

PHILLIPS 66 LOS ANGELES MARINE TERMINAL HANDBOOK



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PREFACE

This booklet is addressed to the Masters, owners, operators, and agents of vessels that call at the PHILLIPS 66 (P66) LOS ANGELES REFINERY (LAR) MARINE TERMINAL (MT). This booklet contains information that is applicable to the P66 LAR Terminal and is not represented as complete in every aspect of safe and pollution-free cargo-transfer operations. This information is not intended to relieve any vessel or Master of the responsibility to safely dock, moor, and sail the vessel and to use whatever assistance over and above these requirements he/she feels are necessary. This information does, however, represent the minimum requirements for the terminal. Dock personnel do have authority in seeing that these requirements are met. The Master or person in charge of any vessel, while at the terminal, shall have adequate knowledge of these rules and regulations and ensure that his crew members are fully informed of these requirements. Vessels that do not comply with all the requirements may not be permitted to dock or may be asked by the terminal representative to immediately disconnect and leave the berth.

1.0 TERMINAL AND PRE-ARRIVAL INFORMATION

1.1 LOCATION

Latitude:33.755975 North Longitude:118.271866 West

Name: Los Angeles Marine Terminal

Terminal Operator: Phillips 66 Los Angeles Refinery

Terminal Address: 885 South Pier A Street, Wilmington, CA 90744

Refinery Address: 1660 West Anaheim Street, Wilmington, CA 90744

Phone: 310-834-4691 (terminal office)

310-952-6206 (terminal supervisor)

310-952-6202 (shift supervisor (24-hours))

Email: LARMarineGroup@P66.com

1.2 DOCK DESCRIPTION

The Terminal has one vessel berth, which is capable of loading or unloading ships or barges. The dock is a piling-supported concrete cap structure situated within the Port of Los Angeles.

1.3 BERTH DATA

Berth 150 is out of service

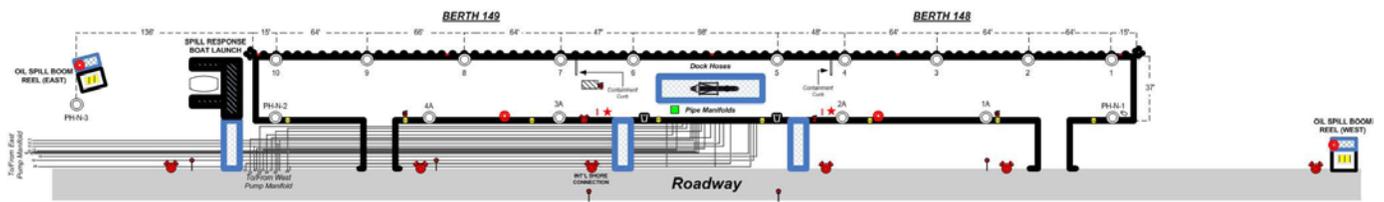
The Berth 149 maximum size ship is 75,000 DWT and 67,400 LT displacement. Maximum length of vessel is 775 feet. Maximum Bow to Center Manifold is 365 feet. Maximum Beam is 108 feet.

Height of Dock above water at MLLW is 16 feet. Height of Manifold above the dock is 4 feet. Set back of Manifold is 12-20 feet. Hose lengths are 60-65 feet.

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The terminal is fitted with 6” and 8” cargo hoses, a 8” vapor hose, and can receive or load gasoline blend stocks, mid-barrel distillates, lubricating oil and dark oil cargos.

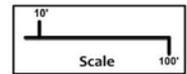
**LOS ANGELES REFINERY-MARINE TERMINAL BERTHS 148-149
ARRANGEMENT OF BERTHS AND MOORING EQUIPMENT**



Mooring Point Information		
Point	Type	Capacity (Tonnes)
1	Bollard	200 kips
2	Bollard	200 kips
3	Bollard	200 kips
4	Bollard	200 kips
5	Bollard	200 kips
6	Bollard	200 kips
7	Bollard	200 kips
8	Bollard	200 kips
9	Bollard	200 kips
10	Bollard	200 kips
1A	Bollard	200 kips
2A	Bollard	200 kips
3A	Bollard	200 kips
4A	Bollard	200 kips
PH-N-1	Pelican Hook	93 kips
PH-N-2	Pelican Hook	93 kips
PH-N-3	Pelican Hook	300 kips

Pipeline Information		
No.	Line	Service
11	LO #4	OOS
12	8" Refinery	Gas Oil
13	12" Refinery	Gas Oil
14	LO #1	S-4
15	LO #2	S-4
16	LO #3	220
17	C-10	Gas Oil
18	A-12	Gas Oil
19	B-12	Gas Oil
20	Ballast	Water
21	Vapor	Diesel/Gasoline
22	Kerosene	Out of Service
23	2-10"	Gasoline
24	Diesel Dock	Diesel
25	1-10"	Diesel
26	4" Refinery	Recovered Oil
27	6" Refinery	OOS
28	Super Dock	Gasoline
29	Regular Dock	Gasoline

LEGEND			
	Grated Decking		Firewater Connection
	Wheeled Fire Extinguisher		Fire Hose
	Wooden Decking		Overhead Light
	Mooring Point		Camera
	Potable Water		Fender Pile
	Life Ring		Fire Monitor
	Dock Safety Skid		Personnel Shelter
	Fire Extinguisher		Safety Ladder
	Boom		Crane



Rev. 6/7/2010

1.4 DOCKING DRAFTS

Maximum vessel draft at berth 149 is 35.0 feet of water at MLLW per regulatory requirements. Actual draft may be less and latest soundings should be referenced.

