



TERMINAL PARTICULARS QUESTIONNAIRE

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NAFTOPORT MARINE OIL TERMINAL



REVIEWED: 11.2023

NEXT PLANNED REVIEW: 10.2024

UPDATED: 11.2023

I. GENERAL

1. Date this TPQ document was completed

30.09.2018

2. Specify units used

Meters, metric tons,

II. PORT DETAILS

1. Port Name

Naftoport Marine Oil Terminal Port of Gdansk

2. UN LOCODE

PL GDN

3. Country

Poland

4. Latitude and Longitude of Port

54°24'22.9"N

18°42'56.5"E

5. Is this location affected by ice?

Rarely; thickness of ice do not affects navigation

6. Name of port authority

Director of Maritime Authority in Gdynia Kpt. ż.w. Wiesław Piotrkowski.

7. Port authority contact name and title

Harbour Master Duty Port Officer

8.Port authority full style contact address:

1) Harbour Master Duty Port Officer

Street: Kpt. ż. w. W. Poinca 1

City: Gdańsk

Country: Polska

Zip code: 80-561

Tel: +48(58)343 0710, +48(58)737 7371

Fax: +48(58)737 7512

Email: kpgoficer@umgdy.gov.pl

Website: <https://umgdy.gov.pl>

2) Harbour Master – Head office

Street: Przemysłowa 4

City: Gdańsk

Country: Polska

Zip code: 80-542

Tel: +48(58)343 0510, +48(58)343 0610

Fax: +48(58)343 0144

Email: kpgdan@umgdy.gov.pl

Website: <https://umgdy.gov.pl>

III. TERMINAL DETAILS

1.Terminal name

Naftoport Marine Oil Terminal

2. Number of berth's included in this TPQ

TPQ includes five berth's:

O, P, R, T, T1

3. Terminal owner

NAFTOPORT Limited

4. Name of first point of contact for terminal operator

NAFTOPORT Operations Department / Marine Oil Terminal Dispatcher (24 hrs/day)

Tel: +48(58)343 6655, +48(58)343 7436, +48(58)343 7434, +48(58)343 6434

Fax: +48(58)343 7606, +48(58)343 1025

Email: eksploatacja@naftoport.pl

5. Terminal owner / operator full style contact address – main office

Naftoport Marine Oil Terminal

Street: Kpt. ż. w. W. Poinca 1

City: Gdańsk

Country: Polska

Zip code: 80-561

Tel: +48(58)343 7425, +48(58)737 7425 (Head of Office)

Fax: +48(58)343 7606, +48(58)737 7606

Email: Naftoport@naftoport.pl

Website: www.naftoport.pl

IV. PORT FACILITY SECURITY OFFICER DETAILS

1.Does the port facility comply with the ISPS code?

YES, Port Facility "K" No: PLGDN-0011

2. Port Facility Security Officer contact name:

Mr. Cezary Józwiak

3. Port Facility Security Officer full style contact details:

Street: Kpt. ż. w. W. Poinca 1
City: Gdańsk
Country: Polska
Zip code: 80-561
Tel: +48 603 242 668, +48(58)343 6766,
Fax: +48(58)343 6765
Email: cj@naftoport.pl
Website: www.naftoport.pl

4. Deputy Port Facility Security Officer contact name:

Mr. Andrzej Sternik

5. Deputy Port Facility Security Officer full style contact details:

Street: Kpt. ż. w. W. Poinca 1
City: Gdańsk
Country: Polska
Zip code: 80-561
Tel: +48 506 797 905, +48(58)343 6766,
Fax: +48(58)343 6765
Email: andrzej.sternik@naftoport.pl
Website: www.naftoport.pl

V. OPERATIONAL INTEGRITY DETAILS

1. State details of any pre-arrival/operational clearance formalities for vessels

It is compulsory to obtain Harbour Master's permission to enter or leave the port of Gdansk. To receive the permission for entering/leaving the port, the ship shall contact Harbour Master's Office and report the ship's name, nationality, length, beam, draught, type of cargo and other details requested by Harbour Master's Office. The permission to enter / leave shall be granted by Harbour Master's Office through communication means; VHF Channel 14 is basic mean of communication.

Master of the ship or agent acting on behalf thereof, before the vessel's entry into Port of Gdansk is obliged to provide the Harbour Master (using the Polish Harbour Information &

Control System (PHICS)) with information regarding ship's identification, port of destiny, estimated time of arrival to the port of destiny and estimated time of departure from the port and the number of all persons on board:

- at least 72 hours before arrival tanker with dangerous cargo or not gas-free
- at least 48 hours before arrival gas-free tanker
- at least 24 hours before the ship's arrival, or,
- not later than at the time when the ship leaves the previous port, if the voyage is shorter than 24 hours, or,
- immediately if the port of destiny is unknown or changes during the voyage.

After arrival at the road, ship's master shall notify by radio Harbour Master's office of the following:

- ship's name, call sign and IMO number,
- LOA, beam and draught,
- ship's tonnage according to International Tonnage Certificate, London'69,
- type and amount of cargo, including dangerous and polluting cargo,
- authorized agent,
- last port of call.

Immediately after ship's arrival to the port, ship's master or the person authorized by ship's master shall submit, in a written form, at Harbour master's office Statement of Arrival and information on dangerous / polluting goods.

On the request of Harbour Master the Statement of Arrival of a ship in international voyage shall be accompanied by the originals of the following documents:

- Ship's Certificate,
- International Measurement Certificate,
- Safety certificates,
- Load line certificates,
- MARPOL Certificate,
- Financial Guarantee Certificate,
- Crew and passenger lists,
- Cargo Manifest.

Harbour Master is authorized to keep ship's safety certificates for the period of her stay in the port.

Ship departure from the port is permitted after border guard, customs and sanitary clearance and after submission by the master of the ship (or authorized representative) required documents into the Polish Harbour Information & Control System (PHICS).

