



PORT RULES AND SAFETY REGULATIONS

PORT OF POINT LISAS

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1.0 INTRODUCTION

The Port of Point Lisas is located in the Gulf of Paria halfway down the west coast of Trinidad, 32 km south of Port of Spain, in position 10°24.2'N, 61°29.6'W. Trinidad lies about 20 km north of Venezuela. Its location between North and South America allows easy convenient connections to all major shipping routes.

PLIPDECO owns and operates the Port of Point Lisas, which houses six (6) berths and approximately ten (10) logistics companies, together with statutory agencies, such as, Customs and Excise Division, Immigration Division, Port Health, and the Trinidad and Tobago Bureau of Standards.

PLIPDECO's Harbour and Marine Department coordinates all movement of vessels at the Port of Point Lisas by tracking arrivals at the Port, including those destined for the methanol, ammonia, urea and steel berths owned by the National Energy Corporation of Trinidad and Tobago (NEC). The department also provides mooring and unmooring services for the safe berthing/un-berthing of vessels.

This document therefore seeks to formalise the Port Rules for the Harbour and Marine Department's business operations and related activities.



SECTION B

NOTHING IN THESE REGULATIONS WILL RELIEVE MASTERS AND AGENTS OF THEIR RESPONSIBILITIES IN OBSERVING ALL THE NORMAL AND CUSTOMARY SAFETY, FIRE PREVENTATION, SECURITY AND STATUTORY REQUIREMENTS.

- 1) To enter and leave the harbour limits of Point Lisas, all vessels must have permission granted by the Marine Representative and Harbour Master.
- 2) Maximum Draft - 11.59m (allowing 10% Keel Clearance at low water).
- 3) Vessels with a draft in excess of the maximum may only enter after permission is given by the Marine Representative.
- 4) Vessels at anchor must provide an accommodation ladder and boat rope.
- 5) Vessels carrying dangerous goods as specified in the IMO Carriage of Dangerous Goods Regulations may only enter after permission is granted by the Marine Representative.
- 6) For all vessels with an overall length of more than 50 metres, tug assistance is compulsory.
- 7) Rat-Guards are compulsory on all mooring lines.
- 8) All vessels must be moored in a safe manner. Mooring lines must be of either natural or synthetic fibers. Wires will not be handled unless rope tails of six (6) fathoms are attached to them.
- 9) All ships which have been berthed should have an accommodation ladder and/or gangway from ship to shore. Beneath the ladder/gangway a safety rope net should be mounted between the ship and the shore. The net should reach at least five (5) metres outside the landing platform. Safety nets must not be made fast to shore.
- 10) A life-buoy connected with a heaving line at least 30 metres long must hang by each gangway.
- 11) Lifeboats must not be lowered unless prior special permission is given by the Marine Representative and the Customs and Excise Division.
- 12) From sunset to sunrise the gangway must be floodlit. A watch should be posted at each gangway at all times.



- 13) All exhausts should be protected so that nothing from vessels can land on shore.
- 14) Continuous emission of dark smoke is forbidden.
- 15) Repairs of Main Engines are prohibited unless permission is granted by the Marine Representative.
- 16) Vessels fire-fighting system must be ready for immediate use and in good condition.
- 17) Ships fire signal - continuous sounding of short blasts.
- 18) Opening of mechanical hatches and rigging ship's derricks; or cranes must only be done by the ship's crew.
- 19) No smoking on deck or in the vessel's hold. Masters in conjunction with the Marine Representative must designate smoking areas aboard vessels.
- 20) Entrance to vessels holds should be clear and not over-stowed by cargo. It must also be safe and in good condition. No rungs/steps should be missing.
- 21) Discharge of dangerous cargo shall take place immediately or as soon as possible after berthing and must be completed before any other cargo is discharged or other operations take place. Loading of dangerous cargo shall take place only after all other cargo has been loaded and immediately prior to departure of the vessel.
- 22) Ships Main Engine must be ready for immediate use.
- 23) For dangerous cargo, the following signals must be shown:
 - By day Flag B of the International Code of Signals
 - By night Two (2) bright red lights in a horizontal line and visible all around.

These lights must be of equal strength and shine uninterruptedly.
- 24) Vessels carrying dangerous cargo must carry an International Ship/Shore connection according to IMO Petroleum Regulations as applicable to each vessel.
- 25) A fire hose and nozzle containing water flowing continuously must always be ready for immediate use.
- 26) Ship's deck and hatches must be sufficiently lit for safe working conditions.



