PORT BOOKLET

June 2025

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INTRODUCTION

The Louisiana Offshore Oil Port is a deep-water port designed for unloading crude oil cargoes from deep-draft tankers. The LOOP Marine Terminal is located in open waters of the Gulf of America approximately 29 kilometers (18 nautical miles) offshore from the State of Louisiana.

The port is owned and operated by LOOP LLC under licenses granted by the governments of the United States of America and the State of Louisiana. The laws of the United States govern the port in the same manner as if the port were an area of exclusive federal jurisdiction located within a state. The United States Coast Guard Marine Safety Office, whose office is in Houma, Louisiana, has governmental authority over LOOP.

Tankers calling at the port are subject to the jurisdiction of the United States while in the boundary of the LOOP Safety Zone. The tanker owner or operator must designate an agent in the United States for receipt of service of process in the event of any claim or legal proceeding resulting from activities of the tanker or its personnel while located at LOOP. The tanker owner must demonstrate financial responsibility as required by United States law.

At the time of nomination of a tanker, LOOP shall require the person nominating the tanker or his authorized agent nominating the tanker, to provide LOOP with the name and address of the tanker's designated agent in the United Sates.

The LOOP Port Superintendent has overall authority over the Marine Terminal and port. This encompasses all personnel at the port, including contract personnel, and all vessel and aircraft operations at the port. In event of an emergency, the Port Superintendent will direct all response activities at the port. This may include the shutdown of tanker cargo discharge, and removal of the tanker from the mooring buoy. Emergency conditions are those that, in the Port Superintendent's judgment, involve or could involve oil spill or other environmental incident, injury to personnel or damage to LOOP equipment.

The information contained herein should not be construed to affect the responsibility of a vessel's master, owner or operator in regard to the vessel, its crew or its cargo.

GENERAL INFORMATION

CORPORATE LOCATION:

LOOP LLC
137 Northpark Boulevard
Covington, LA 70433

MAILING ADDRESS:

LOOP LLC
137 Northpark Boulevard
Covington, LA 70433

REQUESTS FOR PORT INFORMATION:

LOOP LLC
Attn: Oil Movements Manager
137 Northpark Boulevard
Covington, LA 70433

TELEPHONE NUMBER:

Corporate Office (985) 276-6100
Operations Center (985) 632-6970
Marine Terminal (985) 632-6980

RADIO CONTACT:

(For complete information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

FREQUENCIES:

(For complete information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

TIME ZONE:

Local-Central Standard Time
(CST). Minus 6 hours Greenwich Mean Time (GMT) of Zone +6.

Note: From the first Sunday in April to the last Sunday in October, this is modified by use of Daylight Savings Time to minus 5 hours GMT or Zone +5.

OFFICIAL LANGUAGE:

English

US COAST GUARD:

Port State Control – (985) 665-2448
Port Operations MSU Houma – 1-985-850-6402
Incident Reporting MSU Houma – 1-985-665-2440

Port Operations MSU Morgan City – 1-985-380-5306
Email – MSUHOUMA.PSCUTV@USCG.MIL

REGULATIONS CROSS REFERENCE

Title 33 USCA 1517	Deepwater Ports – Liability
Title 33 CFR 150.15(i)	Tanker Navigation Procedures
Title 33 CFR 150.15(l)	Oil Transfer Operations
Title 33 CFR 150.15(v)	Deepwater Port Security Procedures
Title 33 CFR 155	Oil Pollution Prevention Regulations for Vessels
Title 33 CFR 157	Rules for the Protection of the Marine Environment Relating to Tank Vessel Carrying Oil In Bulk
Title 33 CFR 157.25	Vessel Operations
Title 33 CFR 159.7	Marine Sanitation Devices – Requirements for Vessel Operators
Title 33 CFR 164	Navigation Safety Regulations
Title 33 CFR 164.35	Equipment: All Vessels
Title 46 CFR 32.53	Inert Gas System
Title 46 CFR 34.05	Fire Fighting Equipment
Title 46 CFR 35.01	Special Operating Requirements
Title 46 CFR 35.30	General Safety Rules
Title 46 CFR 35.35	Cargo Handling

Annex V of MARPOL 73/78

LIST OF FIGURES

ACRONYMS LIST

AIS	Automatic Identification System
ANSI	American National Standards Institute
ATB	Articulated Tug and Barge
AST	Atlantic Standard Time (GMT + 4)
BHP	Brake Horsepower
CFR	Code of Federal Regulations
COW	Crude Oil Washing
CSO	Company Security Officer
CST	Central Standard Time (GMT + 6)
CW	Continuous Wave
DoS	Declaration of Security
DWP	Deep Water Port
DWT	Dead Weight Tons
ERV	Emergency Response Vessel
EST	Eastern Standard Time (GMT + 5)
ETA	Estimated Time of Arrival
FM	Frequency Modulation
FOSC	Federal On-Scene Coordinator
FSP	Facility Security Plan
ft	Feet
GMT	Greenwich Mean Time
GPM	Gallons Per Minute
HF	High Frequency
hr	Hour(s)
Hz	Hertz (cycles per second)
ICS	International Chamber of Shipping
IGS	Inert Gas System
IMO	International Maritime Organization
In	Inches
ISGOTT	International Safety Guide for Oil Tankers & Terminals
ISPS	International Ship and Port Facility Security (code)
ISSC	International Ship Security Certificate
KHz	Kilohertz (thousands of cycles per second)

ACRONYM LIST (Continued)

km	Kilometers
LLC	Limited Liability Company
LOOP	Louisiana Offshore Oil Port
m	Meters
MARSEC	Marine Security
MBPH	Thousands of Barrels Per Hour
MHz	Megahertz (millions of cycles per second)
mi	Miles
MHW	Mean High Water
mm	Millimeters
MMSI	Maritime Mobile Service Identity
MR	Medium Range Tanker
NM	Nautical Mile
NOAA	National Oceanographic and Atmospheric Administration
NTAS	National Terrorism Advisory System
OCIMF	Oil Companies' International Marine Forum
PLEM	PipeLine End Manifold (at the SPM)
P/MM	Pilot/Mooring Master
PPC	Pumping Platform Complex
PSO	Port Security Officer
RACON	Radar Beacon
SALM	Single Anchor Leg Mooring
SOLAS	Safety Of Life At Sea
SPM	Single-Point Mooring
SSI	Sensitive Security Information
TSI	Transportation Security Incident
UHF	Ultra High Frequency
ULCC	Ultra Large Crude Carrier
USCG	United States Coast Guard
VHF	Very High Frequency
VLCC	Very Large Crude Carrier
VSO	Vessel Security Officer
VSP	Vessel Security Plan

LOOP PERSONNEL INVOLVED IN TANKER DISCHARGE

Port Superintendent – Resident at the Marine Terminal who has overall authority over the Marine Terminal and port. Also functions as the Marine Terminal Port Security Officer (also known as Outer Continental Shelf Facility Security Officer).

Oil Movement Controller – Resident at the Galliano Operations Center. Supervises cargo discharge. In constant radio contact with the mooring master.

Vessel Traffic Controller – Resident at the Marine Terminal. Responsible for traffic control at the port.

Mooring Master – Stationed on bow to assist the Pilot/Mooring Master during approach to the SPM. Remains on board to coordinate the discharge.

Pilot/Mooring Master – Assists the master in mooring and unmooring the vessel. Remains on board to coordinate the discharge.

Deck Watch – The ship supplies deckwatch and bow watch during discharge. The LOOP supplied deckwatch supports the mooring and unmooring operation.

1 PORT COMPLEX DESCRIPTION

(The information contained in this section has been deleted from the public web-site version of the LOOP Port Booklet. If you need the information contained in this section, please contact the LOOP Scheduling Department at 985-276-6100 or scheduling@loopllc.com)

2 ENVIRONMENTAL CONDITIONS

2.1 Waves and Currents

At the port, significant wave height is less than 1.8 meters (6 feet) for 72 percent of the time and greater than 3 meters (10 feet) for 5.4 percent of the time. Currents take a generally westerly direction 75 percent of the time. Average current speed is 0.72 knots, but three percent of the time the current can reach a speed of two knots or more.

2.2 Weather

2.2.1 Weather at the Port

LOOP's Marine Terminal is located in a semi-tropical zone. Average summer temperature is 29°C (84°F), and average winter temperature is 14°C (57°F). Lowest temperature recorded is -12°C (10°F) and highest is 38°C (100°F). Thunderstorms in summer and cold fronts in winter develop quickly and can be quite severe with storm winds (up to Beaufort Force 10) developing for short periods. The terminal is in a hurricane zone, and although such storms are an infrequent occurrence at the port, the area is often affected adversely between the months of June and November by hurricanes passing east or west of the port. Poor visibility occurs most often in January when visibility of two nautical miles or less occurs two percent of the time.

2.2.2 Weather Operating Guidelines

Mooring operations, hose hook-up and the operation of LOOP support vessels are weather determinant, which includes, but is not limited to; consideration of state of sea and swell, wind direction and velocity, visibility and current strength and direction. In general, the LOOP Port Superintendent may use the following guidelines in determining whether to initiate, continue or terminate any activities in the port.

Whenever sustained winds are in the 25 – 30 knot range, a heightened attention is paid to SPM buoy and hawser movement. As winds increase from that point the Port Superintendent may issue high wind alerts or rough weather advisories as necessary.

a. Tanker mooring and hose hook-up can generally be conducted in significant seas of five to seven feet. Significant seas in excess of that height will cause the activity to be reviewed by the Port Superintendent in order to consider the benefit of a lee side and/or use of a line throwing gun to launch a projectile from the mooring support vessel across the bow of the tanker as a means of safety attaching mooring lines during mooring operations.

b. Operation of LOOP support vessels and cargo discharge can generally be conducted in significant seas up to 12 feet. In the event that seas increase beyond, or are predicted to increase beyond that height, especially as a result of a building storm, cargo operations may be discontinued and cargo hoses disconnected.

c. Tankers may be required to place engines on short notice, or depart the SPM when the conditions below exist, or are predicted:

   (1) If seas become greater than 15 feet

   (2) If winds become greater than 44 knots

   (3) If current becomes greater than 1.8 knots and is aligned with winds of 40 knots or greater

   (4) If current becomes greater than 1.2 knots and is perpendicular to winds of 40 knots or greater

   (5) Excessive buoy or hawser motion or strain.