A one foot minimum Under Keel Clearance must be maintained at all times.

For planning purposes, use S.G. of 1.025 should be used (salt water).

1.5 SHIP TRANSIT

VESSEL USE OF AUTO-PILOT IN AND AROUND THE TERMINAL: All vessels calling on, attending to or are under contract providing support to or at any P66 Marine Terminal will ensure that "Hand Steering" is used when inside a 500 meters radius of the terminal or facility. The use of "auto" pilot inside this radius is prohibited unless permission is given by the terminal. Nothing in this requirement shall prevent the Master from taking such action deemed necessary and prudent, in the ordinary practice of good seamanship, for the safety of the vessel or crew.

Please have ready and provide the Boarding Pilot with the deck fitting information for Escort Tugs. Ref

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SIRE VPQ items 10.057- SWL of closed chock on stern, 10.058- SWL of bollard on poop deck, suitable for escort tug, 10.059- Are stern chock and bollard capable of towing astern to 90 degrees? Verify these are the fittings that will be used for tug escort here.

CHANNEL AND APPROACHES TO BERTH 149

UNDER-KEEL CLEARANCE: These guidelines for under-keel clearance apply during normal weather for POLA/POLB. Bad weather demands case-by-case reevaluation. Masters and pilots shall use prudent seamanship at all times when piloting vessels in the LA/LB Harbors. Masters and pilots shall use a vessel's deepest draft when calculating the under-keel clearance. Under-keel clearance means the minimum clearance available between the deepest point on the vessel and the bottom in still water. Masters and pilots shall apply a plus or minus allowance for the tide.

These guidelines are minimum standards. The pilot organization management, the vessel's master/operator and the COTP should concur with any deviation below these standards. In LA/LB, the Coast Guard, along with the maritime industry, has studied the immersion effect of long period, long wave-length swell in the approaches and near the breakwater openings. As a result, in 1997, ARCO hired Glostent to study the under-keel clearance effect of swell outside the breakwater. The study indicated that swell crests and troughs affect vessel immersion (heave) with the vessel rising and falling with swells off the beam. However, the study further indicated that vessels would experience significant and measurable roll before heave became a problem. Therefore, the current sound practice of measuring roll before entering port helps the master make safe under-keel clearance calculations.

REGULATIONS SPECIFIC TO TANK VESSELS: Coast Guard under-keel clearance regulations for tank vessels without double hulls can be found in 33 CFR 157.455. The LA/LB Harbor Safety Committee recommends that all tank vessels regardless of hull configuration comply with these regulations, which require the master to estimate the anticipated under-keel clearance of his/her vessel prior to entering port or getting underway within the port. The master should assess the adequacy of under-keel clearance during the intended transit, including consideration of the following:

1. The tank ship's mean and deepest draft;
2. The tank ship's trim and list characteristics;
3. The intended transit speed and the corresponding squat characteristics;
4. The tide and current conditions;
5. Present sea state conditions;
6. Past weather impact on water depth;
7. The depth at the facility or anchorage; and
8. The depth of the transit area.

The master should discuss the tank ship's planned under-keel clearance with the pilot. The LA/LB Harbor Safety Committee further recommends that masters of all vessels comply with the above tank ship guidelines for estimating and discussing UKC. June 30, 2009 XIV – 2

UNDER-KEEL CLEARANCE GUIDELINES FOR ALL VESSELS

1. Port of Los Angeles:
 - a. Between the Los Angeles sea buoy and the Los Angeles Main Channel Buoy #11, minimum under-keel clearance before correction for roll and pitch is 10% of the vessel's draft.
 - b. In the channel between the Los Angeles Main Channel Buoy #11 and a position off the designated berth, minimum under-keel clearance is:
 - i. 1.5' (.46m) for vessels 120,000 DWT and under;
 - ii. 3' (.91m) for vessels over 120,000 DWT.
 - c. In the final approach to the berth, and while at berth, the vessel must always remain afloat,

however P66 LAR Marine Terminal requires that a 1-foot Under Keel Clearance be maintained at all times.

- d. At anchorages inside the breakwater, minimum under-keel clearance is 1.5' (.46m).
- e. Shifts via the anchorages between Los Angeles and Long Beach, minimum under-keel clearance is 3' (.91m).

1.6 MINIMUM MOORING REQUIREMENTS

1.6.1 Ships

Vessel must have a minimum of 2 bow head lines, 2 fwd breast line, 2 fwd spring lines, 2 aft spring lines and 2 aft breast lines, 2 stern lines.

Breast lines must be lead as close to 90 degrees to the axis of the vessel.

Breast lines and spring lines should be winch mounted. Hi-Modulus lines are considered same as wire for mooring at this terminal.

On ships over 40,000 DWT all lines in the minimum mooring configuration must be winch mounted.

No mixed moorings permitted. Hi Modulus lines may be used with wires.

No short splices in minimum mooring

Vessel must berth bow to sea. I.E. at berth 149 must be Port side to unless permission is given by P66 Marine.

1.6.2 Barges

Tank barges will be appropriately moored with a minimum of 6 lines-2 spring lines, 2 head lines and 2 stern lines.