- 27) The Master of every vessel must carry appropriate up-to-date Certificates which must be shown to the Marine Representative whenever required.
- 28) Ship's gear must be marked with the SWL and derricks equipped with a safety guy.
- 29) Ship's draft must not exceed the corrected draft applicable to the season:
 - Tropical November 1st to July 15th
 - Summer July 16th to October 31st.
- 30) Crew may pass through the Port area for Medical care, repatriation of Shore leave. Only authorized roads must be used and crew must comply with all directions given to them by Marine Representative and/or Company's Security Officers.
- 31) Engine/Propeller trial runs are to be done only after permission is granted by the Marine Representative.
- 32) There must be no dumping of trash and refuse in Trinidad & Tobago waters and Masters are requested to keep refuse on board until well clear of the Trinidad & Tobago territorial waters.
- 33) In accordance with Trinidad & Tobago Government Regulations only clean water may be discharged in the Gulf of Paria.
- 34) The Company shall be indemnified against any damage or loss sustained by the Company or third parties as a result of any negligence or breach of Trinidad & Tobago Government Regulations by any vessel.
- 35) The number of persons allowed to board the vessel is to be restricted to a minimum. Masters are advised to consult their agents about the representatives of ship-chandlers, launderers etc., whom they consider necessary to go on board. Customs & Excise Department must be advised prior to any boarding of the vessel.
- 36) All cargo, cleaning bunker, and/or ballast operations should be discussed with the Marine Representative before commencement. At all times adequate supervision must be carried out on deck. An emergency shut down arrangement must be set up to stop all pumping operations immediately, when necessary.



**MARINE SAFETY AND SECURITY REGULATIONS
RULES OF PARTICULAR APPLICATION
SAVONETTA PIER NO. 1**

SECTION C

- 1) Every vessel engaged in the loading/discharging of any product shall observe these regulations.
- 2) All vessels shall be securely moored with starboard side alongside the Savonetta Pier No. 1.
- 3) The Master of every vessel shall moor his vessel only at such places as the Marine Representative shall from time to time direct and shall not remove his vessel from there without the prior order or permission of the Marine Representative.
- 4) The Master of every vessel shall maintain adequate supervision at all times during loading/discharge of cargo.
- 5) Supervision on board the vessel must be carried out by an Officer of the appropriate rank who must be able to communicate effectively in English.
- 6) Supervision on shore must be carried out by personnel adequately trained in the operations and familiar with emergency procedures which apply to the particular product being handled.
- 7) Personnel on board and ashore shall maintain adequate and direct means of communication among themselves and with their supervisors and the Marine Representative.
- 8) The Master of every vessel shall maintain the vessel in a state of readiness to move at short notice under its own power.
- 9) Moorings shall be carefully tended to avoid uncontrolled movement of the vessel.
- 10) Fire-wires of sufficient strength and sufficient length shall be secured to the off-side bow and quarter bollards and positioned in such a way that the towing eyes are above water level at all times.
- 11) Fire-wires of sufficient strength and sufficient length shall be secured to the off-side bow and quarter bollards and positioned in such a way that the towing eyes are above water level at all times.
- 12) The main means of access consist of an appropriate gangway or accommodation ladder and shall be provided from, or as near as possible to the



accommodation super-structure. From sunset to sunrise the gangway or ladder must be properly lit from the vessel. A safety net shall be fitted and properly secured beneath the means of access.

- 13) A lifebuoy equipped with a line at least thirty (30) metres in length shall be positioned on board the vessel near the gangway.
- 14) Additional emergency escape shall be provided by means of a life-boat swung out at off-shore side of the vessel.
- 15) No unauthorized person/s shall be permitted on board the vessel or Savonetta Pier No. 1
- 16) Adequate protective clothing and equipment shall be provided for all persons engaged in the operations whether on board or ashore. Further, anyone on deck must wear the protective clothing and equipment at the ready.
- 17) Barges and small craft are prohibited from approaching the loading /discharging vessel closer than a distance of fifty (50) metres from the breasting line or remaining alongside supplying bunkers, provisions, stores, water etc.
- 18) Loading/ discharge operations shall cease and gate valves on board and on the Pier shall be closed when other vessels over 100 metres length over-all (LOA) are manoeuvring in the basin adjacent to the vessel.
- 19) Smoking is prohibited on vessels moored alongside the Terminal except in those compartments where permitted by the Master in consultation with the Marine Representative and the Terminal Operator.
- 20) Smoking is strictly prohibited on all open decks or in places having direct access to open decks of a vessel while in Port even when the vessel is certified as being gas-free.
- 21) Smoking is strictly prohibited on the Loading Terminal or any place ashore of the Savonatta Pier No. 1.
- 22) All doors, port holes, engine room skylines, boiler room, galley skylights and other openings in the super-structure must remain securely closed and cowl type ventilators trimmed to prevent entry of hydrocarbon vapours.
- 23) All water-tight doors openings to the main deck must be closed.
- 24) Flame arrestors are to be fitted to all appropriate places during loading, discharging or ballasting operations of hydrocarbon products.