(Source: - ZARZĄDZENIE Nr 9 DYREKTORA URZĘDU MORSKIEGO W GDYNI z dnia 16 lipca 2018 r wraz zarządzeniem NR 4 DYREKTORA URZĘDU MORSKIEGO W GDYNI z dnia 12 Lipca 2019 Przepisy portowe <https://www.umgd.gov.pl>).

2. Pre-transfer conference & other formalities.

- Safety Meeting

Safety Meeting must be carried onboard before cargo operations commencement. Terminal Representative brings onboard set of documents and carries pre-transfer inspection onboard.

- Cargo Surveyor inspection

After Safety Meeting, Cargo Surveyor will carry cargo tanks inspection, cargo measurement, cargo sampling and cargo calculations.

- Other formalities related to:

Agent, Customs, Border Guard.

VI. BERTHS GENERAL

1. Berth name or number

Berth P, R, O, T, T1

2. Berth type

P, R, T, T1 - jetties

O - Quay

3. Has a structural survey of the berth been undertaken, including its underwater structure?

Yes, August 2021 (every five years)

4. Has an engineering (mooring and fendering) analysis of berth been undertaken?

Yes, August 2021 (every five years)

5. Additional comments or information

NO

VII. BERTH APPROACHES

1. Is pilotage compulsory?

Yes, no exemptions

2. State distance from pilot station(s) to berth

Approx. 6 Nautical Miles

3. Is a waiting anchorage available?

Yes, Anchorage Gdańsk No 5, approx. 4,5 Nautical Miles from Naftoport Oil Terminal

4. Controlling depth of water for transit to and from berth

Jetty P – approach 17 meters, berth 16 meters

Jetty R – approach 17 meters, berth 16 meters

Jetty O – approach 17 meters, berth 11 meters

Jetty T – approach 17 meters, berth 16 meters

Jetty T1 – approach 17 meters, berth 14,0 meters

State datum used – Lowest Astronomical Tide (LAT)

5. Date of latest survey from which transit depth has been determined

Basin No 1 (Jetty O,P) 23.06.2023

Basin No 2 (Jetty R,T) 03.07.2023

Basin No 3 (Jetty T1) 20.11.2023

6. Date next survey is due

Annual survey

7. State Maximum Tidal Range in berth approaches

Accordingly to 20 years of observation mean tidal range is not greater than approx.. +/- 50 cm and depends on wind direction. Winds from northern to eastern directions raise the sea level, winds from the western and southern directions lower the sea level.

8. Is laden transit to and/or from the berth conducted using the tide?

N/A

9. State details of any specific berthing and/or unberthing restrictions

Use of propellers and thrusters by manoeuvring tanker should be reduced to minimum due to submerged anti-spill air barrier installations.

10. Minimum under keel clearance (UKC) in berth approaches

Value – 1,5 meters

Percentage – 10% of the maximum permissible draft

Specify other UKC criterion where applicable:

(Source: - Rozporządzenie Ministra Transportu i Gospodarki Morskiej z dnia 1 czerwca 1998 r. w sprawie warunków technicznych, jakim powinny odpowiadać morskie budowle hydrotechniczne i ich usytuowanie, Dziennik Ustaw 101,poz.645, paragraf 28 pkt 5. - Captain's of the Port requirements)

11. Absolute maximum draught in berth approaches, if applicable

Jetty P – 15,00 m

Jetty R – 15,00 m

Jetty O – 10 m

Jetty T – 15,00 m

Jetty T1 – 12,70 m

See "Atlas of maximum Authorized Drafts at the Port Of Gdansk" on web site » [Atlas zanurzeń \(umgdy.gov.pl\)](https://umgdy.gov.pl) Last update 01.12.2023

12. State minimum vertical clearance of any bridges/power cables/vertical obstructions

No bridges, power cables or other vertical obstructions on approach.

13. Does the port require tankers and gas carriers to be escorted by tugs?

Yes, use of tugs is compulsory. Number of tugs required in specified in p. X.1.

14. Additional comments or information

See chapter "Mooring and berthing information" this TPQ, page 1

VIII. WATER DEPTH ALONGSIDE

1. Minimum controlled water depth alongside berth at chart datum

Water depth: Jetty P – 16,50 m

Jetty R – 16,50 m

Jetty O – 11,0 m

Jetty T – 16,50 m

Jetty T1 - 14,00 m

State datum used – Lowest Astronomical Tide (LAT)

2. Date of latest survey from which alongside depth has been determined

Basin No 1 (Jetty O,P) 23.06.2023

Basin No 2 (Jetty R,T) 03.07.2023

Basin No 3 (Jetty T1) 20.11.2023

3. Date next survey is due:

Annual survey

5. State range of water densities at berth

From 1.003 to 1.007 – Brackish water

6. Type of bottom alongside berth

Basin No 1 (Jetty O,P) Sand and silt additionally sacks with geotextile and gabions.

Basin No 2 (Jetty R,T) Sand and silt

Basin No 3 (Jetty T1) Sand and silt

7. Absolute maximum draft alongside, if applicable

Jetty P – 15 meters

Jetty R – 15 meters

Jetty O – 10 meters

Jetty T – 15 meters

Jetty T1 – 12,7 meters

8. State maximum tidal range at berth, if applicable

N/A

9. Are 'over-the-tide' cargo handling operations permitted at the berth?

N/A

10. Does the berth location experience water-level anomalies?

NO

11. Additional comments or information

NO

IX. LIMITING VESSEL DIMENSIONS

1. Summer deadweight

Jetty P – Approx. 150.000 DWT

Jetty R – Approx. 150.000 DWT

Jetty O – Approx. 30.000 DWT

Jetty T – Approx. 300.000 DWT

Jetty T1 – Approx. 50.000 DWT

2. Berthing displacement

N/A

3. Alongside displacement

N/A

4. State any deadweight / displacement exceptions

N/A

5. Length over all (LOA)

Jetty P – ≤ 300 meters

Jetty R – ≤ 300 meters

Jetty O – ≤ 155 meters

Jetty T – ≤ 350 meters

Jetty T1 – ≤ 211 meters

6. Beam

No limits

7. Minimum parallel body length (PBL)

Jetty P – 59 meters

Jetty R – 57 meters

Jetty O – no limits

Jetty T – 43 meters

Jetty T1 – 40 meters

8. Freeboard

Freeboard plus ships rails cannot exceed parameters below:

