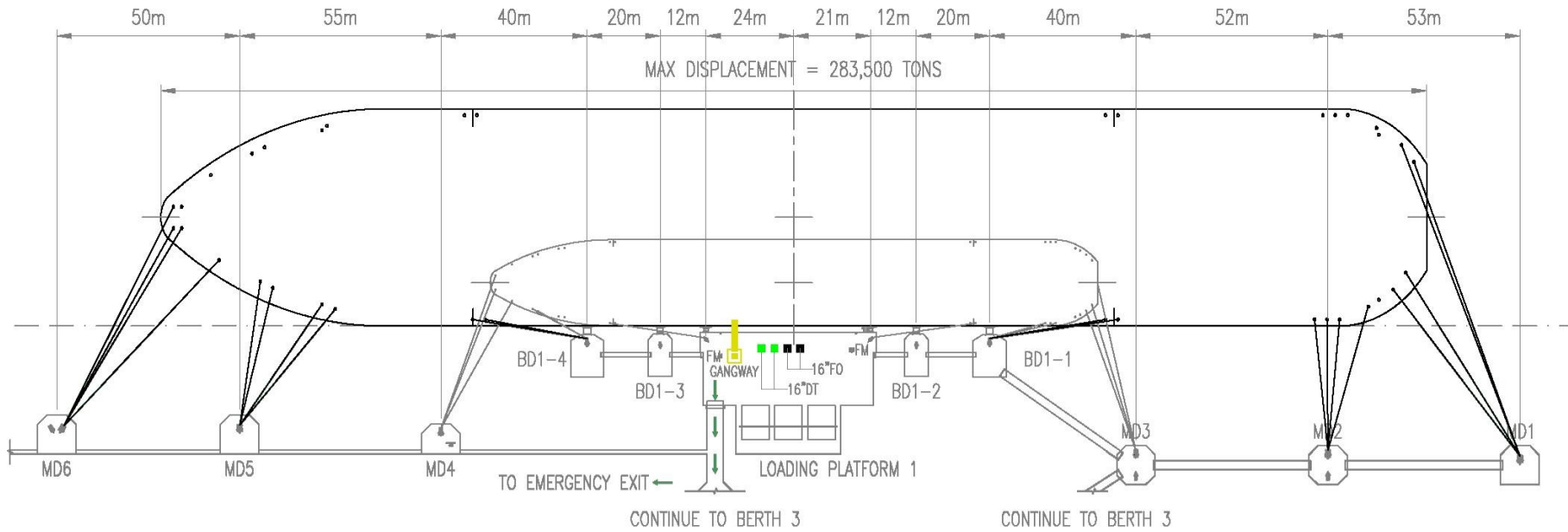
COAST GUARD / MARINE POLICE	+607-2372222/2232222/6632222
HARBOUR MASTER MOBILE NUMBER	+60197206163
PORT SECURITY OFFICER MOBILE	+60199866700