- 25)
- a) Portable lighting and torches shall be of an approved safety pattern.
 - b) No wandering leads shall be permitted on the tank deck or Terminal.
 - c) Supply cables shall be disconnected from their power supply.
 - d) VHF Radio Telephone sets shall be intrinsically safe and may operate only for receiving purposes. The main transmitting aerials must be disconnected and earthed.
 - e) Radar installations may not be used except under conditions agreed between the ship's Master/Marine Representative and Terminal Operator.
- 26)
- a) Adequate and safe illumination shall be provided on the tank deck and manifold areas.
 - b) Naked lights are prohibited on board, on the Savonetta Pier No. 1 or ashore of the Terminal.
 - c) "Naked Lights" include cigarette lighters, matches or spark created by any activity.
- 27)
- a) Air-conditioning and ventilator-intakes in the vicinity of the cargo area shall be closed.
 - b) Window-type air-conditioners shall be disconnected from their power supply.
- 28)
- a) Pump-rooms on board vessels shall be ventilated by forced draught.
 - b) Ventilation should be adequate to prevent build-up of unsafe atmospheric conditions.
- 29) Venting of tanks shall be regulated in accordance with the following guidelines:
- a) Inflammable liquids in Class II and Class III dangerous cargo or class 3 of IMDG - code with flashpoints exceeding 35 degree Celsius - open to atmosphere via open ullage ports, protected by suitable flame arrestors.
 - b) Inflammable liquids in Class II dangerous cargo or Class 3 of IMDG - code with flashpoints equal to or lower than 35 degree Celsius and poisonous substance - open to atmosphere via fixed venting system.
- 30) Tank clearing, maintenance and repair work on the tank deck in the vicinity of cargo compartments or on the Savonetta Pier No. 1 and all hot work on board vessels alongside the Savonetta Pier No. 1 is prohibited unless approval has been granted by the Marine Representative and Terminal Operator.



31)

- a) Prevention of spillages and pollution:
- b) All scuppers on board or ashore shall be properly plugged during loading, discharging, ballasting or bunkering of vessels.
- c) Suitable means shall be provided to collect and dispose of spilled liquids on the Terminal and on board vessels and shall be approved by the Marine Representative.
- d) All unused valves, through which connection outside the ship's cargo and bunker-line system can be made, shall remain closed. On motor-operated valves, the operating system shall be blocked.
- e) All cargo valves located below the ship's waterline must be sealed in the presence of the Terminal Operator unless none of the system's pumps have a capacity in excess of 500m²/hour.
- f) Cargo and bunker noses and metal arms shall be in good condition and shall be properly fitted and rigged so as to prevent strain and stress beyond design limits. All flange connections and blank flanges shall be fully bolted.
- g) Hoses used in loading, discharging, ballasting and bunkering operations shall be constructed of materials compatible with these products handled. Bursting pressure of these hoses must not be less than five (5) times maximum operating pressure with date of testing stamped on the hoses.
- h) At least once every twelve-month period hoses shall be tested at a pressure of not more than 1 ½ times maximum operating pressure and written proof that they have passed the test must be lodged with the Marine Representative.

32)

- a) The cargo line system ashore shall be in good condition. They shall be electrically continuous with each other and properly earthed.
- b) If portable cargo lines are used, they shall be positioned and protected that no danger arises from their use. The portable lines shall be bonded to the shore installation lines.
- c) The cargo lines on board ship shall be in good condition. They shall be electrically continuous with each other and with the ship. The use of lines and pumps not permanently installed on board should be avoided as much as possible. Permission is required from the marine Representative and Terminal Operator before non-permanent equipment can be used inside tanks.
- d) Hose connections in a ship or shore cargo line system shall be kept as short as possible. They shall be electrically continuous with the ship or shoreline system respectively.
- e) The ship and shore installation shall be electrically isolated either by means of insulating flanges or by means of a single length of non-conductive hose in the ship to shore connection.

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