1.6.3 Exceeding Minimum Mooring

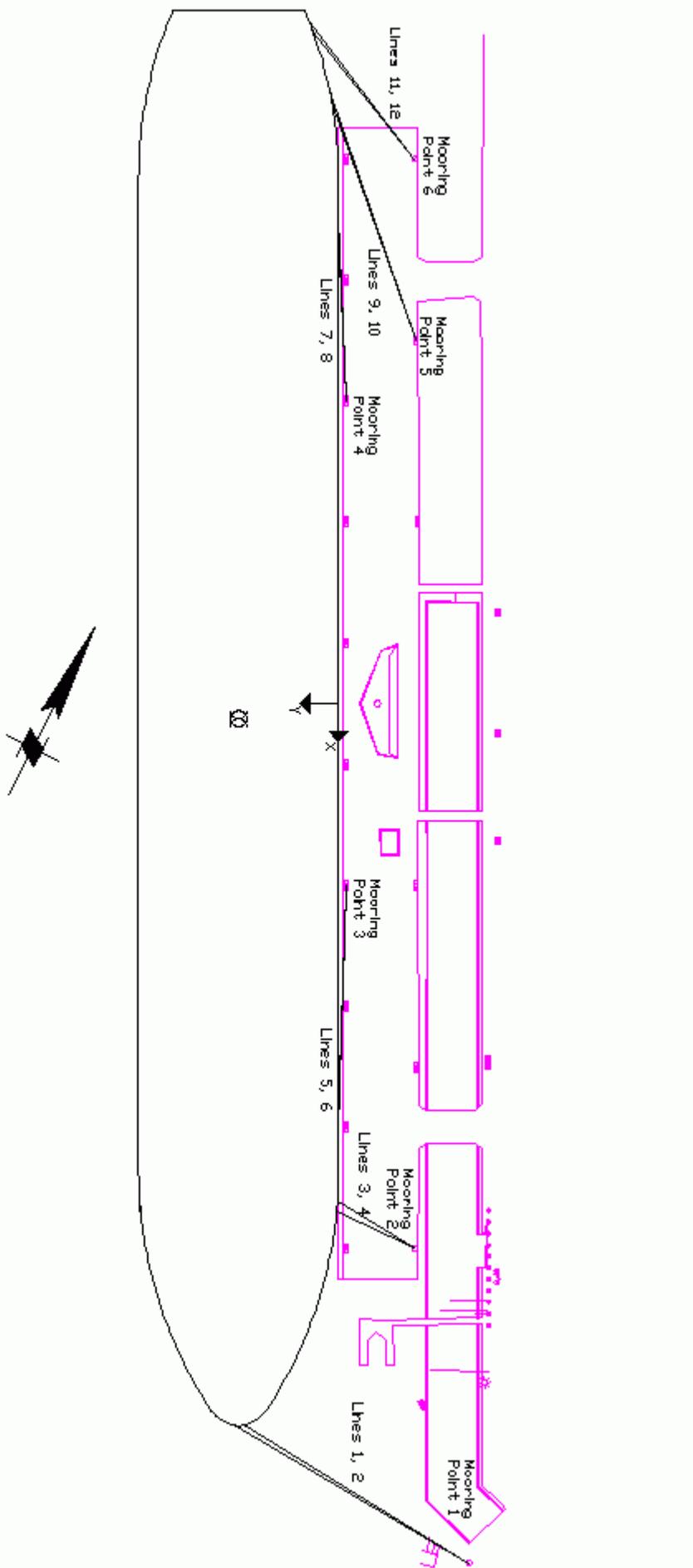
Additional lines may be used at the discretion of the vessel Master or may be required depending on unfavorable weather conditions. On lines in excess of minimum mooring, only one short splice per line is permitted.

1.6.4 Winches and Line Handling

Terminal personnel will handle shore side mooring operations. Prior to heaving or releasing tension on any line make sure all dock line handlers are clear of the line. Keep visual contact for signals with the lead line handler.

1.6.5 Recommended Mooring Diagrams

The following is a recommended mooring diagram. Vessels unable to meet the recommended mooring arrangement in respect to number or size of lines must contact the terminal and propose an alternate mooring arrangement. This alternate mooring arrangement must be supported with a mooring analysis to show that the vessel can safely moor alongside the terminal.



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1.7 TUG REQUIREMENTS

All tank vessels calling at P66 LAR Marine Terminal shall use escorts in accordance with California Department of Fish and Game's Office of Oil Spill Prevention and Response regulations 14 CCR 851.20-851.32 –TANK VESSEL ESCORT PROGRAM FOR THE LOS ANGELES/LONG BEACH HARBOR. Ships will use two (2) appropriately sized assist tugs for berthing and unberthing. A bow thruster is not acceptable in lieu of an assist tug. Tug/barge units will use a minimum of one assist tugs when berthing and unberthing to prevent damage to the terminal fender piles.

Please be ready to provide to the boarding pilot, the deck fitting information for escort tugs. Confirm the ratings bollard and chock for tug escort in the LB/LA Harbor. If applicable, refer to SIRE VPQ items 10.057- SWL of closed chock on stern,, 10.058- SWL of bollard on poopdeck suitable for escort tug, 10.059- Are stern chock and bollard capable of towing astern to 90 degrees?

1.8 BERTHING MANEUVERS

Vessel should approach the terminal with due regard to prevailing weather and tidal current conditions.

Vessels approaching the terminal must maintain a berth velocity not greater than 0.145 feet per second. The berthing velocity requirement may be less and will be dependent on the size of the vessel. A scoreboard is positioned at the northwest part of the dock and indicates the vessel speed and angle. The vessel approach speed must be slow enough to not activate the scoreboard alarms.

Vessel use of auto-pilot in and around the terminal: All vessels calling on, attending to or are under contract providing support to or at any P66 Marine Terminal will ensure that "Hand Steering" is used when inside a 500 meters radius of the terminal or facility. The use of "auto" pilot inside this radius is prohibited unless permission is given by the terminal. Nothing in this requirement shall prevent the Master from taking such action deemed necessary and prudent, in the ordinary practice of good seamanship, for the safety of the vessel or crew.