Jetty P	Crude Oil	1,2 m – 20,2 m
Jetty P	Heavy Fuel Oil, Diesel, Gasoline, Reformate, Jet Fuel	1,2 m – 18 m
Jetty R	Crude Oil, Heavy Fuel Oil, Diesel, Jet Fuel	2,4 m – 22 m
Jetty O	Crude Oil, Heavy Fuel Oil	1,2 m – 10,8 m
Jetty O	Diesel, Gasoline, Reformate, Jet Fuel	1,2 m – 12,0 m
Jetty T	Crude Oil	2,5 m – 23,2 m
Jetty T	Naphtha	2,0 m – 16,0 m
Jetty T1	Diesel, Naphtha	1,2 m – 16,0 m

9. Manifold to shipside rail distance

Accordingly to OCIMF Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment.

10. Height of manifold above deck or drip tray

Accordingly to OCIMF Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment.

11. Manifold spacing

Accordingly to OCIMF Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment.

12. Maximum air draft alongside

No restrictions

13. Vessel's minimum derrick / crane Safe Working Load (SWL)

No restrictions

14. Additional comments or information.

NO

X. MOORING AND BERTHING INFORMATION**1. State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.**

Specification of tugs or mooring crafts:

Tugs:

1.	Herkules	84 tonnes tow line force
2.	Ares	83 tones tow line force
3.	Akul	73 tonnes tow line force
4.	Atlas	70 tonnes tow line force
5..	Ajax	62 tonnes tow line force
6.	Mars	61 tonnes two line force
7.	Pax	60 tonnes two line force
8.	Virtus	56 tonnes tow line force
9.	Tytan	48 tonnes tow line force
10.	Taurus	42 tonnes tow line force
11.	Vega	36 tonnes tow line force
12.	Agis	31 tonnes tow line force, Controllable pitch propeller, tunnel thruster
13.	Słoń	10 tonnes tow line force, 2 x VOITH – TRACTOR
14.	Bóbr	10 tonnes tow line force, 2 x VOITH – TRACTOR

Mooring boats:

1.	Jędrzek	3 tonnes tow line force, Fixed pitch propeller
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Number of tugs required depends on size of the tanker and Gdansk Harbour Regulations / Polish Maritime Administration as below:

- 1 tug – tankers with a length from 70 m to 110 m
- 2 tugs – tankers with a length from 110 m to 160 m
- 3 tugs – tankers with a length from 160 m to 220 m
- 4 tugs – tankers with a length more than 220 m

(Source: - ZARZĄDZENIE Nr 5 DYREKTORA URZĘDU MORSKIEGO W GDYNI z dnia 20 lutego 2013 r. **Przepisy portowe** (Gdańsk, dnia 7 marca 2013 r.) -

More info <http://www.wuz.portgdansk.pl/>

2. Are ship's or tug's lines used?

Depends on tankers master decision. Tug's line are preferred.

3.Type of fenders installed at berth

Jetty P – Mooring dolphins cell type



Jetty R – Mooring dolphins cell type



Jetty O – Mooring dolphins cell type



Jetty T – Mooring dolphins cell type



Jetty T1 – Mooring dolphins cell type



4. State orientation of vessel alongside berth

Jetty P	Starboard side 121° (tanker placed bow to Harbour Exit)
Jetty R	Port side 121° (tanker placed bow to Harbour Exit)
Jetty O	Starboard side 040° / Port side (preferred port side)
Jetty T	Starboard side 121° (tanker placed bow to Harbour Exit)
Jetty T1	Port side 121° (tanker placed bow to Harbour Exit)

5. At buoy moorings, state which side hose is normally connected

N/A

6. Minimum mooring arrangement

Ships smaller than 25.000 DWT – 8 lines including 2 springs

Ships from 25.000 DWT to 50000 DWT – 12 lines including 4 springs

Ships above 50.000 DWT – 16 lines including 4 springs

7. Describe any additional mooring requirements

- tanker is obliged to possess additional mooring ropes in case of weather deterioration when alongside. In case of heavy weather conditions forecast, vessel may be asked for port's departure,
- when maximum strength parameters for mooring ropes or mooring equipment are achieved, the following options should be considered: to attach additional mooring ropes, to call tugs on ship owner's account and if possible to take additional ballast,
- terminal suspends cargo operations and disconnect loading arms if mooring arrangement is not safe,
- mooring alongside the tanker is possible on Harbour Master and terminal permission. Mooring alongside tanker during loading/discharging, bunkering, ballasting, deballasting, ventilating or tank to tank pumping is forbidden for all vessels.
- ships equipped with automatic rope supervision must not use the winches in auto mode. Shifting ship along the Pier using lines is allowed only when permission is granted by Harbour Master. Tanker is obliged to control lines and mooring equipment constantly.

8. Are there any restrictions using wire mooring ropes?

If the tanker uses steel wires these must be fitted with non-sparking wire socket.

9. Are there any restrictions using synthetic mooring ropes?

Mooring lines used on tankers should be made of the same material and be spliced in the same way. Do not use very elastic lines as they may allow excessive movements with the wind. Do not use lines with different flexibility leading in the same direction.

10. Are there any restrictions on using high modulus synthetic mooring ropes?

Do not use very elastic lines as they may allow excessive movements in strong wind conditions.

11. Details of any specific mooring equipment required for any vessel utilizing the berth

No special requirements regarding specific mooring equipment.

12. Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?

Yes,

Emergency towing wires should be attached at bow and stern quarter of the tanker. They have to be supplied with a shackle or a loop 1 -2 meters above the water level and illuminated at night. The tanker is obliged to control distance from waterline of emergency towing wires constantly.