   (6) For tankers <50,000 DWT, environmental conditions predictions less than noted above may require departure from SPM.

d. The complete shutdown of all systems and the evacuation of the port will be ordered when it is predicted that a hurricane will threaten the port. Normally evacuation orders will be issued 24 to 36 hours before tropical storm force winds are expected to arrive at the port.

e. A hurricane alert is issued seventy-two (72) hours ahead of an approaching hurricane. Depending on length of discharge plan, incoming tankers may not be berthed after a hurricane alert, and berthed tankers will complete discharging as soon as possible and depart the port.

f. Visibility of less than ½ mile will limit all vessel operations until conditions improve.

g. Pumping operations will be suspended anytime lightning is within a 8 mile radius.

2.2.3 Weather Advisory System

Coast Guard radio stations make two types of marine information broadcasts: radiotelephone (voice) for all seagoing users, and radiotelegraph (CW) for vessels carrying trained radio operators. Scheduled radiotelephone broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information and other advisories on working frequencies, following a preliminary call on the voice international distress and calling frequencies. Urgent and safety broadcasts are made upon receipt of the information, urgent information is repeated 15 minutes later, and both are included in the next scheduled broadcasts unless

cancelled before that time. Additional broadcasts may be made at the discretion of the originator. Urgent broadcasts are preceded by the signal: "PAN" for radiotelephone "XXX" for radiotelegraph. Both the urgent signal and message are transmitted on 2182 KHz. and 156.80 MHz. (Channel 16). Safety broadcasts are preceded by the signal: "SECURITE" for radiotelephone and "TTT" for radiotelegraph. After a preliminary call on 2182 KHz. or 156.80 MHz., the station shifts to its assigned working frequency for the broadcast. (See Figure 1 for Stations)

Scheduled radiotelegraph broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information, and other advisories on working frequencies following a preliminary call on the radiotelegraph international distress and calling frequency 500 KHz. Urgent and safety broadcasts are made as follows:

a. Safety broadcasts are made upon receipt of the information; urgent broadcasts are also made upon receipt of the information except within ten (10) minutes of the next silent period.

b. Safety and urgent messages are made during the last 15 seconds of the first silent period after receipt and are repeated at the end of the first silent period which occurs during the working hours of one-operator ships, unless the warning has been cancelled or superseded by a later warning message. Urgent broadcasts are preceded by the signal "XXX". Both the urgent signal and the message are transmitted on 500 KHz. Safety broadcasts are preceded by the signal "TTT". After the preliminary call on 500 KHz. the station shifts to its assigned working frequency to transmit the broadcast. The following Coast Guard radio stations in the Gulf of America area and its approaches make urgent, safety, and scheduled marine information broadcasts preceded by a preliminary call on 500 KHz, at the times and on the working frequencies indicated in Figure 1.

LOOP also has weather and sea monitoring equipment installed at the Marine Terminal and receives NOAA weather advisories. Upon request, weather information will be transmitted to tankers in the vicinity.

In addition, NOAA gives continuous weather information, forecasts, and warnings on the following frequencies:

WX1	162.550 MHz.
WX2	162.400 MHz.

Figure 1 U.S. Coast Guard Radio Stations

The following Coast Guard radio stations make urgent, safety and scheduled marine information broadcasts preceded by a preliminary call on 2182 KHz. or 156.80 MHz., at the time and on the working frequencies indicated.

STATION	FREQUENCY	TIME(S)
NCF, Miami Beach, Florida	2670 KHz. 157.10 (Channel 22)	0400,0600,0800,1050,1300,1900,2250 0630,1200 and 1730 EST
NOK, Key West, Florida	157.10 (Channel 22)	0600, 1200 and 1700 EST
NMA-21, St. Petersburg, Florida	2670 KHz. 157.10 (Channel 22)	0920 and 2320 EST 0650,1250 and 1750 EST
NMG, New Orleans, Louisiana	2670 KHz. 157.10 (Channel 22)	0435,0635,1035,1150,1635,2350 CST 0450,1050 and 1650 EST
NMG-15, Grand Isle, Louisiana	157.10 (Channel 22)	0435,1035 and 1635 CST
NOY, Galveston, Texas	2670 KHz.	0450,0650,1050 and 1650 CST
NOY-3, Port Aransas, Texas	157.10 (Channel 22)	0440,0640,1040 and 1640 CST
NCH, Port Isabel, Texas	2670 KHz. 157.10 (Channel 22)	 0440,0640,1040 and 1640 CST 0435,1035 and 1635 CST
NMR, San Juan, Puerto Rico	2670 KHz. 157.10 (Channel 22)	1100 and 2300 AST 0710,1310 and 1810 AST

The following Coast Guard radio stations in the Gulf of America area make urgent, safety and scheduled marine information broadcasts preceded by a preliminary call on 500 KHz., at the times and on the working frequencies indicated:

NMA, Miami, Florida	440 KHz.	1100 and 2000 EST
NMG, New Orleans, Louisiana	428 KHz	1120 and 1830 CST
NMR, San Juan, Puerto Rico	466 KHz.	1220 and 2120 AST

3 COMMUNICATIONS

3.1 Identification of Personnel on Board

All vessels calling at LOOP are required to provide a list of all personnel on board. This list will be provided to the appropriate regulatory authorities to verify that no individuals with known links to terrorist organizations are present.

3.1.1 Agent Notification

The agents or operators of vessels calling at LOOP must provide a complete list of all personnel on board as soon as practical after the vessel discharge window has been assigned by the Scheduling Department. This list should be sent preferably to vtc@loopllc.com, or by facsimile to (985)632-1380 or (985)276-6267 by the ship's agent or operator. The passenger list/crew list shall be in the format required by U.S. Customs and Border Protection or U.S. Immigration and Naturalization Service regulations and include each person's full name, rank or position in the crew, nationality, passport number, date of birth, and place of embarkation.

3.1.2 Confirmation by Vessel Master

Upon arrival at LOOP, the vessel master must provide a confirmation list of all persons on board, their respective nationalities and identifying documents. The master's list must also include any persons who will be joining and/or departing the ship while at LOOP. This confirmation list must be signed and stamped by the Master of the vessel.

3.2 Notices of Arrival

The master of a tanker bound for LOOP should send his first arrival advice message as nearly as possible to seven days before his expected date of arrival, even if he is in port at the time. If his trip to LOOP is less than seven days, he should also send another arrival advice as soon as possible after leaving his loading port. His next arrival advice should be sent 72 hours before the estimated time of arrival (ETA). The arrival advice should be transmitted and updated again at 48 hours and again not later than 24 hours before the estimated time of arrival. An arrival advice message can and should be sent at any time when there is significant change in a previously estimated arrival time. These arrival advice messages should be sent to LOOP LLC. LOOP terminal call sign is LOOP RADAR The first message should contain, at a minimum, the following:

1. Tanker's name and call sign
2. Estimated time of arrival (ETA) at LOOP
3. Arrival draft fore & aft
4. Type(s) and amount(s) of cargo on board

5. Basic discharge or loading times for bulk discharge, downtime, & completion.
6. Cargo manifold size and type, if 16 inch not available
7. Type of mooring equipment installed
8. Expected discharge rate or loading rate if applicable.
9. Expected number of ballast hours upon completion
10. Type of Emergency Towing Equipment
11. Any special requirements which need early actions
12. Name and phone number of qualified individual and alternate as required by 33CFR, part 155.1026 as listed on the vessel response plan filed with the USCG.
13. MARSEC Level at which the tanker is operating

These messages can be sent by email (vtc@loopllc.com) or by radio to coast stations WNU Slidell, WLO Mobile, or WPA Port Arthur. It is suggested that ETA advice also be sent to tanker's agents with logistics requirements.

3.3 Pre-Arrival Instructions

A message will be sent to LOOP-bound tankers approximately 72 hours prior to their arrival requesting the above information and outlining arrival procedures.

3.4 Twenty-four (24) Hour Message

The 24-hour arrival message shall be addressed both to the Coast Guard Captain of the Port Houma (Telex 701801 (USCG NLN-UD) and to LOOP LLC). This message should contain the following:

1. Name, gross tonnage, and draft of the tanker.
2. Type and amounts of cargo on board.
3. Any condition on the tanker that may impair its navigation, such as fire damage, malfunctioning propulsion machinery or steering equipment, or limitations on navigational or radiotelephone capabilities because of equipment or material malfunctions. (Vessels will not normally be allowed to be underway in the Safety Zone with any steering or propulsion equipment deficiency or with inoperative emergency towing equipment as recommended by IMO.)
4. Any leaks, structural damage, or machinery malfunctions that may impair cargo transfer operations or cause a discharge of oil.
5. ETA at the Safety Zone. If the information reported changes at any time before entering the Safety Zone or while the tanker is in the Safety Zone, the Master

of the tanker shall report the changes to the Coast Guard Captain of the Port and to LOOP LLC as soon as possible.

3.5 Radio Frequencies for Berthing

(If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or scheduling@loopllc.com)

3.6 Radio Communications at the Port

(If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or scheduling@loopllc.com)

3.7 LOOP Communications Facilities

(If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or scheduling@loopllc.com)

3.8 Transit Traffic

LOOP maintains a VHF Maritime radio system capable of communicating with vessels other than tankers or LOOP support vessels if such vessels are equipped with comparable equipment. When necessary to communicate with vessels of unknown communication capabilities, the Vessel Traffic Controller will attempt to contact such vessel on VHF Channel 16. If such efforts at radio communication are unsuccessful, a LOOP mooring launch or personnel boat may be dispatched to advise the vessel of any potential danger to the vessel as observed by the Vessel Traffic Controller's surveillance and also to advise the vessel operator of the port's precautionary areas and areas to be avoided.

When requested by a Master of a vessel other than a LOOP support vessel or tanker, the Vessel Traffic Controller shall furnish information concerning tankers, support vessels, and other vessels underway or moored in the Safety Zone.

4 TANKER ARRIVAL

4.1 Arriving from Seaward

The items listed in this section apply to all tankers arriving at LOOP and should be referenced with respect to specific operations as described in Section 4.2 through 4.6. Tankers will normally approach LOOP via the 63 NM Safety Fairway (see **Error! Reference source not found.**) (For complete communication information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com). The arrival time for a tanker is recorded as the time and date the inbound tanker enters the Safety Zone to anchor or to moor, or the time and date the tanker anchors outside of the Safety Zone in the vicinity of the port. Tankers must enter and depart the port via the Safety Zone between Buoys 1 and 2.