1.9 DOCK EVACUATION ROUTES

1.9.1 Primary Evacuation Route

Head north to exit the dock and follow the access road southeast. Muster at the security gate unless conditions are unfavorable. See the diagram on Page 8.

1.9.2 Secondary Evacuation Route

Head north to exit the dock and follow the access road southeast. Continue through the terminal to the main office and muster at the north end of the building.

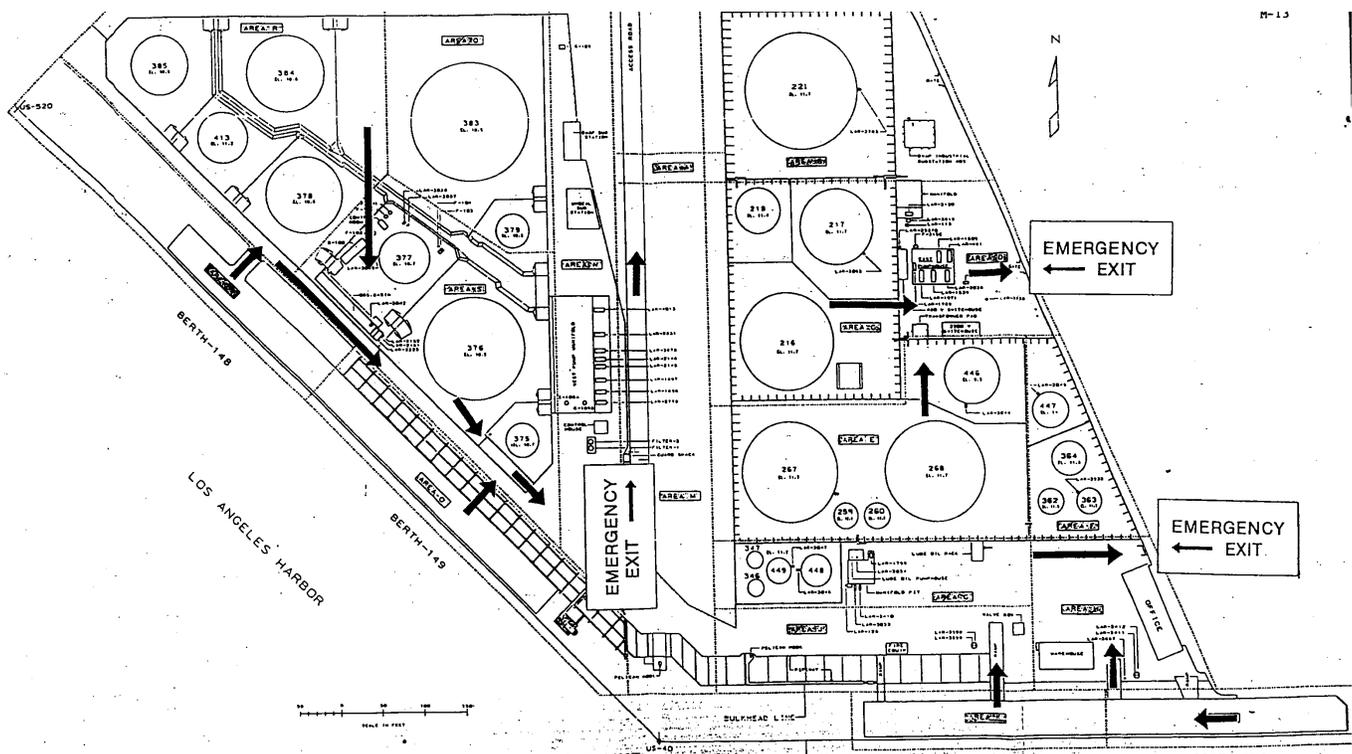


Figure 1: Evacuation Routes for the P66 LAR Terminal

1.10 PRE-ARRIVAL INFORMATION

Terminal notifications must be made 72, 36, 24, and 12 hours prior to arrival at berth. Please put the name of SHIP OR TUG and BARGE in subject line. Send by email to peter.g.bonebakker@p66.com, kurt.s.alvarado@p66.com and larmarinegroup@p66.com.

Call and notify terminal 3 hours before arrival at dock with updated ETA at phone 310-952-6202 for Shift Supervisor to arrange for Line Handlers.

The ships and barges fitted with an inert gas system must arrive with cargo tanks inert to less than 8% O₂ and they must remain inert while at the terminal, and provide the terminal and this office within the 48 hours prior to arrival the O₂ readings of each tank's vapor space.

H₂S is increasingly showing up in a wide variety of cargos not previously experienced; therefore provide the terminal and the P66 Marine Advisor H₂S reading in PPM for each tank 48 hours prior to arrival.

Vessels loading non regulated cargos, which will be vented to the atmosphere, must have the tanks prepared to insure they are in compliance of South Coast Air Quality Management District regulations. Hydrocarbon readings will be taken at the terminal. If previous cargo is a regulated cargo, tanks must be free of hydrocarbons in the tank vapor space.

The delivering party MUST provide an MSDS for the product(s) being transferred either electronically before arrival or at the Pre-Transfer conference. This means vessels loading must get an MSDS from terminal and for delivered cargo the terminal must get an MSDS from the vessel.

Vessels and their cargos are nominated by P66 Product Supply, and that information is passed on to terminal personnel with an estimated time of arrival. While vessels are en route, the owner or agent shall provide ETA updates daily. The agent will handle required U.S. Coast Guard (USCG) notification,

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coordinate with other port authorities, and pass on the ETA to the terminal.