13. Details of any shore-provided mooring equipment

Mooring boats, messenger lines, bollards/hooks, capstan / mooring winches (see page 34,35)

14. Are berthing aids provided?

Yes,

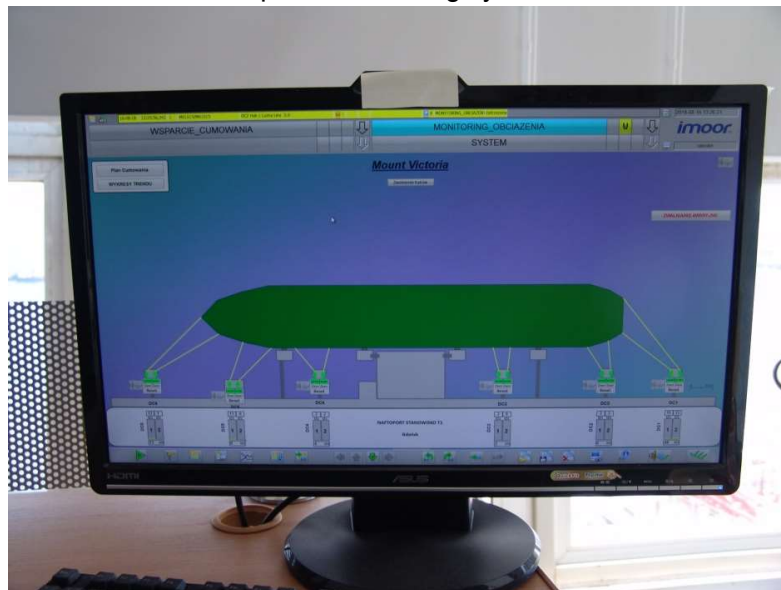
- Approaching speed,
- Vessel angle in relation to berth,
- tension of mooring lines / hooks.

Approach to berths P, R, T, T1 is monitored by laser docking system. Large display is situated on jetty, enabling the pilots and Master to monitor speed and distance of approaching. On final stage of approach, speed towards berth should be minimized to reduce the impact on fenders.

Approach parameters display



Chief's supervisor docking system monitor



15. State allowable speed of approach if applicable

Approach: 4 knots

Berthing : Vessel > 100.000 DWT : 9 cm/s (pre alarm 7 cm/s)

Vessel < 100.000 DWT: 11 cm/s (pre alarm 9 cm/s)

16. Is a mooring tension monitor fitted?

Yes, on mooring hooks of jetties P, R, T, T1

17. Are mooring hook quick release arrangements provided?

Yes, on T1 jetty - automatic system,

P,R,T jetties – manual system

18. Anchor chain stopper requirements

Yes, chain stoppers has to be locked and secured on chain.

19. Largest ship handled at berth to date

1. By DWT : m/t Atlantas 321.300 DWT (LOA 333 m), IMO NR – 9389899, 25.08.2016 – jetty T

2. By LOA : m/t Universal Hope, 343,7 m (DWT 299.700) , IMO NR – 9002611, 03.04.2006 – jetty T

20. Additional comments or information

Mooring gang has to be ordered vis Ship's and Agent.

XI. BERTH EQUIPMENT AND FACILITIES

1. Number, type and size of cargo transfer connections

Jetty P – Cargo arm no 1 : 16" Crude oil, QCDC coupling

Cargo arm no 2 : 16" Crude oil, QCDC coupling

Cargo arm no 3 : 16" Crude oil, QCDC coupling

Cargo arm no 4 : 16" Crude oil, QCDC coupling

Cargo arm no 5 : 12" Crude oil, Heavy fuel oil, QCDC coupling

Cargo arm no 6 : 12" Gasoline, Diesel, Jet fuel, QCDC coupling

Cargo arm no 7 : 12" Gasoline, Diesel, Jet fuel, QCDC coupling

Jetty R –Cargo arm no 8 : 12” Crude oil, Heavy fuel oil,

Cargo arm no 9 : 16” Crude oil

Cargo arm no 10 : 16” Crude oil

Cargo arm no 11 : 16” Crude oil

Cargo arm no 12 : 16” Jet fuel, Diesel

Jetty O – Cargo arm no 13 : 8” Crude oil, Heavy fuel oil,

Cargo arm no 14 : 10” Gasoline, Jet fuel, Diesel , QCDC coupling

Jetty T – Cargo arm no 15 : 16” Crude oil,

Cargo arm no 16 : 16” Crude oil,

Cargo arm no 17 : 16” Crude oil,

Cargo arm no 18 : 16” Crude oil,

Cargo arm no 19 : 12” Straight Run Naphtha

Jetty T1- Cargo arm no 23 : 12” Straight Run Naphtha, Diesel, QCDC coupling

2. List grades handled at berth

1. Gasoline - jetties O, P

Trade name: Unleaded petrol 93, Unleaded petrol 95, Unleaded petrol 95 AL, Unleaded petrol 95 Export, Unleaded petrol 98

2. Gasoline (crude oil) – jetties T, T1

Trade name: Straight Run Naphtha

3. Petroleum oil all reforming fractions – jetties O, P

Trade name: Reformate

4. Kerosene – jetties O, P, R

Trade name: Aviation fuel Jet A-1, Aviation fuel F34, Aviation fuel F-35

5. Heavy fuel oil, Residual fuel oil – jetties O, P, R

Trade name: Fuel oil RG 1, Fuel oil RG 1

6. Diesel – jetties O, P, R, T1

Trade name: Diesel fuel, Diesel Fuel Automotive

7. Crude oil – jetties O, P, R, T

3. State transfer rate restrictions and back pressure for each cargo grade

Crude Oil	1000-10000m ³ /h (250-1000m ³ /h Jetty O)
Heavy Fuel Oil	300-1000m ³ /h
Gasoline	250-2500m ³ /h
Diesel	250-2200m ³ /h
Straight Run Naphtha	250-2500m ³ /h
Jet Fuel	250-1000m ³ /h
Reformate	250-2500m ³ /h