4.1.1 Berthing Order

When a buoy becomes available, the tanker with the earliest Firm Arrival Window will be berthed provided that tanker has issued its Notice of Readiness to Discharge or Load. LOOP may adjust a tanker's position in the queue a maximum of two positions when such adjustment is necessary for optimum operations of the LOOP system.

4.1.2 Navigational Assistance

During the mooring operation, including transit of the approach and terminal sections, the Pilot/Mooring Master and the Mooring Master perform the following functions:

a. The Pilot/Mooring Master advises the tanker's Master on operational and ship control matters and requirements that are peculiar to the port, such as navigational aids, depth of water and current characteristics of the maneuvering area during existing conditions, mooring equipment and procedures, emergency towing procedures, and the port's vessel control procedures. The Pilot/Mooring Master will maintain communications with the Vessel Traffic Controller, mooring launches and the Assistant Mooring Master until the mooring operation has been completed.

b. The Mooring Master is stationed on the forecastle of the tanker during mooring operations to assist the Pilot/Mooring Master by reporting position approach data relative to the SPM and to advise the tanker's personnel in the handling of mooring equipment peculiar to the port.

4.1.3 Transiting the Approach, Terminal, and Anchorage Sections

The Master of the tanker, a licensed deck watch officer, and a competent helmsman must be on the bridge, and machinery spaces must be manned by a licensed engineer, at all times while the tanker is maneuvering in the approach and anchorage sections or transiting the terminal section of the Safety Zone and approaching a SPM to moor. A competent deck officer is to be on the bow along with one seaman as lookout who is capable on command of letting go the anchor, if necessary.

4.1.4 Maneuvering Capabilities

LOOP SPM buoys are located on a radius of 2,438 meters (8,000 feet) from the Marine Terminal pumping platform complex with spacing between buoys of 1,981.2 meters (6,500 feet). Tanker must have the capability to perform the maneuvering required to approach and depart from a SPM within an area not greater than 1,524 meters (5,000 feet) radius from the buoy at speeds not exceeding 5.5 kilometers per hour (3 knots). LOOP may require evidence of a tanker's capability to approach and enter the Safety Zone. The Pilot/Mooring Master may determine this by pre-berthing checks of a tanker's maneuvering characteristics. It is recommended that vessels endeavor to arrive on an even, or near even keel whenever possible.

4.1.5 Securing Anchor

PRIOR TO APPROACH AND WHILE AT THE SPM, ANCHORS ARE TO BE HOME, WITH BRAKE ON, LOCKING PAWLS SECURED, AND LASHINGS CLEARED. NO WORK ON WINDLASS OR ANCHORING GEAR THAT REQUIRES RELEASING THE BRAKE OR REMOVAL OF SECURING GEAR/PAWLS IS ALLOWED WHILE AT THE SPM.

4.2 Tankers Proceeding Directly to a Mooring

Tankers that proceed to a mooring immediately upon arrival at LOOP must use the following procedure:

a. The Pilot/Mooring Master, Mooring Master, Deck Watch, and Oil Inspectors will board the tanker, and the port furnished equipment will be picked up by the tanker prior to entering the Safety Zone. The boarding area is at the north end of the Safety Fairway where it turns and joins the approach section of the Safety Zone. The entrance to the Safety Zone is marked at the lateral boundaries by Buoys 1 & 2 (See **Error! Reference source not found.**). (Note: Section 10.3 for times when Pilot/Mooring Master boarding is done by helicopter.)

b. Weather permitting, a pilot ladder shall be rigged port and starboard five meters above the water. An accommodation ladder in conjunction with a pilot ladder

shall be rigged prior to arrival if the freeboard exceeds 10 meters and prior to completion of discharge if the sailing freeboard exceeds 10 meters. The tanker will be advised of what side the mooring and connecting equipment will be handled so that the appropriate derrick can be topped and rigged in preparation for lifting the equipment aboard and for handling the hoses after mooring. The derrick block should be plumb midway between the rail and the manifold at the manifold centerline. Tankers are asked to provide a lee in order to allow for a safer boarding and an easier equipment handling operation. THE TANKER MUST HAVE OPERATIVE AND READY FOR IMMEDIATE USE, BOW AND STERN EMERGENCY TOWING EQUIPMENT, AS RECOMMENDED BY IMO AND DEFINED IN SECTION 6.11.3.

c. Equipment brought aboard the tanker for use in the mooring arrangement shall be transported to the bow by ship's personnel and returned to the manifold in the way of the derrick at completion of port operations. Ship's personnel, supervised by a deck officer and advised by the Mooring Master, shall prepare and arrange the tanker's mooring equipment to the satisfaction of the Mooring Master and the tanker Master.

d. After the Pilot/Mooring Master is aboard, the tanker may proceed under this guidance into the Safety Zone to the assigned berth for mooring. The shipper and tanker owner shall be responsible and liable to LOOP for any damage or injury done by the tanker to any LOOP facility, equipment or personnel. Services of the Pilot/Mooring Master, Mooring Master, Deck Watch, mooring launches and their crews, and such other LOOP personnel as may be required aboard the tanker are provided with the express understanding that the Master of the tanker has and accepts the ultimate responsibility for the tanker and crew. If it becomes necessary for the Master of the tanker to disregard a Pilot/Mooring Master's advice in order to ensure the safety of his ship, it is requested that a written report from the Master be submitted promptly to LOOP.

e. Refer to Items 4.1.3, 4.1.4 and 4.1.5 for Transiting, Maneuvering, and Anchor securing requirements.

4.3 Tankers Proceeding Directly to LOOP's Anchorage (In Safety Zone)

a. Tankers proceeding directly to LOOP's anchorage may proceed into the Safety Zone without a Pilot/Mooring Master on board providing the following conditions are met:
    1. The tanker is proceeding directly to the designated anchorage section.
    2. Entry is via the designated Safety Fairway through Buoys 1 & 2.
    3. Clearance is obtained from the Vessel Traffic Controller.
    4. No other tankers are underway without a Pilot/Mooring Master on board in that portion of the Safety Zone that is south and east of Buoys 3 & 4.
    5. No more than 4 tankers are already anchored in the designated anchorage.

6. Vessel is currently under charter by approved LOOP Shipper before entering Safety Zone.
7. Vessel is schedule to load or offload at LOOP.

b. Specific tanker speeds are to be consistent with the International Rules for Navigation, Rule 6 – Safe Speed.

c. The shipper and tanker owner shall be responsible and liable to LOOP for any damage or injury done by the tanker to any LOOP facility, equipment, and personnel.

4.4 Anchoring at LOOP

LOOP has a designated 2.0 NM X 4.0 NM anchorage area inside the Safety Zone to provide for safety and continuity of operations. All vessels are encouraged to utilize this anchorage unless such vessels are proceeding directly to moor upon arrival. While the tanker is at anchor in the anchorage section of the safety zone, a competent deck officer shall be stationed at all times on the bridge to watch for any dragging of the anchor which can be detected by taking radar ranges or rounds of bearing as necessary on the pumping platform or on any other fixed objects and to *monitor the LOOP working and emergency communication channels.* (For complete communication information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com). VESSELS AT ANCHOR MUST MAINTAIN ENGINES AND PROPULSION MACHINERY IN READINESS TO CLEAR THE MARINE TERMINAL AREA UNDER FULL POWER ON SHORT NOTICE. NO REPAIRS ARE PERMITTED WHICH WOULD INTERFERE WITH THIS REQUIREMENT. THE ANCHORAGE IS IN THE OPEN SEA AND IS NOT IN A HARBOR. A 10-MINUTE OR LESS READY STANDBY REQUIREMENT FOR ENGINES AND ANCHORS WILL BE INVOKED IN THE EVENT OF ROUGH WEATHER. THE PORT SUPERINTENDENT WILL INVOKE THE ROUGH WEATHER ADVISORY.

4.5 Tankers Proceeding to Mooring from Anchor (In Safety Zone)

a. The Vessel Traffic Controller advises the tanker of the arrival time of the Pilot/Mooring Master, Mooring Master, Deck Watch, and Oil Inspectors, and of the equipment to be made ready (Note: See Section 10.3 for when Pilot/Mooring Master boarding is done by helicopter.)

b. Upon receiving clearance from Vessel Traffic Controller, the tanker will normally get underway without a Pilot/Mooring Master on board for the purpose of making a lee only. The Pilot/Mooring Master will then board the vessel and proceed to the bridge to pilot the vessel to berth.

c. Equipment brought aboard the tanker for use in the mooring arrangement is transported to the bow by ship's personnel and returned to the manifold in way of the derrick at completion of port operations. Ship's personnel supervised by a deck officer and advised by the Mooring Master shall prepare and arrange the

tanker's mooring equipment to the satisfaction of the Mooring Master and the tanker Master.

d. For berthing operations, it is recommended that vessels endeavor to remain on an even, or near even keel whenever possible.

4.6 Tankers Proceeding to Mooring from Anchor (Outside Safety Zone)

a. The Vessel Traffic Controller advises the tanker of the arrival time of the Pilot/Mooring Master, Mooring Master, Deck Watch, and Oil Inspectors, and of equipment to be made ready. Included are instructions for preparation of an accommodation ladder and/or pilot ladder, equipment hoist and operative emergency towing equipment. (Note: Section 10.3 for times when Mooring Master boarding is done by helicopter). Tanker may raise anchor and get underway prior to Pilot/Mooring Master arrival, but should not normally enter the Safety Zone until the Pilot/Mooring Master is on board.

b. Equipment brought aboard the tanker for use in the mooring arrangement, shall be transported to the bow by ship's personnel and returned to the manifold in way of the derrick at completion of port operations. Ship's personnel, supervised by a deck officer and advised by the Mooring Master shall prepare and arrange the tanker's mooring equipment to the satisfaction of the Mooring Master and the tanker Master.

c. Refer to Items 4.1.3, 4.1.4, and 4.1.5 for Transiting, Maneuvering, and Anchor securing requirements.

5 PORT SECURITY

Security for the LOOP complex is managed under the LOOP Deepwater Port Complex Facility Security Plan. This Plan was developed to be consistent with the applicable regulations in 33 CFR Parts 105 and 106. The Plan has been approved by the U.S. Coast Guard Commandant (G-MP). The Plan provides for appropriate responses to elevated threat levels as indicated by the Department of Homeland Security National Terrorism Advisory System (NTAS) and Maritime Security (MARSEC) levels established by the U.S. Coast Guard Commandant.