Prior to arrival, any inspections such as USCG COC/COI, CLASS, FLAG STATE must be cleared with the terminal to conduct at terminal due to potential delays as a result. If the terminal determines the inspection is negatively impacting cargo operations, the transfer will be suspended.

If garbage is to be landed, prior arrangements must be made with terminal. Any food waste or food wrappings – wet garbage must be separated for separate disposal on the dock. Oily/oiled waste also must be separated.

Vessel must have inspected all ballast tanks and voids adjacent to cargo block for hydrocarbon vapor and or liquid within the 24 hours prior to arrival at the terminal, if not fitted with a continuous monitoring system for same.

Crew and visitor list must be provided to the terminal supervisor a minimum of 24 hours before arrival or noon on days preceding holidays and weekends.

Prior to arrival, the vessel will receive a packet of required information concerning the port stay at Los Angeles. Forms include: LAR mooring arrangement, LAR special operations practice, LAR pre-arrival questionnaire, LAR berth criteria, LAR plot plan and LAR information and requirements. Ships are required to respond to the terminal's pre-arrival questionnaire 48 hr before arrival. This questionnaire will be forwarded to the ship by the vessel's agent. Once in port, contact with the terminal shall be maintained for confirmation of berthing time. All verbal communications will be made to the terminal's 24-hr number **310 834-4691** or written communications to the dock fax number **310 952-6211**. Information can also be emailed to larmarinegroup@p66.com.

2.0 OPERATIONAL INFORMATION

2.1 WIND LIMITS

Berthing maneuvers should normally not be conducted in winds in excess of 45 knots. Unberthing maneuvers should normally not be conducted in winds in excess of 40 knots. In any event, all maneuvers shall be based on mutual agreement of the Master and docking pilot, subject to assessment of the effects of current and weather on the ability to conduct safe ship handling. The P66 LAR Terminal's maximum safe-operating wind limit is 30 kts, however it could be less and will be dependent on the size of vessel and direction of the wind. Wind limit will be expressed as a sustained wind blowing for an average of 30 seconds or longer. When the wind limit is reached, cargo transfer shall stop, and all transfer equipment shall be drained and disconnected, if safe to do so. An appropriately sized tug should also be called in for standby assistance at this time. The wind anemometer displays wind speed on a meter display at the dock office. Action needs to be taken if a reading from the anemometer exceeds the allowable average wind speed.

2.2 ELECTRICAL STORMS

When an electrical storm is in the vicinity, all cargo discharge or loading operations will cease. All compartment hatches and loading headers will be closed. The vessel and terminal will remain in this inactive state until the electrical storm has moved out of the area, defined as 30 minutes from the last thunder heard.

2.3 PERSONNEL PROTECTIVE EQUIPMENT (PPE)

Crew members, vendors and visitors are required to follow the P66 PPE policy while on the dock within the transfer area. Transit between the vessel and the terminal gate is permitted, without PPE, provided personnel do not enter the transfer area. While onboard their vessel, the crew are allowed to follow their
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own company policies. The P66 PPE policy requires the following:

- Flame retardant clothing
- Safety glasses with side shields
- Sturdy work shoes
- Hard hat
- Coast Guard approved Personal Flotation Devices (PFD), minimum Type 3, when mooring or sailing a vessel

2.4 TERMINAL CONTACT INFORMATION

For mailing or contact information, please refer to the following: Phillips 66 - Marine Terminal, 1660 West Anaheim St., Wilmington, CA 90744. Terminal Supervisor: 310 952-6206. All correspondence regarding the management and operations of the P66 LAR Terminal should be directed to the Terminal Supervisor.

2.5 OFFICIAL LANGUAGE

The official language of the terminal is English. All vessels must have personnel on duty at all times who can communicate in and understand English with the dock personnel.

2.6 COMMUNICATIONS

During the pre-transfer conference, a handheld UHF terminal radio set to “MT Dock” will be issued to the PIC of the ship/barge. Terminal operations personnel will have similar radios monitoring the same channel. The following will be required of the vessel:

- The radio will be kept on at all times and in the possession of a person who understands and speaks English.
- If the radio fails, the secondary means of communication will be a VHF radio set to a mutually agreed channel. If both means of communication are lost, vessel personnel and/or dock personnel should contact each other immediately.
- Radio checks will be conducted every hour to ensure communications are working.

2.7 RESPONSIBILITY OF OWNER AND MASTER

The owner and/or the operator of the vessel, as well as the Master of each vessel using the terminal facilities, is responsible for the condition of that vessel, and the Master shall be responsible for the safe and business-like conduct of personnel and operations onboard the vessel while alongside our terminal. The terminal takes no responsibility for the condition of any vessel alongside the terminal, whether inspected or not, nor does the terminal take any responsibility for the safe conduct of operations onboard the vessel. At a minimum, all procedures used by the vessel must conform to the latest edition of the *International Safety Guide of Oil Tankers and Terminals (ISGOTT) Manual*, and all applicable state, local, and federal regulations.

2.8 VESSEL COMPLIANCE

All ships and barges loading or unloading at the P66 LAR terminal must comply with all federal, state, and local laws, as well as company regulations and policies. If the vessel is boarded by the U.S. Coast Guard and does not pass inspection or is found to be unfit to transfer product, the vessel may be asked to leave the dock. This also applies to all other government agency regulations such as the California State Lands Commission and the U.S. Customs and Border Protection. The terminal also reserves the right to cease operations and ask the vessel to leave the berth if any safety or compliance issues are noted which may jeopardize the safety or environmental compliance of the transfer.