Design pressure range for all cargos is 0 – 10 Bars

4. Are transfer connections fitted with insulation flanges?

Yes,

Fixed insulation flange on the loading arms (resistance 10 thousand Ω – ohm)

5. State storage type for LPG

N/A

6. Describe any terminal-specific requirements for vessel manifolds

Vessel manifolds arrangement has to comply with latest OCIMF publication "Recommendations for Oil Tanker Manifolds and Associated Equipment"

7. Is berth fitted with a vapour manifold connection?

Yes,

Jetty O : 6" Gasoline (hose)

Jetty P : 12" Gasoline (arm), 16" Crude Oil (arm)

Jetty R : 12" Crude Oil (arm)

Jetty T : 8" Gasoline (hose), 16" Crude Oil (arm)

Jetty T1 : 8" Gasoline (hose)

8. State throughput rate(s) of vapour recovery system

Allowable cargo transfer rate of VRS installation is 1500 – 10000 m³/h. Highest volume of cargo handling rate for vapour receipt is 11.000 m³/h.

9. Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?

Yes, fixed on all loading arms

10. Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?

NO

11. Describe access arrangements between ship and shore.

Jetty O – ship's gangway

Jetty P – shore/ship's gangway – depends on vessel size

Jetty R – shore/ship's gangway – depends on vessel size

Jetty T – shore/ship's gangway – depends on vessel size

Jetty T1 – shore/ship's gangway – depends on vessel size

“P”, “R” and “T” berths are supplied with shore gangways to provide ship-shore access. In case of insufficient space on deck for the gangway or uneasy access, Tanker is obliged to rig an accommodation ladder or gangway.

The means of access to the ship should be safe and may consist of an appropriate gangway or accommodation ladder with a properly secured safety net fitted to it. A lifebuoy should be available on board the ship near the gangway or accommodation ladder.

The access should be safely and properly illuminated during darkness. On arrival to the terminal, tanker should display notices at the gangway in English language stating:

Vessel should display on gangway below meanings:



The ship's staff should control access to the tanker in cooperation with terminal. The controlling personnel should maintain effective deck watch around the tanker.

12. Does the berth have pollution response equipment?

Yes,

Anti pollution kits (all jetties)



Oil absorbent powder



Absorbent oil booms



Portable anti-spill pumps



Skimmer



Permanent anti-spill barriers around the terminal



Permanent anti-spill barriers inside the terminal between jetties P and R



Anti-spill protection pneumatic barriers on a seabed which separates cargo handling basins



Floating anti-spill barriers



XII. BERTH OPERATIONS

1. What is the primary and backup communication system between ship and terminal during cargo operations?

- Loading Supervisor on board
- Primary VHF Ch. 20, 22
- Back up VHF Ch. 68, 9
- Jetty Operator (telephone in Operator's cabin)

2. Is it required that terminal or shore representatives stay on board during operations?

Yes, 1 person on vital stages of operations and when required i.e.: - cargo commencement / completion, line displacement, COW, repetitive checks at intervals not exceeding 4 hours etc.

3. Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?

Cargo operations should be suspended and loading arms should be disconnected when one of the situations occur: wind force 9 in Beaufort Scale, problems with proper berthing of

tanker or when the tanker's movement alongside the quay approaches the limit of loading arms' deflection. Cargo operations are stopped also in the case of thunderstorm - (see Terminal Regulations & Information booklet)

Vessel should be ready to cast off when weather deterioration make moorings unable to hold vessel in position. Vessel should take into account Harbour Master instructions. Tugs may be called for assistance if necessary as evaluated by the vessel.

4. Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at berth?

Yes,

Tank washing and gas freeing except crude oil washing (COW) alongside the cargo handling Berths of the Terminal are prohibited.

Crude Oil Washing may be performed following the requirements from Terminal Regulations & Information booklet, Chapter 11 – COW operation. It is strictly forbidden to heat crude oil for cargo tank washing.

Crude Oil Washing (COW) is a MARPOL'S requirement for all Crude Oil carriers. Minimum of 25% of the total number of tanks, in addition to the Heavy weather ballast tanks, needs to be washed, every voyage for sludge control, provided that all vessels tanks are washed in a quarterly period.

5. Are there any berth specific requirements regarding tanker inerting procedures?

Yes,

Tankers obliged by SOLAS Convention to be in possession of the inert gas system are to maintain it ready to use. Before and during loading all tanks must be inerted. If there is a failure of the system during discharging, the operation must be stopped immediately and Terminal informed. Only after eliminating the failure, the cargo handling operation can be resumed.

The oxygen content in the cargo tanks should be at the level not higher than 8%.

6. Is there a temperature limit for cargo handled?

Yes,

Crude Oil	+ 35 °C	Jetty T, R
Crude Oil	+ 30 °C	Jetty O, P
Gasoline	+ 30 °C	
Diesel Oil	+ 30 °C	
Heavy Fuel Oil	+ 80 °C	
Reformate	+ 30 °C	

Jet fuel + 30 °C

Naphtha + 30 °C

7. Is it permitted for vessels to undertake double-banked operations alongside the berth?

NO

8. Is vessel required to pump water ashore or receive water on board for line clearance purposes?

NO

9. Can the berth be used for Ship-to-Ship transfers using terminal facilities?

NO

10. State details regarding any environmental / firefighting restrictions applicable at the berth

- Fire-fighting equipment on board should be correctly positioned and ready for immediate use. The ship fire main systems should be pressurized or be capable of being pressurized at short notice. Fire hoses should be uncoiled and connected to the main line; at least two should be placed near the manifold, one forward and one aft of it. At least two (12 kg each) portable dry powder extinguisher should be placed conveniently for use near manifold.
Fixed monitors should be ready and, if remotely activated or manually, adjusted to protect the manifold area before operations begin. A fire plan should be available on board the ship near the gangway or accommodation ladder.
- All vessel's cargo and bunker pipelines has to be properly secured with blank flanges fully bolted.
- Drip trays should be put under Tanker's manifolds connected with cargo arms if the Tanker is not supplied with structural drip trays.
- Scuppers should be tightly closed. Any spill on deck must be cleaned immediately and oily wastes have to be kept in tight containers.
- In Naftoport Oil Terminal only closed ullaging and sampling systems are allowed.
- While loading/discharging all cargo tank lids must be closed..
- Disposal of garbage or any objects overboard is forbidden. Discharge of oil, oil mixtures or chemicals into the harbour waters is strictly prohibited.
- Excessive smoking and funnel sparking from Tanker funnels must be immediately ceased.
- Discharge of clean segregated ballast directly into the harbour waters requires a prior declaration by Master or Chief Officer. Accordingly to Terminal Regulations & Information Chapter 13 Gdansk Harbour Master (VHF Ch.14), and the Loading Supervisor's notification. Approval is required to discharge ballast tanks.