The Plan contains prioritized procedures for company personnel at adapt DWP operations to different threat levels and to respond to an actual, potential or perceived Transportation Security Incident (TSI) at the DWP complex.

All activities within the LOOP Safety Zone are regulated by and subject to the control of the United States Coast Guard (USCG). The USCG is the enforcement agency for the security of LOOP facilities and all tankers calling at the port. USCG vessels and aircraft periodically patrol the area and may monitor all vessel movement in the Safety Zone. Tankers planning to discharge at LOOP must acknowledge the right of USCG personnel to board for security reasons or safety inspections. At their option, USCG personnel may elect to remain on board throughout mooring and discharge operations.

The unauthorized use of Unmanned Aircraft Systems (UAS), Unmanned Surface Vehicles (USV) and Unmanned Underwater Vehicles (UUV) is prohibited inside of LOOPs Safety Zone.

5.1 Vessel Security Requirements

Vessels calling at LOOP must have a valid International Ship Security Certificate (ISSC) issued by a Flag State authority recognized by the USCG. The vessel must be operating consistent with an approved Vessel Security Plan (VSP) in compliance with the ISPS code. The VSP must designate a Vessel Security Officer (VSO) and actions to be taken by vessel personnel in response to a threat or Transportation Security Incident (TSI).

5.2 Designated LOOP Security Personnel

a. Company Security Officer (CSO) 985-276-6235

The CSO is responsible for overall security measures throughout the LOOP complex, both onshore and offshore. The CSO is responsible for obtaining intelligence and/or threat information from the appropriate government agencies including the Captain of the Port and issuing company security advisories accordingly.

b. Port Security Officer (PSO) 985-632-6980

The LOOP Port Superintendent functions as the PSO (alternatively known within the Port Security Manual as the Outer Continental Shelf Facility Security Officer (OCS FSO)). The PSO is responsible for implementing security measures at the Marine Terminal. The PSO or his designee will coordinate security matters with VSO for all vessels arriving at the Marine Terminal.

5.3 MARSEC Security Levels

The USCG Commandant establishes MARSEC levels at the DWP. Changes to the MARSEC level will be communicated via the Federal Maritime Security Coordinator and/or the Captain of the Port. LOOP observes the MARSEC levels at the DWP as follows:

- MARSEC Level 1 – Baseline level of security
- MARSEC Level 2 – Heightened risk. Enhanced security posture due to specific intelligence or increased vulnerability.
- MARSEC Level 3 – Incident Imminent. Fully enhanced security posture.

The MARSEC Level at which the MT is operating will be communicated to arriving tankers during the pre-arrival instructions transmitted as per Section 3.3 (above). Any change to the MARSEC Level occurring while the vessel is in the port area will be immediately communicated to the VSO by the PSO or his designee. A change in MARSEC Level may initiate from a directive from the USCG, an internal LOOP security advisory issued by the CSO or from an observed threat at the MT.

5.4 Declaration of Security

When operating at MARSEC Level 2 or MARSEC Level 3, the LOOP Port Security Officer or his designee will complete a Declaration of Security (DoS) before the tanker is brought to the SPM for discharge. The DoS form, shown in Figure 2, will be classified as Sensitive Security Information (SSI) after its completion.

The DoS is not required by LOOP when operating at MARSEC Level 1. However, if requested by the VSO or the vessel master, this form will be completed by the LOOP Mooring Master as designee of the LOOP PSO upon boarding the tanker for transit to the SPM for discharge.

Figure 2 Declaration of Security

DECLARATION OF SECURITY

_____
(Name of Vessel)

_____
(IMO Number)

_____ _____/_____
(Facility) (Registry)/(Flag)

_____ _____
(Location) (ISSC Number)

- This *Declaration of Security* is valid from _____ until _____ for all vessel/Facility interface.
- MARSEC Level ❑ 1 ❑ 2 ❑ 3.
- The vessel and Facility agree to the following security responsibilities:

Activity	(Responsible party to initial) **Facility**	**Vessel**
1. Communications established between the vessel and facility:	_____	_____
(a) Means of raising alarm agreed between vessel and facility.	_____	_____
(b) Vessel/facility report/communicate any noted security non-conformities and notify appropriate government agencies.	_____	_____
(c) Port specific security information passed to vessel and notification procedures established (Specifically who contacts local authorities, National Response Center and Coast Guard).	_____	_____
2. Responsibility for checking identification and screening of:		
(a) Passengers, crew, hand carried items, and baggage.	_____	_____
(b) Vessel stores, cargo, and vehicles.	_____	_____
3. Responsibility for searching the berth/pier directly surrounding the vessel.	_____	_____
4. Responsibility for monitoring and/or performing security of water surrounding the vessel.	_____	_____
5. Responsibility for controlling access to the port facility.	_____	_____
6. Responsibility for controlling access to the ship.	_____	_____
7. Verification of increased MARSEC level and implementation of additional protective measures.	_____	_____
8. Responsibility for:		
(a) transporting/escorting personnel for shore leave and crew changes	_____	_____
(b) transporting/escorting visitors to the vessel.	_____	_____
(c) providing security for vessel when unattended.	_____	_____

The signatories to this agreement certify that security arrangements during the specified *interface* activities are in place and maintained.

_____ _____
(Signature of Master or *Vessel Security Officer*) (Signature of *Facility Security Officer or authorized designee*)

_____ _____
Name and Title Name and Title

Date: _____ Date: _____

Contact information_____ Contact information_____

_____ _____

SECURITY SENSITIVE INFORMATION WHEN COMPLETED

6 VESSEL REQUIREMENTS

6.1 Vessel Condition

6.1.1 General Condition of Vessels

Each tanker calling at LOOP shall be seaworthy, have a fit crew, and not be leaking oil and not be in a condition which presents a risk or threat of a prohibited oil discharge.

PRIOR TO ARRIVAL, THE MASTER SHALL ENSURE THAT THE VESSEL DOES NOT HAVE STERN SEAL LEAKAGE. STERN SEAL PRESSURE SHALL BE MONITORED THROUGHOUT THE CARGO DISCHARGE TO ENSURE THAT CHANGES IN DRAFT OR TRIM DO NOT CAUSE A STERN SEAL LEAK.

6.1.2 Vetting

All tankers calling at LOOP must be vetted to the LOOP Vetting Standard to ensure they meet accepted industry norms for safety, environmental protection and operating conditions. The Standard is available upon request. LOOP will accept ships vetted by a Shipper's vetting program provided that Shipper has certified in writing that the Shipper's vetting program meets the LOOP Vetting Standard. LOOP will independently vet all tankers not vetted by a certified Shipper program.

6.2 Navigation Equipment

Any vessel calling at LOOP must meet the United States Coast Guard navigational equipment requirements for a vessel entering United States water, (i.e. 33 CFR 164.35). Coast Guard personnel will board selected arriving vessels to insure compliance with federal regulations.

6.3 Pre-Arrival, Connection, and Transfer

Preparations, procedures, tests, and inspections to be followed during the pre-arrival time, connection, and transfer must meet the requirements of 33 CFR 150(D) and the recommendations of the OCIMF Safety Guide.

The Pilot/Mooring Master will have a LOOP check-list, which includes a Declaration of Inspection, which shows all the items to be tested or inspected in order to comply with the federal regulations and with current OCIMF recommendations. The inspection is to be made and the check-list is to be signed by both the tanker Master and by the Pilot/Mooring Master before the start of oil transfer operations.

6.4 Oil Transfer Equipment

All tankers must meet the requirements of 33 CFR 155 and 46 CFR Subchapter D (Tank Vessels) with regard to oil transfer and safety equipment. Cargo hoses must be connected by the tanker's personnel under the guidance of the Pilot/Mooring Master or the Mooring Master.

The Pilot/Mooring Master will provide a remotely operated Emergency Shutdown Signaling Device to be kept in the Cargo Control Room. Activation of this alarm requires an immediate, rapid stopping of the pumping operation. The Pilot/Mooring Master will explain the use of the Emergency Shutdown Signaling Device.

6.5 Physical Parameters of Vessel

Tankers to be accepted by LOOP must:

a. Have oil transfer equipment that conforms to the technical recommendations of the Oil Companies' International Marine Forum (OCIMF).

b. Be equipped with shipboard mooring fittings installed and located for safe and effective mooring to a SPM and in compliance with current OCIMF recommendations and LOOP requirements as defined in Section 7.1.

c. Be equipped with a derrick or crane, located near the cargo manifold for hose handling, capable of lifting and sustaining a minimum safe working load of 10 tons to a height of 13.7 meters (45 feet) above deck level. (VLCCs and ULCCs should have a minimum 15-ton crane because of the extra hose weight due to their greater freeboard.)

d. Be equipped with emergency towing equipment that is in place and in compliance with IMO Assembly Resolution A535(13) and LOOP requirements.

e. Not exceed maximum mooring load limitations of SPMs. (See Section **Error! Reference source not found.**)

f. Have serviceable pumping equipment.

g. Be capable of delivering a cargo size or quantity that is in accordance with LOOP's Terms and Conditions of Service.

h. Bow to Center Manifold Distance is a minimum of 290 feet or 88.4 meters, maximum of 623 feet or 189.9 meters.

6.6 Draft

Maximum draft limitations at the SPMs are the same as those shown in section **Error! Reference source not found.**.

6.7 Hull Condition

Hulls of tankers calling at LOOP shall be free of obstructions, (e.g., barnacles) which could cause damage to marine hoses, pollution, or injury to personnel.

6.8 Pilot and Personnel Boarding

6.8.1 Boarding Considerations

Actual sea conditions for small craft are not always appreciated when viewed from the bridge of a large vessel. Boarding of personnel is a potentially hazardous operation requiring complete cooperation. Although specific rules for this transfer cannot be made, the following points should be used as a guide:

a. Agree when and how the transfer of personnel will take place.
b. Allow sufficient time and sea room.
c. Tanker should always advise delivering vessel of any change in heading.
d. Maintain communications between vessels and deck watch at all times
e. Confirmation from vessel all accommodation ladders are secure and personnel are approved to embark/disembark.