HOSPITAL (GH JOHOR BAHRU)	+6072231666
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AMBULANCE	+607-5044462 / +6019-735 6263
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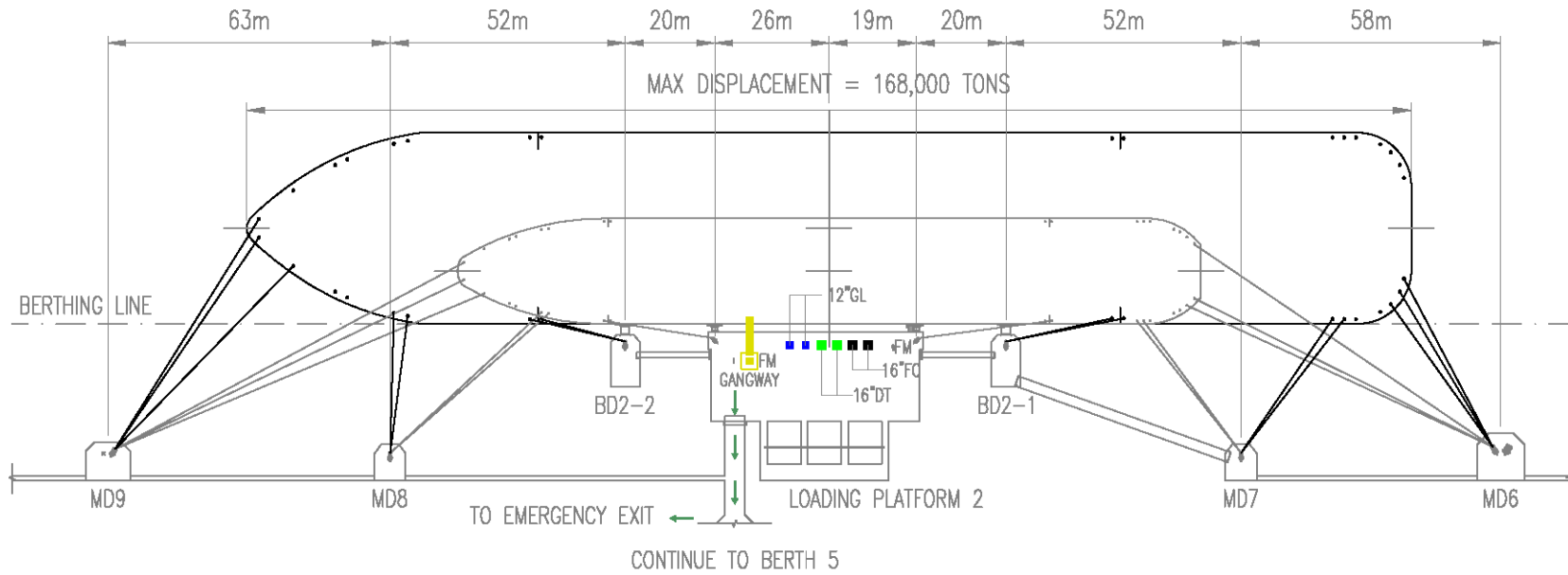
FIRE STATION (BOMBA JOHOR BAHRU)	+607-2243444 / +6019-735 6263
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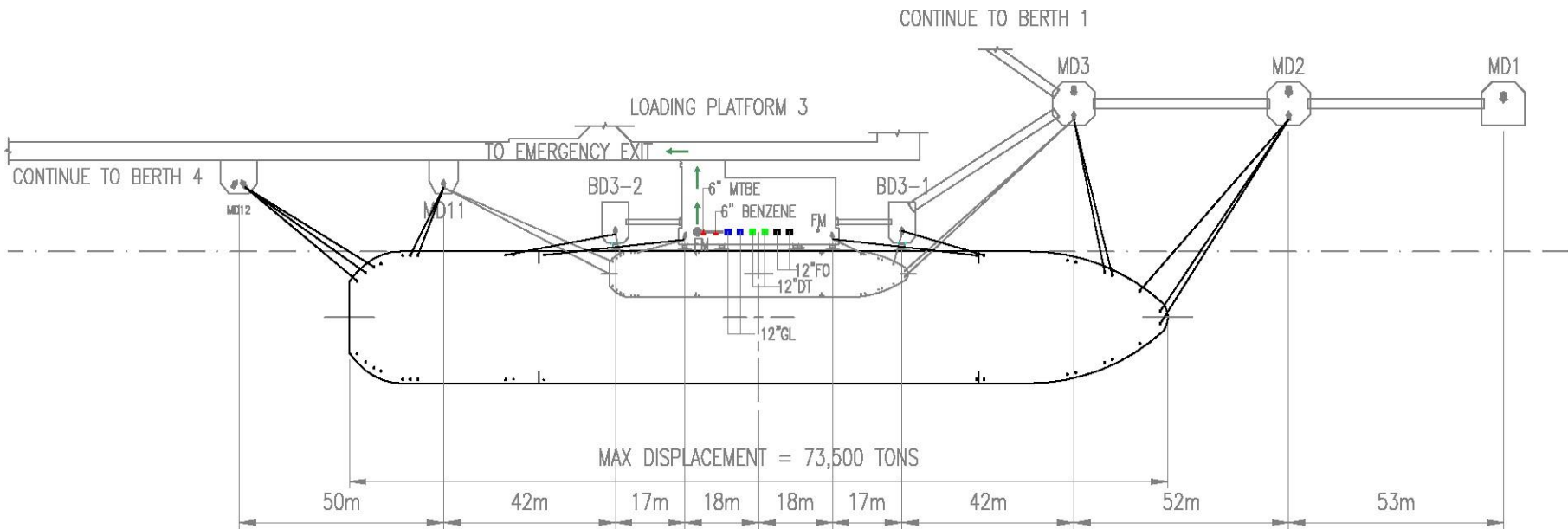
BERTH 1 MOORING ARRANGEMENT

Annex No 2 (Berth 2)