Before arriving at the Terminal, all equipment on the vessel to be used for mooring, cargo handling, and
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fire protection should be inspected, tested as required per manufacturer, and confirmed safe for use. It is the shipping company's responsibility to contact the terminal, either directly or through an agent, should the vessel be non-compliant with any federal, state, or local laws, rules or regulations, or with any part of this manual. The shipping company must ensure that any conflict is resolved before the vessel's arrival at the terminal.

2.9 PRE-TRANSFER CONFERENCE

Before the transfer of any cargo, a conference will be conducted between the vessel PIC and the terminal PIC. The purpose of the conference is to ensure that the vessel and the terminal are fully informed and advised of the entire transfer plan and that all security and safety requirements are in place. During the conference, the following will be discussed:

- Products and amounts to be transferred
- Cargo load/discharge plan
- Rates and pressure requirements
- Any unusual safety or security requirements
- Communications
- Completion of the Declaration of Inspection (DOI)
- Applicable security measures for current MARSEC level.
- Transfer of MSDS (Material Safety Data Sheet)

2.10 DECLARATION OF INSPECTION (DOI)

A DOI must be completed before any cargo transfers. The following instructions must be followed:

- All items must be discussed and initialed by each PIC.
- All areas must be filled in, including start times and dates. This includes the use of "not applicable" (N/A) if appropriate.
- The DOI must be signed by both PICs.
- Relieving personnel must read and initial the DOI.
- When the transfer is completed, the dock PIC must enter the finish time and date on the DOI.
- DOIs will be retained in the dock office.

2.11 ISGOTT SAFETY CHECK LIST

A ship/shore safety check list must also be completed to meet the requirements of ISGOTT. This has been incorporated in the terminal DOI checklist. This also includes the Los Angeles Fire department checklist.

2.12 GANGWAYS AND LADDERS

Safe access is to be maintained at all times. Ships calling at the terminal must provide either their accommodation ladder or portable gangway, depending on landing configuration. The use of a safety net is mandatory. Barges may use the terminal's portable gangway or their own. Gangways shall be properly rigged and landed safely onto the dock with handrails.

2.13 TERMINAL SMOKING REGULATIONS

Smoking is not permitted on terminal property except for the designated smoking locations near the security gate, at the north end of the main office, and in the vessels designated smoke room.

2.14 HEALTH AND ENVIRONMENTAL HAZARDS ASSOCIATED WITH CARGO

Prior to arrival vessels will be requested to provide an electronic copy of the MSDS for the cargoes being transferred, and to have one available on the vessel during the entire transfer. MSDS information on any toxic substances in the cargo should be highlighted during the pre-transfer conference to enable the

adoption of proper precautions, if needed, to minimize the impact on personnel.

2.15 CARGO TRANSFER

Transfers will be conducted using 8-in. or 6-in terminal hoses, dependent on the cargo, for all transfers. The terminal will tender the free end to the vessel, and the vessel's crew is required to perform the connection. Maximum allowable discharge pressure at the rail is 100 psi.

2.16 PERSON IN CHARGE (PIC)

Both the terminal and the vessel must have a trained, qualified, and designated PIC on duty at all times.

2.17 REQUIREMENTS DURING TRANSFER

P66 requires the following during the transfer:

- The vessel will have a person on the deck and in line of view of the transfer piping and hoses at all times.
- Moorings must be tended conscientiously and kept taut at all times.
- If the vessel experiences excessive movement away from the dock or in either direction along the dock, all cargo transfer operations shall be stopped and manifold valves closed. Operations will not be resumed until the mooring situation has been corrected.
- Transfer hoses must be checked periodically for leaks, kinking, and proper positioning with the up and down movement of the vessel.
- The waters around the vessel will be checked periodically for any evidence of spilled product.

2.18 DANGEROUS CARGO SIGNAL

The vessel shall display a red warning light by night and a red flag by day to advise passing traffic that the vessel has dangerous cargo on board.

2.19 VESSEL-TO-SHORE VOLUME COMPARISONS

Vessels either loading or unloading will conduct periodic volume and flow rate comparisons with the terminal. Frequency and timing of these comparisons will be discussed and agreed upon during the pre-transfer conference. If the quantity discrepancy is over 500 BBLs and greater than 5% of the average hourly transfer rate, the transfer will be shut down and a quiet gauge will be obtained. If the quiet gauge is over 500 BBLs and greater than 1% of the volume transferred from shore figures, then the third-party inspector will be called out to verify.

2.20 TANK CLEANING/TANK ENTRY

Tank cleaning is not allowed at any time the vessel is alongside the P66 LAR Terminal. Any tank or enclosed space entry is not permitted, without prior request and arrangements made with terminal supervisor.

2.21 MARINE VAPOR RECOVERY

The terminal is equipped with a thermal oxidizer rated for 4,000 B/Hr maximum. The terminal is equipped with an 8" vapor hose and will tender the free end to the vessel. The vessel's crew is required to perform the connection and provide reducers as necessary to accommodate the ship's vapor piping.

2.22 BALLAST PROCEDURES

California has very specific ballast water exchange requirements. They must be complied with. Your agent can provide details if you need them. Non compliance may cause delays.

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3.0 SAFETY AND SECURITY INFORMATION

3.1 EMERGENCY DEPARTURE

During an emergency situation at the P66 LAR Terminal, a vessel may be required to leave the dock within 30 minutes. Masters will ensure that the vessel is ready at all times to sail, including sufficient crew.

3.2 FIRE AND SAFETY

3.2.1 Emergency Equipment

Vessels must maintain all emergency equipment required by U.S. Coast Guard regulations. The equipment must be inspected and maintained in a safe, ready-to-use condition. All deck hands must be trained in the use of this equipment. The terminal uses oil spill response organizations for spill response and has boom staged at the dock.