6.8.2 Pilot and Accommodation Ladders

Size, draft, and maneuvering requirements of vessels calling at LOOP may not always allow the ship to create a lee side for boarding by alteration of heading alone. Therefore, LOOP REQUIRES THAT ALL TANKERS USING THE PORT BE EQUIPPED WITH ACCOMMODATION LADDERS ON THE PORT AND STARBOARD SIDES, LEADING AFT (See Figure 3). The requirements are as follows:

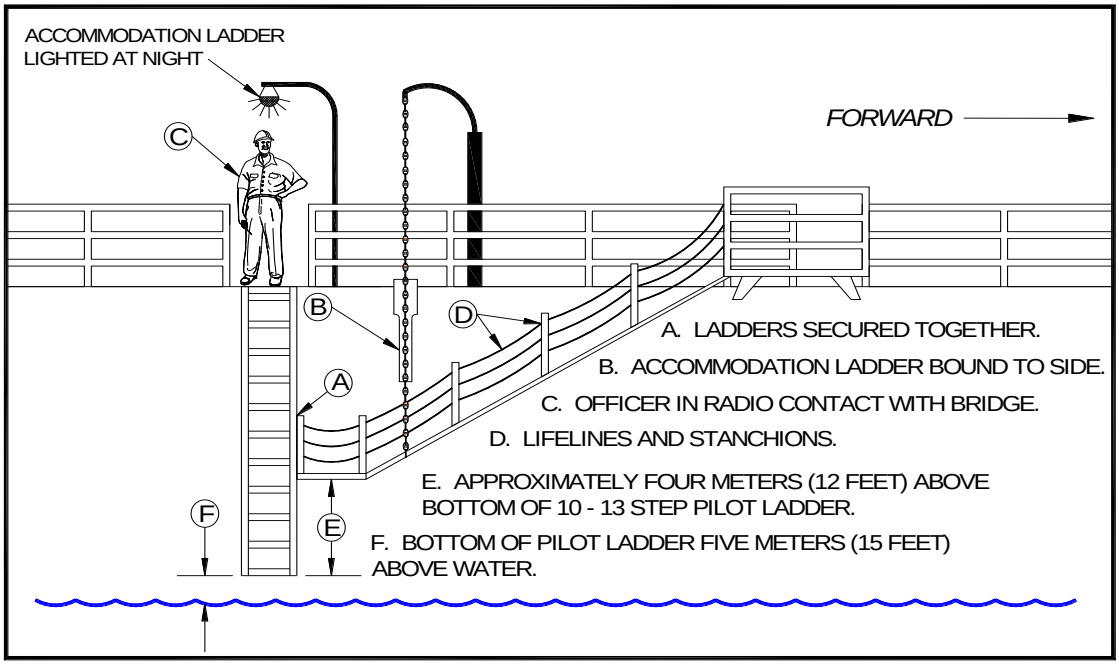
a. All pilot and accommodations ladders must be clean, in good condition, and comply with all existing IMO SOLAS requirements.
b. The rigging of pilot and accommodations ladders and the embarkation and debarkation of personnel shall be supervised by a responsible deck officer of the ship.
c. Every pilot ladder shall be secured in position clear of any possible discharges from the ship, and so that each step rests firmly against the ship's side.
d. If the freeboard exceeds 10 meters at any time, an accommodation ladder shall be rigged in conjunction with the pilot ladder.
e. ALL VESSELS SHALL HAVE AN ACCOMMODATION LADDER ON THE PORT AND STARBOARD SIDE.
f. The lower end of the accommodation ladder must rest firmly against the side of the ship within the parallel body midlength as far as practical within the midship half section.

g. The accommodation ladder must lead aft.
h. Adequate light shall be provided so that the pilot and accommodation ladders and the position where personnel board the ship will be properly illuminated.

Figure 3 Pilot & Accommodation Ladder Rigging Diagram

LOOP PORT REQUIREMENTS:

HAVE ACCOMODATION LADDER RIGGED IN COMBINATION WITH THE PILOT LADDER FOR ALL PERSONNEL TRANSFERS AT THE LOOP FACILITY WHEN DRAFT CONDITIONS CAUSE FREEBOARDS IN EXCESS OF 30 FEET (10 METERS).



NOTES:

IF VESSEL FREEBOARD IS LESS THAN 10 METERS (30 FEET), RIG PILOT LADDERS PORT AND STARBOARD SIDES WITH BOTTOM OF LADDER 5 METERS (15 FEET) ABOVE WATER.

HAVE PILOT LADDER IN POSITION, BUT IT IS PREFERABLE TO MAKE FINAL ADJUSTMENTS *DOWN* AFTER ARRIVAL OF CRAFT BEING USED FOR PERSONNEL TRANSFER.

THE EMBARKATION AND DISEMBARKATION FO A PILOT SHALL BE SUPERVISED BY A SHIP'S OFFICER AT ALL TIMES (CG REG 94.50-5 (B) (Z).

LIGHTING SHALL BE PROVIDED FOR PILOT LADDER AT NIGHT (CG REG 94.50-5(B) (Z).

6.9 Deck Floodlighting

6.9.1 Illuminated Locations

In addition to the lights usually displayed, tankers are required to furnish adequate additional lighting for night operations including:

a. Proper safety lighting of the accommodation ladder for personnel embarkation and debarkation. This is particularly essential for arriving and departing tankers when the Mooring Master and Assistant Mooring Master board or depart the tanker. A deck officer is required to supervise these procedures.
b. Lighting of the forecastle area.
c. Lighting of areas encompassing the derricks, deck, and water during equipment and hose handling operations.
d. Lighting to illuminate the cargo manifold.
e. Portable or hand-held safety lanterns for inspections and other deck activities that may require particular attention.

6.9.2 Type of Equipment

Only explosion-proof lighting equipment and electrical apparatus certified intrinsically safe for use in hazardous areas may be used on deck while a tanker is at an SPM. Portable electric lamps or other apparatus with flexible cable shall not be used without permission from the ship's officer-in-charge and from the Pilot/Mooring Master and Mooring Master aboard the tanker. In this regard, the recommendations of ISGOTT should be followed.

6.10 Accommodations

Tankers discharging at LOOP must provide meals and accommodations for the Pilot/Mooring Master, Mooring Master, and the Deck Watch during their time on board and for an independent Petroleum Inspector during his required time on board.

6.11 Vessel Readiness

6.11.1 Equipment/Personnel

Vessels at mooring or anchorage must maintain engines and propulsion machinery and emergency towing equipment in readiness to clear the Marine Terminal area under full power on short notice. No repairs are permitted which would interfere with this requirement. Vessel trim and draft should also be considered in determining vessel maneuvering capability. Masters of tankers

are advised to have sufficient personnel aboard and on watch to enable them to depart upon advice from the Vessel Traffic Controller. The master of a tanker may, in an emergency for the protection of life or property, depart without clearance from the Vessel Traffic Controller if the Master advises the Vessel Traffic Controller of the circumstances by radio at the earliest moment.

6.11.2 Minimum Ballast

The Master is to maintain the vessel in a seaworthy condition and ready to sail and maneuver at all times. This port is in the open sea and IS NOT A HARBOR. Weather can change rapidly as mentioned in Section 2.2.1. The Master is to maintain his vessel with sufficient ballast to obtain full immersion of the propeller at all times while maintaining a reasonable stern trim. These additional factors must be considered by the Master in maintaining the seaworthy condition and readiness to sail and maneuver.

A 10-minute or less ready standby requirement for engines and anchors will be invoked in the event of rough weather. The Port Superintendent will invoke the rough weather advisory.

6.11.3 Emergency Towing Equipment

LOOP employs an Emergency Response Vessel (ERV) at the Port for the designed purpose of providing escort and, if required, emergency towing response to disabled tankers. For emergency towing response to be effective, LOOP requires all tankships calling at the Port to be fitted in accordance with IMO Assembly Resolution A535(13) “Recommendations on Emergency Towing Requirements for Tankers”.

7 MOORING AND HOSE HANDLING

7.1 Mooring Equipment and Hawser System

Before a tanker is accepted for loading or offloading and PRIOR TO ARRIVAL, THE SHIP SHOULD NOTIFY LOOP OF THE TYPE OF SPM MOORING EQUIPMENT INSTALLED to determine if the equipment is capable of sustaining the safe working load that will be imposed on it and if fitted in accordance with OCIMF recommendations for mooring of tankers at SPM's. ALL TANKERS ARE REQUIRED TO UTILIZE THE TWO HAWSER SYSTEM TO MOOR AT THE SPM (expect as noted below). LOOP requires that all ships be fitted as follows:

A. Vessels of 150,000 DWT and more: Two (2) 76mm (3 in.) bow chain stoppers designed to accept 76mm (3 in.) section of chafe chain. Two (2) bow chock openings, one (1) each side of the centerline to allow free passage of two (2) 76mm (3 in.) chafe chains.

B. Vessels of less than 150,000 DWT: One (1) each either 76mm (3 in.) or 54mm (2 1/8 in.) bow chain stopper designed to accept 76mm (3 in.) or 54mm (2 1/8 in.) section of chafe chain. Under normal operations, the use of snotters to install a second hawser line is not required.

   Vessels of this class with only one (1) bow stopper could be required to secure the second chafe chain through the use of snotters and bitts at the Port Superintendents discretion only. Any additional equipment necessary to make the connection of this equipment to the tanker (snotters, shackles and holding devices) will be supplied by LOOP and will be lifted aboard the tanker from the mooring launch which transports the Pilot/Mooring Master and Mooring Master.