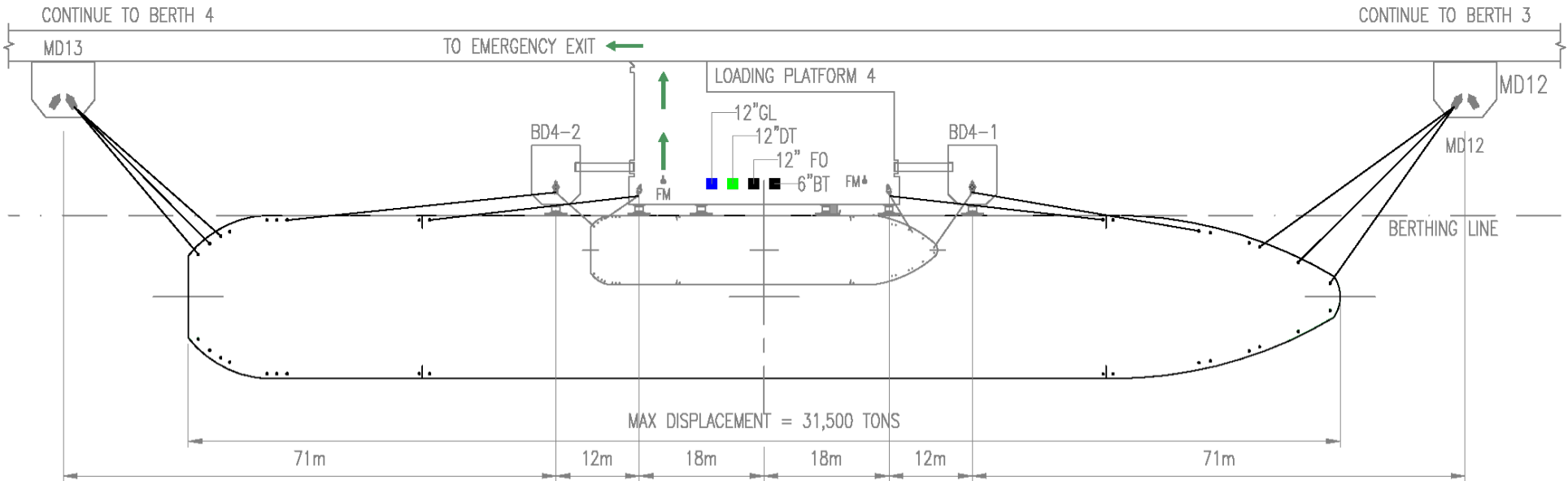
BERTH 2 MOORING ARRANGEMENT

Annex No 3 (Berth 3)



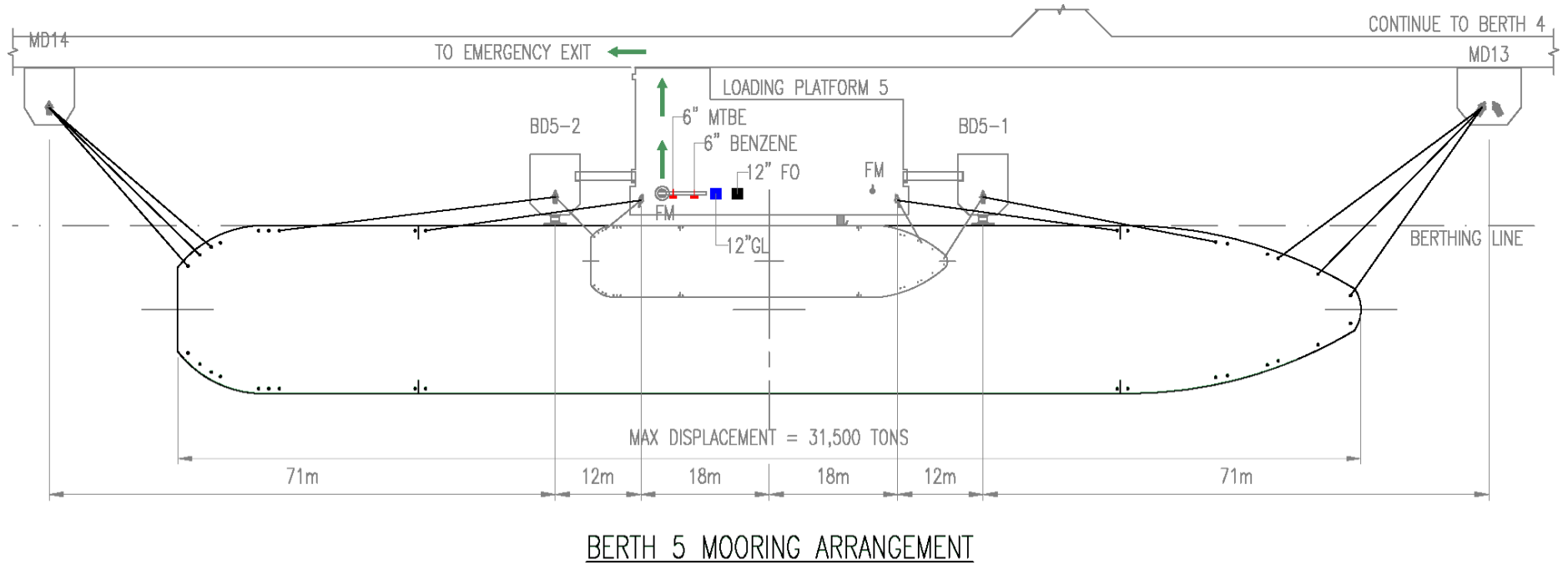
BERTH 3 MOORING ARRANGEMENT

Annex No 4 (Berth 4)



BERTH 4 MOORING ARRANGEMENT

Annex No 5 (Berth 5)



Annex No 7 (Double Banking)