- Gas freeing alongside in Naftoport Oil Terminal is prohibited.
- All activities which may potentially cause of spark or smoke are strictly forbidden during port stay.
- Upon completion of cargo operation, all loading arms will be drained before disconnected.

11. Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?

No restriction regarding H₂S level in cargo tanks, however the Terminal has its own regulations regarding H₂S - see www.naftoport.pl TAB: Terminal / Terminal Code of Practice.

12. Are there any restrictions regarding Mercaptan content in Cargo Tanks?

NO

13. Are there any restrictions on handling stores when a ship is moored alongside berth?

Yes,

- All necessary info regarding stores can be found in Terminal Code of Practice <http://naftoport.pl> TAB:Terminal/Terminal Code of Practice.
- It is prohibited to use provision crane or davit when cargo arm/ arms are connected.

XIII. AVAILABLE SERVICES

1. Are Heavy Fuel Oil bunkers available?

Yes, High Sulphur Fuel Oil

Berths - P,R,T,T1 - bunker barge

Berth - O - bunker barge or tank truck (tank truck temporarily suspended)

2. Are Diesel Oil bunkers available?

Yes, Low Sulphur Marine Gasoil

Berths - P,R,T,T1 - bunker barge

Berth – O - bunker barge or tank truck (tank truck temporarily suspended)

3. Are Intermediate Oil bunkers available?

Yes,

Berths - P,R,T,T1 bunker barge

Berth - O bunker barge or tank truck (tank truck temporarily suspended)

4. Is fresh water available?

Yes, but not for all berths,

Berths - P, R, O – available

Berths - T,T1 - available

5. Are slop reception facilities available?

Yes,

Berths - P,R,T,T1 service barge

Berth - O service barge or tank truck (tank truck temporarily suspended)

6. Are dirty ballast reception facilities available?

Yes,

Berths - P,R,T,T1 service barge

Berth - O service barge or tank truck (tank truck temporarily suspended)

7. Are engine room sludge and bilge reception facilities available?

Yes,

Berths - P,R,T,T1 service barge

Berth - O service barge or tank truck (tank truck temporarily suspended)

8. Are garbage reception facilities available at the berth.

Yes,

Berths - P,R,T,T1,O truck

9. Additional comments or information

Bunkering, slop, dirty ballast, engine room sludge and bilge reception, and garbage reception operations to be arranged by Tanker's Agent.

Fuel supply from the bunker barge/tank truck, slop, dirty ballast, sludge or bilge disposal can be carried out only before commencement or after completion of cargo operations and requires prior consent of Harbour Master.

During bunkering of the tanker, all fire safety rules should be applied. Bunkering should be carried out under constant supervision by the ship's officer. More information concerning the organization and supply bunker from tank truck on berth "O" can be found on the website www.naftoport.pl TAB: Terminal / Terminal Code of Practice.

Waste declaration must be completed and submitted prior to arrival. However the vessel has to deposit garbage into correct, dedicated bins / containers.

XIV. BERTH LOW TEMPERATURE IMPACT

1. What is the typical range of temperatures the terminal operates in during a winter season?

Avg temperature: + 5,9 °C (February 2009), - 9 °C (January 1987)

Min. temperature: - 23 °C (January 1987)

Max. temperature: + 17,6 °C (February 2009)

2. Which months of the year can ice be expected?

January, February (only inside cargo handling basins, do not affects navigation)

3. Specify any terminal requirements for vessel Ice Class notation and winterisation Capabilities.

N/A

4. State the minimum temperature of cargoes handled.

Mean minimum cargo temperature during winter is approx. -2°C - -3°C

Minimum allowed temperature of cargoes -16°C (Except HFO)

5. Does the terminal have its own resources for conducting icebreaker escort

N/A

6. Are there icebreakers available to operate in the terminal area

Yes, in the event of ice in basins, relevant tugs deputize, see below

7. Does the terminal have ice-capable tugs and support craft

Yes,

Tug Vega	IMO 9375343	GRT 144 t / Power 2 x 1050kW / Ice class (PRS) Lm1
Tug Agis	IMO 8102581	GRT 330 t / Power 1840kW / Ice class (PRS) L1

Maximum ice thickness 25 cm

More info visit <http://wuz.portgdansk.pl/>

8. Does the terminal have specific requirements for the vessel speed and maneuverability characteristics in ice?

NO

9. Does the terminal provide its own ice navigator/advisor?

NO, pilot only

10. Additional comments or information

NO

XV. SUPPLEMENTARY INFORMATION

1. Berth transparently

Jetty P	Concrete structure (loading platform, dolphin system)
Jetty R	Concrete structure (loading platform, dolphin system)
Jetty O	Pier (dolphin system)
Jetty T	Concrete structure (loading platform, dolphin system)
Jetty T1	Concrete structure (loading platform, dolphin system)

2. Preferred berthing orientation for vessels alongside

Jetty P	Starboard side (tanker placed bow to Harbour Exit)
Jetty R	Port side (tanker placed bow to Harbour Exit)
Jetty O	Starboard side / Port side (preferred port side)
Jetty T	Starboard side (tanker placed bow to Harbour Exit)
Jetty T1	Port side (tanker placed bow to Harbour Exit)