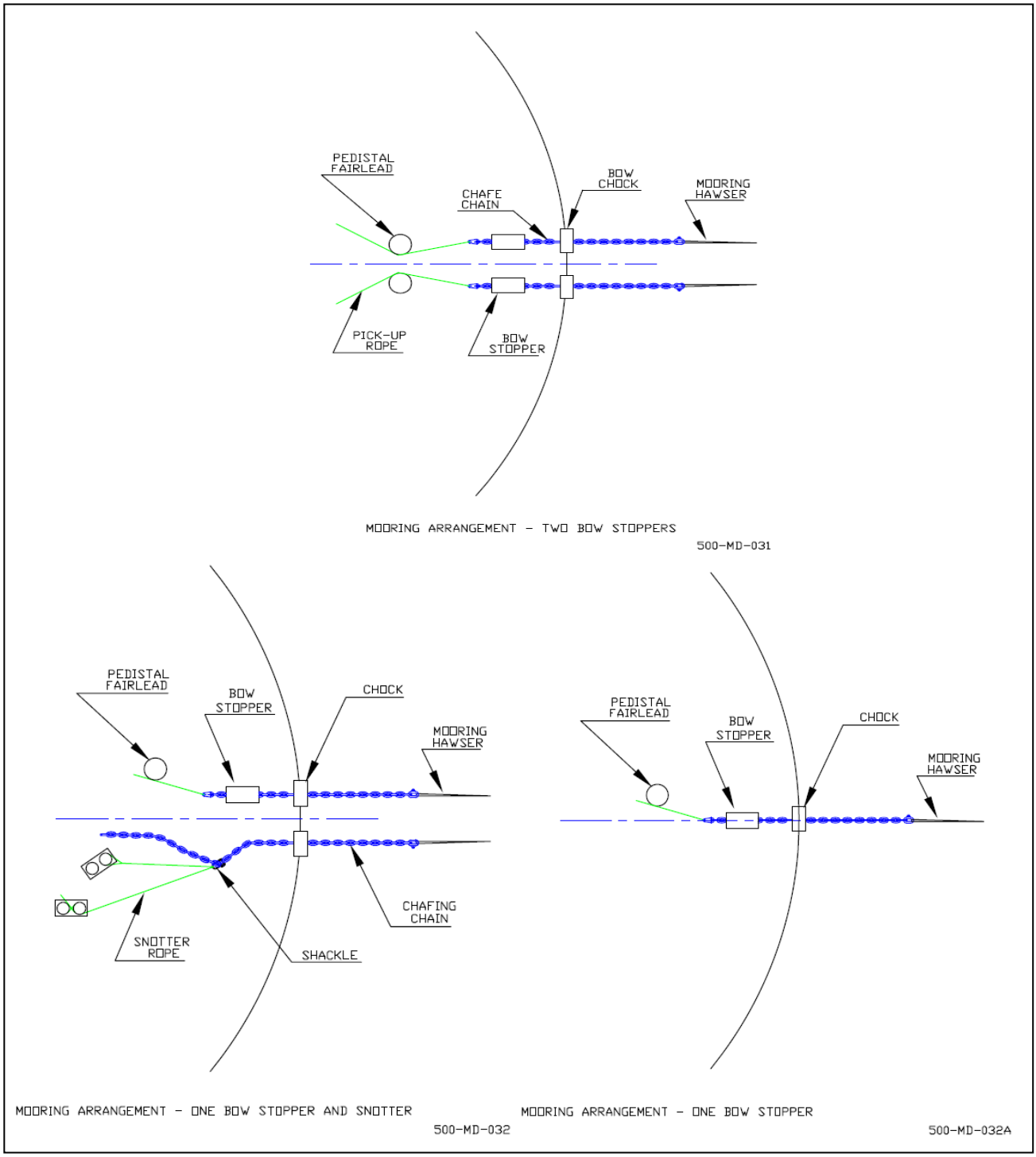
C. Pedestal roller fairleads and winch drums or capstans to provide proper leads and clearances (drum end of anchor windlass is acceptable).

Figure 4 illustrates the typical mooring arrangements. The specific arrangement will be determined by the Assistant Mooring Master after inspection of the ship's fittings and equipment. MOORING AND UNMOORING IS TO BE DONE BY THE CREW OF THE TANKER WITH THE ADVICE OF THE ASSISTANT MOORING MASTER.

Two launches will normally assist in mooring. One launch will tend the hawser systems. Successively for each of the two hawser systems, the launch personnel will secure the tanker's messenger line to pick-up line in order for the hawser system chafe chains to be winched aboard the tanker and secured to the shipboard mooring fittings. The second launch tends the floating hose strings during the tanker mooring, drawing the hose strings aside from the tanker's track during the approach and mooring. An escort tug will normally be made fast to the tanker's stern during approach and mooring.

NOTE - If deemed necessary by the Assistant Mooring Master, the use of a line-throwing device may be utilized by the launch to safely retrieve the tanker's messenger line.

Figure 4 Typical Hawser Mooring Arrangements



7.2 The Floating Hoses

The floating hoses, which extend approximately 1,100 feet from each buoy, consist of two 24-inch (600mm) crude oil discharge hose strings with 16-inch (400mm) nominal diameter rail/tails, each with Series 150 ANSI flanges. The hose string contains tapered hoses to transition from the 24 inch hoses to the 16 inch hose end flange. Each hose-string has a one-candela yellow light on a pick-up buoy at its end. In order to avoid delays in connecting hoses, tankers should have an adequate number of reducing spools to fit 16-inch standard ANSI flanges. Tankers are requested to remove the blank flanges from their discharge manifolds before mooring so as to expedite the connecting of the floating hoses. CONNECTING AND DISCONNECTING OF THE CARGO HOSES IS TO BE PERFORMED BY THE CREW OF THE TANKER UNDER THE ADVICE OF THE ASSISTANT MOORING MASTER.

7.2.1 Hose Handling

Mooring launches tow each floating hose into position beneath the tanker's lifting derrick. The derrick block is lowered to the launch and secured to the hose pick-up sling. After the hose is lifted above the level of the tanker's rail, it is swung inboard. A snubber chain connected between the first and second hose flanges is then used to control its angle; (i.e., to guide it towards its proper place on the cargo manifold). When the hose has been raised enough to span the distance between the tanker's rail and the cargo manifold, the snubbers can be made fast. The hose end is then lowered to the manifold and connected to it. Upon completion of discharge, each hose is disconnected from the manifold after its weight is borne up by the derrick runner. It is then swung outboard from the manifold, lowered to the water, and released.

7.2.2 Care in Raising and Lowering the Hoses

Care is necessary in raising the hoses before discharge and particularly in lowering them after discharge. At these times hoses are especially vulnerable to kinking.

7.2.3 Damaging Configurations for the Hose

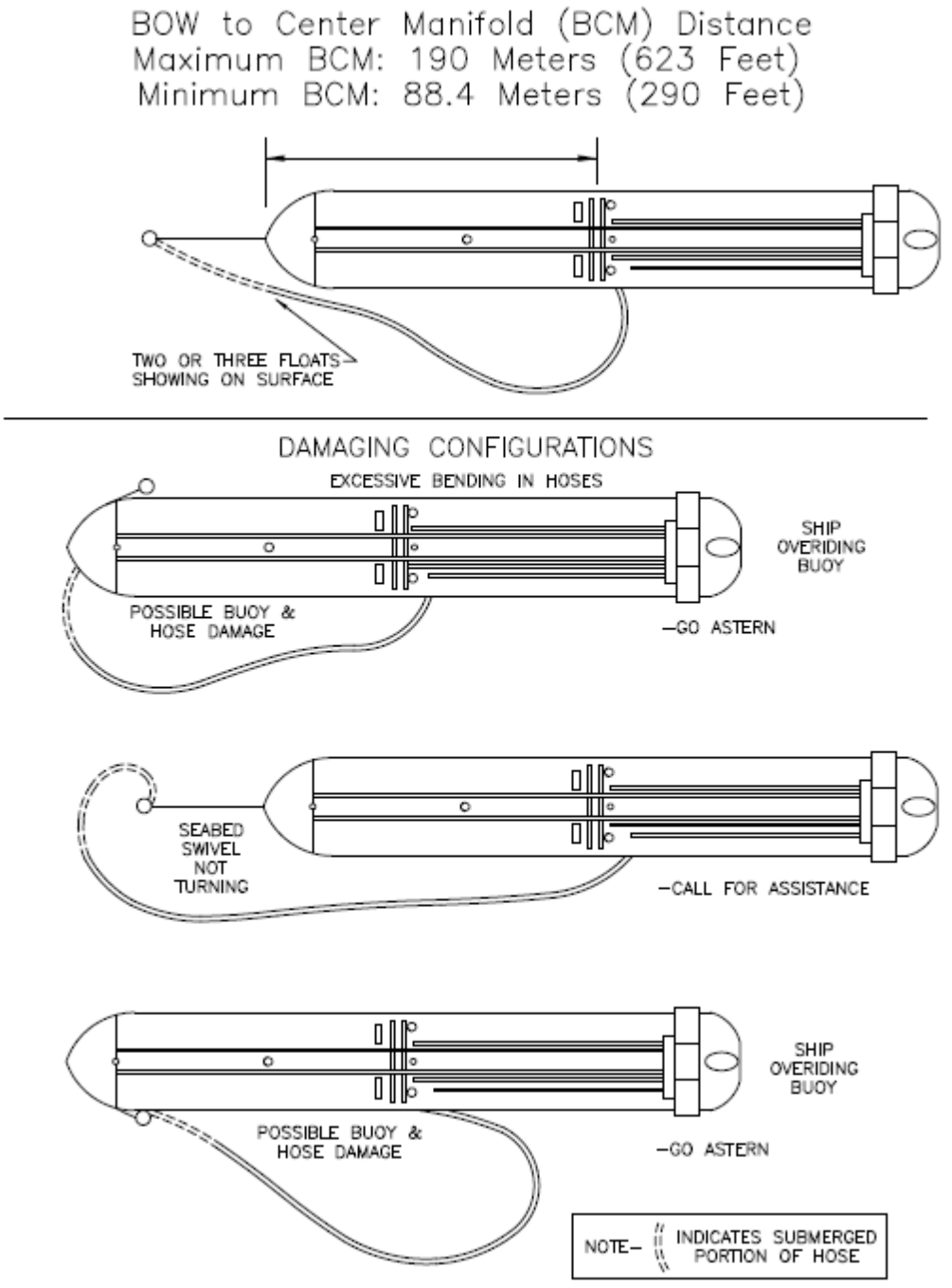
While the cargo transfer hose is connected to the tanker, certain positions that the tanker might take relative to the SPM could cause the hose to bend excessively and thus could damage it (see Figure 5).

For example, if a tanker overrides the buoy, it could damage both the hose and the buoy. This condition can be corrected by the tanker going astern or being pulled astern.

Another damaging position could happen if the SPM seabed swivel does not turn as the tanker swings around it. In such a case, the Mooring Master will

seek LOOP's assistance. If this situation is not immediately resolved, the Port Superintendent or the Mooring Master should issue the order to stop pumping cargo.