3.2.2 Terminal Fire System

Firefighting at the P66 LAR Terminal is performed by the Los Angeles Fire Department and/or the P66 Emergency Response Team. There are fire extinguishers located on the dock and throughout the terminal. These include wheeled units as well as handheld extinguishers. There are fire water and foam monitors along the access road just north of the dock.

3.2.3 Fire and Smoking Safety Notices

Warning notices are to be posted on the vessel for the following:

- Visitor restrictions
- No open lights, matches, or lighters
- Smoking restriction and designated areas

3.3 EMERGENCY STOP

An emergency situation is considered to have arisen when any of the following occur:

- Oil is released on the deck of the vessel or the dock.
- Oil is released into the water.
- Fire occurs on the vessel, dock, or anywhere in the terminal.
- Any other major incident that seriously affects safety of the vessel or the terminal.

As soon as an emergency situation is declared over the radio, the vessel shall immediately cease all transfer operations, secure the deck, and stand by to drain and disconnect all hoses. Resumption of the transfer will begin only with the agreement between vessel and terminal personnel and with the approval of the USCG if applicable.

3.4 TERMINAL SECURITY

Access to the P66 LAR Terminal is strictly limited to P66 personnel, vessel crews, pre-approved maintenance or store contractors, government agencies, ship's agents, and cargo inspectors. Any other visitors must be first approved by P66 personnel. Listed below are the requirements for entrance to the P66 Terminal.

- Contactor list and visitor list must be sent to terminal 24 hr before arrival of the vessel.
- Contactors and visitors must have picture ID. Visitors desiring unescorted access must possess a TWIC.
- Visitors must be willing to submit to a search of bags, packages, boxes, containers, vehicles, etc. by security personnel before entry to the terminal will be allowed.
- **Being under the influence or possession of any alcoholic beverage or illegal drug is strictly**

forbidden on P66 property and may result in denial of access through the terminal. Additionally, the Los Angeles Port Police will be called as necessary.

- All P66 rules and regulations concerning safety must be adhered to by personnel entering the marine terminal.

Security procedures for P66 at the varying MARSEC levels are in the P66 Security Plan. If the MARSEC level is raised from 1 to a higher level, the P66 Facility Security Officer will notify all customers doing business at the terminal of the increased level and any additional security procedures. The current MARSEC level will be displayed on the outside of the dock office.

In order to protect the safety and property of our employees, contractors, visitors, the Company, and the neighboring community, P66 prohibits the use or possession of contraband on Company property. Company property includes developed and undeveloped company-owned, leased or controlled land, buildings, parking lots, vehicles, and recreation areas. At the LAR Marine Terminal, this definition applies to the areas within the terminal and all employee, contractor and visitor parking lots.

In accordance with this prohibition, all persons, personal effects (including but not limited to briefcases, backpacks, luggage, toolkits, lunchboxes, purses, handbags, packages, rolled up clothing, and tote bags), and vehicles (including company and privately owned vehicles) entering, exiting, or parked on Company property are subject to search without notice and upon demand.

Although searches can at times seem to be an inconvenience, it is the responsibility of every employee, contractor and visitor to be cooperative and respectful during any search process.

Possession of contraband or refusal by any individual to cooperate fully and behave in a respectful manner during any search shall result in removal from Company property. With respect to employees, possession of contraband or refusal by employees to cooperate fully in any search shall also result in discipline up to and including termination of employment. For crew members, contractors, vendors, and other visitors to the terminal, possession of contraband or refusal to fully cooperate in any search can result in termination of the privilege to access refinery property, and may result in a crew member missing ships movement. It is the responsibility of the ship/barge/tugboat captain to ensure the crew is fully aware of the terminal security policies.

Contraband includes, but is not limited to:

- firearms and weapons, including shotguns, rifles, handguns, ammunition, explosives, incendiary devices, accelerants, gunpowder, illegal weapons, crossbows, zipguns, illegal knives, stun guns, hoax bombs, air or gas-powered guns, and any other object, which in the judgment of the Company, may be considered a weapon or firearm, and for which no exceptions apply under the P66 Firearms/Weapons Policy,
- prohibited substances, including:
 - a) alcoholic beverages (whether in open or closed containers),
 - b) illegal drugs,
 - c) prescription drugs for which one does not have a prescription, and
 - d) drug paraphernalia,
- pornographic, obscene, defamatory, abusive, or inflammatory material or literature. Or any other material or literature which has the potential to create a derisive atmosphere or environment among personnel, abuse individual dignity through ethnic, racist, religious or sexist slurs or jokes or other objectionable conduct, and is contrary to the company's core values of Ethics and Valuing All People,

- stolen property and/or property not authorized for removal, including but not limited to proprietary information, and
- any other items prohibited by current Company policies.

Any questions regarding this information can be directed to the terminal supervisor.

3.5 VESSEL/FACILITY SECURITY INTERFACE

After the arrival and docking of the vessel, security procedures required will be discussed before any other action is taken. The discussion will include the current MARSEC level (terminal/vessel/USCG requirements under the current level), Declaration of Security and any other security measures deemed necessary by the vessel or terminal.

3.6 PHOTOGRAPHS

Permission to take photographs must be given by the terminal management and will only be approved under special circumstances. Permits must be obtained

3.7 TIDES AND CURRENTS

Los Angeles Harbor does not normally experience strong tides. The mean range of tide in the Los Angeles Harbor is 3.8 feet. The diurnal range of tide is about 5.4 feet for these harbors. A range of about 9 feet may occur at times of maximum tides. Use NOAA tidal station #439, Mormon Island for tidal predictions.