3. Specify datum used for height and depth measurements in this section

Lowest Astronomical Tide (LAT)

4. Berth height above datum

Jetty P – approx. 5,10 m

Jetty R – approx. 5,10 m

Jetty O – approx. 2,20 m

Jetty T – approx. 5,10

Jetty T1 – approx. 3,0 m, mooring points 4,30 m

5. Berth heading

Jetty P – 121°

Jetty R – 121°

Jetty O – port side 040°, starboard side 220°

Jetty T – 121°

Jetty T1 – 121°

6. Minimum controlled water depth alongside berth

Jetty P – 16,50m

Jetty R – 16,50 m

Jetty O – 11,0 m

Jetty T – 16,50 m

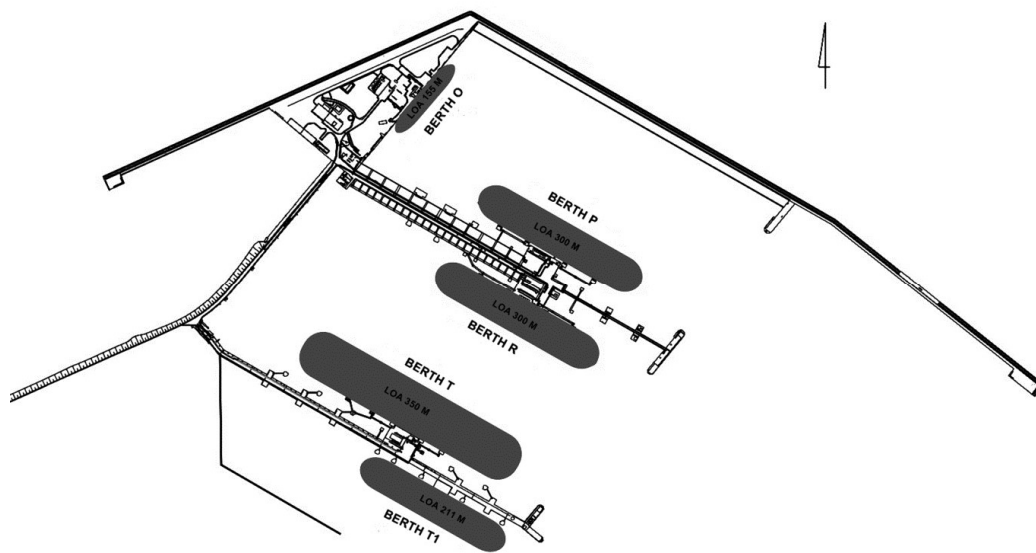
Jetty T1 – 14,00 m

7. Width of the channel adjacent to the berth

Basin no 1 – approx. 250 m – distance between mooring dolphins line Jetty P and breakwater

Basin no 2 – approx. 255 m – distance between mooring dolphins line Jetty R and Jetty T

Basin no 3 – approx. 140 m - distance between mooring dolphins line Jetty T1 and permanent anti-spill barriers



8. Position of mooring bollards and hooks

See diagram, point 12 - Additional comments or information / pages 34 and 35 this TPQ

9. Position of mooring buoys

N/A

10. Fender Location

See diagram, point 14 - Additional comments or information.

NAFTOPORT OIL TERMINAL
MOORING ARRANGEMENT
Berth "O", "P"
Harbour Basin No.1

MARKING:

DIS - Display of Docking System
(Distance, Speed, Speed Limit, Speed Tendency, Alarm Horn)

REMARKS:

- Publish terms concern weather condition - wind up to 7 B
- The Tanker must be placed 75m to Harbour Entrance (PRT)
- Maximum Calling Speed 0.1 M/S (0.2 KNOT)
- Maximum Calling Angle 5 degrees
- Ship smaller than 25,000 DWT - 8 lines including 2 springs
- Ships from 25,000 to 50,000 DWT - 12 lines including 4 springs
- Ships above 50,000 DWT - 16 lines including 4 springs
- Mooring sequence: 5,6 - 3,8 - 2,9 - 1,10 for "P"
- Mooring boats must be used for "P"
- Prohibition of dropping of anchor shall be in force between the entrance heads into the Harbour Basin
- Permissible conditions of service of tankers are set out on page 12 of the Atlas of maximum Authorized Drafts at the Port of Gdansk
- Bollards nr 11,12 available only for Ships below 120 meters in length