Figure 5 Damaging Configurations for the Hoses



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8 CARGO TRANSFER

8.1 Tanker Cargo Operation Planning

Ship's officers should be aware of LOOP's requirements prior to preparing their pre-arrival discharge sequence planning (See Section 3.2). Consistent with maintaining vessel seaworthiness and readiness to sail and maneuver, LOOP encourages the highest possible bulk discharge rate followed by a stoppage for consolidation of strippings and crude oil washing (COW). This runs counter to conventional tanker practice of always keeping some flow going ashore but is necessary at LOOP in order to maximize pipeline utilization. While stopped for stripping and/or COW, another ship may be pumping at a high rate. Loading operations are generally at a steady flowrate.

8.2 Cargo Operation

The cargo operation will be controlled and personally supervised by a ship's officer to the satisfaction of the Pilot/Mooring Master or the Mooring Master. Upon being informed by the ship's officer on watch that the tanker is ready to begin discharging or loading, the Mooring Master will request the discharge or loading operation to proceed according to a previously agreed upon plan regarding start-up rates and maximum discharge or loading rates. **IN THE EVENT OF ANY EMERGENCY, EITHER ON BOARD THE TANKER OR ON THE OPERATING PLATFORM, OR ANYWHERE IN THE LOOP SYSTEM, ALL OIL TRANSFER MUST BE STOPPED AND ALL OIL TRANSFER VALVES CLOSED**. These emergencies include but are not limited to:

a. Fire or explosion on a tanker, on the platform, or anywhere on the LOOP system.
b. Loss of power or steering on a tanker underway or in the safety zone.
c. Breakage of a hawser.
d. Rupture of a floating hose.
e. Any confirmed pipeline rupture in the LOOP system.
f. Power failure at any LOOP pipeline facility.
g. Severe electrical storm in the area of the port. (Ballast receipt must also be stopped during such electrical storms)
h. Failure of the UHF radio communications system.

In the event of failure of the UHF radio communications system, the tanker will sound five long blasts on her whistle. Cargo discharge or loading is then stopped until communications are re-established.

8.3 Bow and Oil Transfer Watch

One tanker crewmember will be stationed at the bow to monitor the condition of the mooring assembly at all times while the ship is moored. During the cargo transfer, an additional crewmember will be stationed at the cargo manifold area and a licensed officer and pumpman will be based in the cargo control room with the pumpman moving onto the deck as necessary. The watch organization must have the ability to recognize abnormal conditions, stay in constant communication with the Mooring Masters and LOOP personnel at the Marine Terminal and the Galliano Operations Center, and shut down pumping or loading on short notice. Communications for cargo handling will be directly with the Mooring Master through the LOOP UHF portable radio system. (NOTE: Each tanker shall have an officer who is fluent in English on duty at all times.)

8.4 Crude Oil Washing (COW)

Crude oil washing of cargo tanks is allowed after LOOP is assured that the operation will be done safely. In order for crude oil washing to be undertaken, the tanker and the tanker's personnel must satisfy the following requirements:

A. Strict compliance with USCG regulations 33 CFR 157. A copy of this regulation must be aboard the tanker and readily available to key shipboard personnel.

B. Strict adherence to ISGOTT Recommendations for Crude Oil Washing are required. A copy must be aboard the tanker and readily available to key shipboard personnel.

C. Notwithstanding the above regulations and guidelines, no COW will be permitted until the Mooring Master is satisfied that:
    1. All cargo tanks have discharged at least one meter of cargo depth in order to eliminate any water that may have accumulated on the bottoms of cargo tanks.
    2. The chief officer or the person in charge of the COW operation has participated at least twice in crude oil wash operations aboard a tanker similarly equipped.
    3. There is sufficient number of adequately trained personnel onboard to assist in the dual operations of transferring cargo and crude oil washing in order to ensure that:
        a. Gun nozzles are rotating in proper sequence.
        b. Enough source product remains in the tank supplying the cleaning oil.
        c. The on-deck piping system carrying the cleaning oil is continuously watched.

Note: Consideration should be given to washing dirty ballast tanks as soon as is practical to allow for ballasting should the weather condition deteriorate.

8.5 Inert Gas Systems (IGS)

The masters of tankships calling at LOOP are required by 46 CFR 32.53 to have IGS operational and capable of maintaining an inert atmosphere in the cargo tanks at the required positive gas pressure of 100 mm (4 in.) of water on filled cargo tanks and during loading and unloading, except when the cargo tanks are gas free. Additionally, all tankships calling at LOOP will be in strict compliance with 46 CFR 32.51-1 through 46 CFR 32.53-85 to ensure that the approval, operation (including instructions), control and instrumentation of IGS are valid and functional in all respects.

9 TANKER DEPARTURE

9.1 Normal Departing Procedure

When nearing completion of the cargo discharge or loading, the tanker Master or Chief Officer and the Pilot/Mooring Master together estimate the time needed to prepare the tanker for departure. This time will be given to the Vessel Traffic Controller on the control platform so that clearance for departure can be planned and so that a mooring launch can be summoned to assist the tanker in operations of unmooring.

When the tanker is ready to leave the SPM, the Mooring Master on the bow recommends the use of the tanker's engines in order to ease the load on the mooring lines. When the load is eased enough, the tanker's crew can then disengage the mooring hawser and lower the mooring lines to the water.

Departure time is the time when the last mooring line is cast off. After the tanker is unmoored, she maneuvers to go clear of the SPM buoy and to take a course for departure through the Safety Fairway. Departure from the SPM to the debarking point of the Pilot/Mooring Master is done under the Pilot/Mooring Master's guidance and the Vessel Traffic Controller's surveillance.

9.2 Emergency Departure Procedure

An emergency departure can be initiated either from the control platform or from the tanker. If initiated from the platform, the Pilot/Mooring Master is so notified. The tanker's engines must then be made ready for immediate service, and if cargo is being discharged, the tanker's pump must be shut down in accordance with the seriousness of the emergency. **IF AN ABRUPT SHUTDOWN OF THE PLATFORM'S BOOSTER PUMPS IS NECESSARY, IT IS ESSENTIAL THAT THE TANKER'S PUMPS EITHER BE IMMEDIATELY SHUT DOWN OR ELSE IMMEDIATELY SHIFTED TO A RECIRCULATION MODE**. In accordance with the nature of the emergency, cargo hoses may be lowered by line-slipping to the water. All other procedures are the same as those initiated from the ship. The Master of a tanker may, in an emergency for the protection of life or property, depart from an SPM without clearance from the Vessel Traffic Controllers.

9.3 Emergency Shutdown

The following should be followed in case the cargo operations must be quickly stopped because of some emergency (see Section 8.2):

A. LOOP's Oil Movement Controller notifies the tanker's watch officer and the Mooring Master of the emergency shutdown and activates the Emergency Shutdown Signaling Device. This device is brought aboard by the mooring

master and is demonstrated to the ship's crew prior to startup of cargo discharge or loading.

B. The tanker quickly stops cargo discharge or loading.

C. The LOOP system automatically goes into a pumping rate reduction and shuts down the pumps and meters as the flow rate dictates.

D. The tanker's manifold valves and the hose end butterfly valves are closed as soon as LOOP's pumps and the tanker's pumps are shut off or load flowrate is zero.

E. The Marine Terminal operations supervisor shuts LOOP's PLEM valves, if necessary.

F. If the emergency is one that makes a quick departure of the tanker necessary, the emergency departure procedures of the preceding paragraph will then be followed.

10 LOGISTICS SERVICES AND ADMINISTRATION

10.1 Bunkering

LOOP does not provide any bunkering services or facilities to tankers while they are in the LOOP Safety Zone. Such bunkering will be conducted outside the LOOP Safety Zone by private concerns under arrangements made between the tanker and the company providing the bunkering service.

10.2 Tanker Services

LOOP provides those services and facilities necessary for scheduling, receiving, mooring, discharging of cargo, and departure of tankers calling at its port. LOOP is not an "agent," but renders all necessary services to effect a prompt, efficient turnaround. LOOP does not provide logistics services. Such arrangements must be made through each tanker's agent.

Freshwater and telephone services are not available to ships from LOOP's port. LOOP does not have facilities available for handling mail, and cannot accept mail from the tanker, nor deliver mail to the tanker. IT IS IMPORTANT THAT MAIL FOR TANKERS NOT BE ADDRESSED TO LOOP LLC.

There is no medical service on LOOP's offshore platforms. Medical service ashore, as well as helicopter service for medical evacuation, is available through the agents. Garbage pickup should be arranged through the tanker's agent. Garbage collection shall be in compliance with Annex V of MARPOL 73/78.

Vessels used to deliver tanker supplies inside the LOOP Safety Zone must be pre-approved by LOOP. Such vessels must apply for approval in accordance with the LOOP guidelines and regulations covering logistical service. Lists of current approved vessels are available from LOOP on request.

10.3 Helicopter Transfer of Personnel and Supplies

Helicopter operations are sanctioned on tankers, in accordance with ICS Publication "Guide to Helicopter/Ship Operations", subject to the Master's and the Port Superintendent's approval, for the following situations:

A. Medical evacuation, personnel transfer, and replenishment of supplies by helicopter are permitted on an individual basis. The Port Superintendent has authority to determine when conditions are not safe for such helicopter operations. The tanker through the tanker's agent must arrange Shoreside treatment for medically evacuated patients. LOOP will assist with communication relays for emergency medical purposes but will not act as an agent.

B. In order to facilitate decisions about the safety or feasibility of helicopter operations on tankers, LOOP will advise masters of the characteristics of any helicopter dispatched by LOOP.

C. The landing of helicopters on vessels that have a winching area only and not an approved landing area is prohibited inside the Safety Zone.

10.4 Personnel Transportation

LOOP provides no transportation of tanker's personnel to shore. If transportation is required, it must be arranged through tanker's agents. There is no public transportation on land from towns near the LOOP platform. Any such land transportation should also be arranged in advance through the tanker agents.

10.5 Small Boats and Visitors

No boats are permitted or authorized to come alongside tankers calling at the port except those required by LOOP or by the ship to furnish services or carry out official business and then only after clearance from the Vessel Traffic Controller and Pilot/Mooring Master.

Certain vessel activities are regulated by 33 CFR 150.345; refer to Figure 6, which specifies where these regulated vessel activities are permitted.

It is strongly recommended to Masters of tankers that visitors to the ship be restricted to a minimum because of the hazards involved. Neither visitors to the ship nor ship's personnel are permitted to embark or disembark by the way of LOOP's platforms or launches.

Masters of vessels are advised that decks and the ship's ladders should be well lighted, and ladders should be kept well clear of the water during unloading to prohibit unauthorized persons from boarding this ship.