3.8 WEATHER FORECASTS

Vessels should maintain a weather watch and monitor forecasts. Any weather alerts received by the terminal will be passed on to the vessel.

3.9 ELECTRICAL EQUIPMENT

Any electrical equipment powered by generators, fixed power sources, or batteries that are not classified as intrinsically safe are not allowed to be used while at the P66 LAR Terminal without proper permitting by TPIC. This includes radios, pagers, cell phones, portable lighting, or any other equipment that is electrical but not approved for use in hazardous areas.

4.0 ENVIRONMENTAL INFORMATION

4.1 PRODUCT CONTAINMENT

4.1.1 Dock

The Terminal has a cement containment area encompassing the manifold platform.

4.1.2 Vessel

Vessels must plug all scuppers and drains before the transfer to prevent any drippings or spills from draining to the harbor. Vessels must have a means of draining, pumping, or cleaning up any oil on the deck.

Terminal operators will deploy a containment boom around the vessel prior to connecting the dock hose and transferring persistent oil. After the transfer is complete and the hose is disconnected, the operators will retrieve and store the boom. The boom storage area is near the stern of the ship.

The ship shall not start any propellers, discharge over the side, or perform any other action that may jeopardize the safety of the boom crew. Additionally, tugboats must stay clear and vessel

mooring lines kept taut until the boom crew has returned to shore and the vessel been given the all clear by the Marine Advisor or the terminal operator.

4.2 POLLUTION RESPONSE

In accordance with federal and state mandated oil spill response measures, the terminal is equipped with containment boom and other spill response equipment, which can be readily deployed in the case of an oil spill. Response vessels, as required, will be provided by the local oil spill response organization. Any vessel moored at the P66 LAR Terminal is required to have and maintain all pollution control equipment mandated by federal and state regulations for use in case of an oil spill.

4.2.1 Pollution Reporting Procedures

In the event of any oil spill into the water, the following government agencies will be notified immediately: National Response Center; U.S. Coast Guard COTP Los Angeles / Long Beach; California Emergency Management Agency; California State Lands Commission; California Department of Fish and Game – Office of Oil Spill Prevention & Response; and the Los Angeles Port Police. If a spill is from the vessel, terminal personnel will assist with notifications and response. Additional facility notification information is in both the *Integrated Contingency Plan* and the *Marine Terminal Operations Manual* located in the dock office.

4.2.2 Action Taken in the Event of a Spill

The following actions will be taken in the event of a spill.

1. Shut down all transfer operations.
2. Notify terminal/vessel/agent personnel immediately.
3. Start management, response, and agency notifications.
4. Initiate a site safety plan.
5. Start documentation of actions taken.
6. Obtain USCG approval before restarting the transfer.

4.3 BALLAST DISCHARGE

The P66 LAR Terminal does have an oily water reception system, however arrangements must be made in advance and samples of the material provided for analysis. If the oily water is not compatible with the refinery process system, a contractor can be arranged at your expense. Discharge of ballast from cargo tanks is not permitted in U.S. waters.

4.4 GARBAGE RECEPTION

The terminal is required by the Certificate of Adequacy to provide a means for reception of non-hazardous vessel garbage. The vessel's agent can make the necessary arrangements for removal if needed.

5.0 MISCELLANEOUS INFORMATION AND REQUIREMENTS

5.1 DRUG, ALCOHOL, AND FIREARMS POLICY

No alcohol or illegal drugs are allowed to enter the terminal. Crew members under the influence of drugs or alcohol will be denied entry, the Port Police contacted as necessary, and their company notified. **P66 will not be held responsible if a crew member misses ships movement because he or she was denied access into the terminal.** Reasonable cause for detaining crew members is speech, manner, behavior, and/or general appearance that may indicate that an individual is under the influence of drugs or alcohol. Firearms of any kind are not allowed on P66 property, except for those carried by authorized law enforcement officers.

Vessels and barge companies doing business at the P66 LAR Terminal must have an alcohol and drug policy that meets or exceeds the standard as described in "The Oil Companies International Marine Forum

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Guidelines for the Control of Drugs and Alcohol on board Vessels" (*OCIMF Guidelines*).

5.2 REPAIR WORK AND INSPECTION PERMISSION

Repairs that involve hot work are not allowed at any time the vessel is alongside the P66 LAR Terminal. Any inspections, repairs or maintenance not requiring hot work must be pre-approved by the terminal. A detailed description of the work or inspection, along with a list of any additional personnel and parts required to complete the repairs, must be supplied to the terminal before their arrival.

5.3 LOADING PROVISIONS AND STORES

Loading of provisions and stores is allowed at the P66 LAR Terminal on a case by case basis and only with the permission of the terminal supervisor. Provisions and stores must be hand-trucked to the vessel. A list of personnel delivering the provisions must be supplied to the terminal before their arrival. Before they will be admitted, they must show a current Transportation Workers Identification Credential (TWIC). If MARSEC levels rise, non-essential personnel will be denied access including those delivering provisions and stores.

5.4 OTHER CRAFT ALONGSIDE

No craft is authorized to come alongside or remain alongside a vessel while handling hazardous cargo without permission from the terminal. The operator of the craft must be fully aware of all safety rules and regulations applying to the vessel/terminal and must comply.

5.5 BUNKERING/FUELING

Terminal does not allow bunkering at the dock. The terminal does not have the capability for fueling tugs.

5.6 POTABLE WATER

Potable water is available. Cost for providing potable water will be billed to the vessel owner.