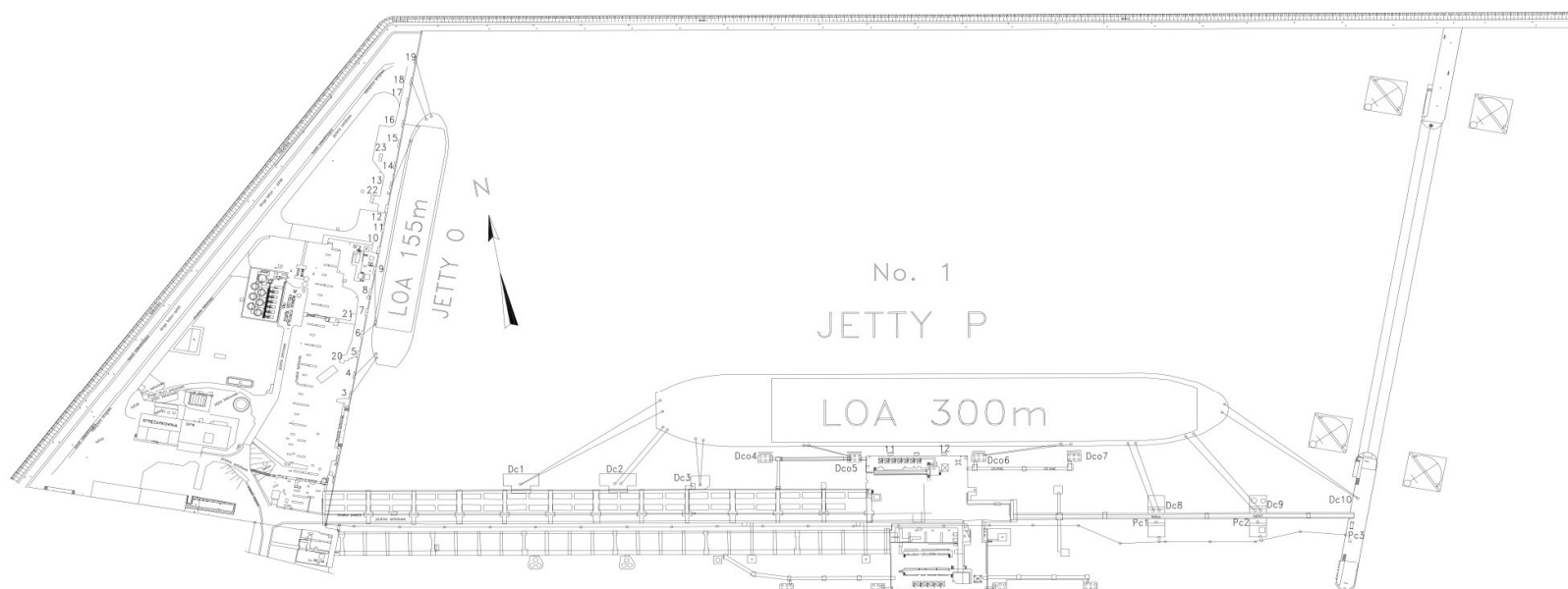
KEY

Berth "O"

- 3 - 19 - Bollards 30T
- 20 - 23 - Bollards 90T (storm's)

Berth "P"

- 1,10 - Slip hooks 4x90t
- 2,8,9 - Slip hooks 2x2x90t
- 3 - Slip hooks 2x90t
- 4,5,6,7 - Bollards 70T
- 11,12 - Bollards 39T



NAFTOPORT OIL TERMINAL
MOORING ARRANGEMENT
Berth "R", "T", T1
Harbour Basin No.2 and No.3

MARKING:

DIS+ Display of Docking System
(Distance, Speed, Speed Limit, Speed Tendency, Alarm Horn)

REMARKS

- Publish terms concern weather condition - wind up to 7 B
- The Tanker must be placed "Bow" to Harbour Entrance (PR1)
- Maximum Calling Speed D.1 M/S (0.2 KNOT)
- Maximum Calling Angle 5 degrees
- Ship smaller than 25,000 DWT - 8 lines including 2 springs
- Ships from 25,000 to 50,000 DWT - 12 lines including 4 springs
- Ships above 50,000 DWT - 16 lines including 4 springs
- Mooring sequence: 5,6 - 3,8 - 4,9 - 1,10 for "R", "T"
- Mooring boats must be used for "R" and "T"
- Prohibition of dropping of anchor shall be in force between the entrance heads into the Harbour Basin
- Permissible conditions of service of tankers are set out on page 12 of the Atlas of maximum Authorized Drafts at the Port of Gdansk

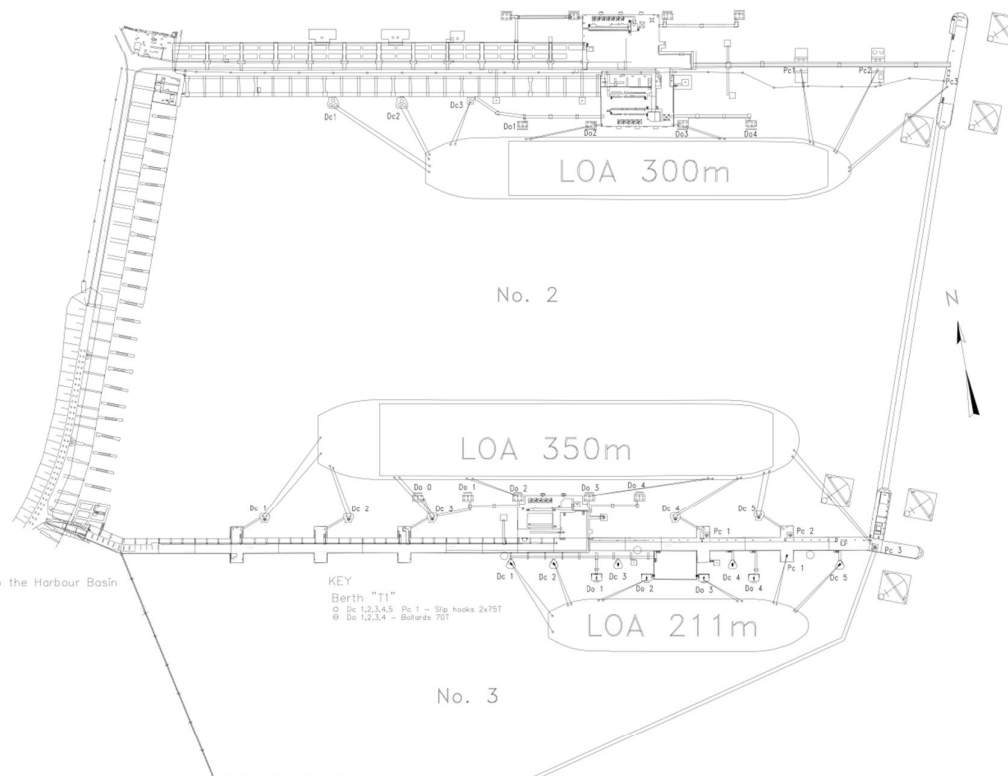
KEY

Berth "R"

- 1,2,10 - Slip hooks 4x125T
- 8,9 - Slip hooks 2x125T
- 3 - Slip hooks 2x125T
- 4,5,6,7 - Bollards 70T

Berth "T"

- Dc 1,2,3,4,5 Pc 1,2,3 - Slip hooks 4x90T
- Dc 1,2,3,4 - Bollards 70T



KEY

Berth "T1"

- Dc 1,2,3,4,5 Pc 1 - Slip hooks 2x75T
- Dc 1,2,3,4 - Bollards 70T