Figure 6 Regulated Vessel Activities

Table 150.380(a) - Regulated Activities of Vessels at Deepwater Ports (June 1 2023)

Regulated activities	Safety zone	Areas to be avoided around each deepwater port component 1	Anchorage areas	Other areas within and adjacent to the safety zone (e.g., no anchoring area)
Tankers calling at Port	C	C	C	C
Support vessel movements	C	C	C	C
Transit by vessels other than tankers or support vessels	F	D	P	P
Mooring to surface components (for example an SPM) by vessels other than tankers or support vessels	N	N	N	N
Anchoring by vessels other than tankers or support vessels	N	F	C	F
Fishing, including bottom trawl (shrimping)	N	D	P	N
Mobile drilling operations or erection of structures. 2	N	R	N	N
Lightering/transshipment	N	N	N	N

1 Areas to be avoided are in subpart J of this part. Radius of area to be avoided around PPC is 600 meters and around each SPM is 500 meters.
2 Not part of Port Installation.

NOTE: The person in charge of any vessel planning to enter a Safety Zone should contact the port Vessel Traffic Controller on Ch. 16 or 74 VHF-FM before entry and comply with that person's instructions

Key to regulated activities for Table 150.380(a):
C - Movement of the vessel is permitted when cleared by the person in charge of vessel operations.
D - Movement is not restricted, but recommended transit speed not to exceed 10 knots. Communication with the person in charge of vessel operations.
F - Only in an emergency. Anchoring will be avoided in a no anchoring area except in the case of immediate danger to the ship or persons on board.
N - Not permitted.
P - Transit is permitted when the vessel is not in the immediate area of a tanker, and when cleared by the vessel traffic supervisor.
R - Permitted only if determined that operation does not create unacceptable risk to personnel safety and security and operation. For transiting foreign-flag vessels, the requirement for clearance to enter the area to be avoided and no anchoring area is advisory in nature, but mandatory for an anchorage area established within 12 nautical miles.

10.6 Cargo Documentation

The cargo quantity and quality report, which is a LOOP document, will be completed as much as possible by LOOP personnel before each tanker's arrival. After the tanker finishes discharging or loading, the Pilot/Mooring Master receives the necessary figures by radio from the Oil Movement Controller so that the document can be completed before sailing. Cargo quantity is measured by representatives of LOOP by using turbine meters and provers on the pumping platform. Cargo quality is monitored by automatic sampling devices on the platform, and for accounting purposes, manual tests are done on samples taken from the automatic sampler on the platform. LOOP furnishes United States Customs authorities with the necessary documentation.

10.7 Petroleum Inspectors

A contracted "inspector of record" is available at the port to make shipboard inspection of the cargo. Use of this service is at the option of the shipper and is at shipper's expense. Shipper shall have the right to have representatives witness the inspection. Shipper should contact LOOP or the "inspector of record" regarding the prevailing fees and to make known intentions regarding the use of the service. If shipper elects to utilize alternate inspector of record, the shipper will be responsible for all logistics to/from vessel and adhere to requirements contained in Section 10.

10.8 Port Fishing Policy

There will be no fishing allowed in the LOOP SAFETY ZONE. This will include the Marine Terminal, SPM's and from onboard Ships in the safety zone reference in **Error! Reference source not found.**.

11 ENVIRONMENTAL PROTECTION AND SAFETY

11.1 Pollution

Discharge of oil or oily slops into the sea is strictly forbidden. Arrangements for handling oily residuals must be coordinated through LOOP's scheduling department. Due to the nature of its operations, LOOP does not accept ballast water discharge at its facility. Tankers that release oil or oily ballast water either at the SPM or in the anchorage area will be held responsible for all cleanup costs. The United States Coast Guard regulations concerning water discharges at sea are contained in 33 CFR 157.25 to 157.49. Regulations in 33 CFR 159.7 require an operable marine sanitation device aboard all vessels in United States waters. For purposes of these regulations, the LOOP Safety Zone is considered United States waters.

NOTE: All non-segregated ballast and bilge overboard discharge valves are to be shut and sealed and all deck scuppers plugged while at a LOOP SPM or anchorage, although scuppers can be temporarily opened to drain off rainwater.

11.2 Safety

LOOP maintains a vigorous safety program. The Pilot/Mooring Master will discuss and review LOOP safety requirements and procedures with tanker's Master and Chief Officer before cargo discharge begins. Coast Guard Inspectors will board all foreign vessels at least annually to ensure compliance with federal regulations, including Part 164, Title 33, of the United States Code of Federal Regulations, Navigation Safety.

11.3 Drug & Alcohol Policies

LOOP is committed to maintaining a productive and safe working environment. The use of drugs or alcohol impairs an individual's performance and creates unsafe working conditions, thereby posing dangers to personnel and to the environment. To that end, all LOOP employees and employees of contractors performing services for LOOP are not permitted to consume or have in their possession any alcohol or drugs while on LOOP premises. For this policy's purpose, the Safety Zone is considered to be LOOP premises.

Masters whose ships are in the Safety Zone are required to follow LOOP policy concerning consumption of alcohol and drugs for all crew members.

12 PORT USE

12.1 Customs

LOOP furnishes customs authorities with documentation of volumes and evidence of quality of cargoes received into or from the system based on measurements at the Marine Terminal pumping platform. Arrangement for the posting of such sureties and payment of fees or duties, and for other documentation that may be required, is the responsibility of the importer/exporter and/or operator of the tanker. The importer's or exporter's customs broker, or his other authorized representative, will advise the importer or exporter regarding procedures and the amount of duty or fees levied on oil shipped through the port complex.

12.2 Terms & Conditions of Service

Terms & Conditions of Service governing rates, charges, rules and regulations and supplements thereto are available upon request to LOOP. Questions regarding Terms & Conditions of Service can be directed to LOOP's Manager, Scheduling.

12.3 Storage

Procedures and charges for storage of crude oil by shippers in excess of normal residence time are covered in the Terms & Conditions of Service.

12.4 State Fees

There are presently no usage fees directly assessed by Louisiana to shippers and tankers at the deepwater port. If Louisiana imposes any fees in the future, tankers will be responsible to pay them.

12.5 Regulated Vessel Activities

Vessel activities permitted and prohibited at the port, controls on those activities, and the specific Safety Zone areas in which the controls apply are set forth in 33 CFR 150.380. These regulated activities are tabulated in Figure 6.

12.6 Port Fee

For current Port Fees (if applicable), refer to LOOP's Terms and Conditions.

Each tanker will be invoiced promptly following commencement of operations of the Cargo. Payment is required in U.S. currency within fifteen (15) calendar days from the date of the invoice.

12.7 Non-Payment of Fees and Charges

If all or any portion of any invoice under Section 12.6 (if applicable), Section 14.3 or otherwise is not paid when due, any such overdue amount is subject to daily interest from the due date to and including the date paid at a rate per annum which is two percent (2%) above the prime rate as posted in the Money Rates section of the Wall Street Journal; or if such is above the legally permissible interest rate, the highest interest rate legally allowed. LOOP shall be entitled to attorneys' fees and costs incurred in pursuing collection of unpaid invoices under this Section 12.7.

LOOP may refuse to accept tankers for operations whose accounts are past due. LOOP will advise shippers of any tanker with a past due account.

13 SUPPORT VESSELS

This section describes the characteristics of the three vessels that are maintained at the LOOP Marine Terminal to assist in operation of the port.

13.1 Mooring Launches

LOOP monitors and patrols the safety zone for both security and response purposes. (If you need the information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

13.2 Maintenance Vessel (Spot Charter)

LOOP monitors and patrols the safety zone for both security and response purposes. (If you need the information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

13.3 Emergency Response Vessel

LOOP monitors and patrols the safety zone for both security and response purposes. (If you need the information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

13.4 LOOP Security Vessel

LOOP monitors and patrols the safety zone for both security and response purposes. (If you need the information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

13.5 Other Vessels Serving the Port

13.5.1 Service Vessel Restrictions

Arrangements for logistical series must be made through each tanker's agent. No exclusive permits or licenses will be granted to any company or concern for the operation of service vessels in the port area. LOOP shall have no responsibility or connection therewith other than as noted below with respect to the maintenance of safety and the efficiency of servicing operations. All servicing activities in the port area will be subject to the approval of the Port Superintendent and all vessel movements will be coordinated with the port VTC. Permission must be obtained from the VTC before a vessel can enter or transit the zone if vessel is approved per 13.5.2 below. No bunkering or hull cleaning will be allowed inside the safety zone. A maximum of 10 drums of lube oil are allowed per tanker inside the safety zone. Servicing activities shall at all times be conducted in such a manner as not to interfere with the safe and expeditious movement or the unloading of crude oil from tankers calling at the port. All support vessels must comply with the following Code of Federal Regulations while operating in the port safety zone; 33 CFR 150.345, 150.350, 150.355 and table 150.380 (a).

Communication will be maintained with the VTC at all times while the vessel is within the zone. At all times, vessels must remain clear of the areas To Be Avoided (unless granted permission by the VTC). These areas are shown on the NOAA LOOP DEEPWATER PORT Chart #11359. During tanker mooring and unmooring operations the attending vessel will not be allowed to approach the tanker due to navigational hazards. The zone is considered closed whenever a tanker is in transit within the safety zone.

No maintenance or repair which affects the ability of the tanker to maneuver will be permitted in the Anchorage Section of the port area (see Figure 8). Transfer of crew members, medical personnel, technical service personnel, service vessel representatives, provisions, minor repairs, and stores at Single Point Mooring is permissible. Major repairs and delivery of large pieces of machinery will be permitted in the Anchorage Section only upon express and prior approval of the Port Superintendent.

13.5.2 LOOP Approval for Service Vessels

Because of the responsibilities and authority given to LOOP to control traffic in and around the port area and in order to assure maximum safety of operations therein, any company or concern desiring to provide services to tankers and other vessels in the port area must receive the prior approval of LOOP. All concerns receiving such approval, and the vessels and the personnel which will be used in the provision of services, shall be listed on the Approved Service Vessel List to be maintained at all

times by LOOP. Any concern, vessel, or personnel not so approved and listed may be denied entry into the port area by the LOOP Port Superintendent and Vessel Traffic Controller. Entry into the port area is under the direct control of the Vessel Traffic Controller whose authority over the safety zone and other areas of the port is enforced by the United States Coast Guard.

Requirements for service vessel company and vessel approval include but are not limited to the following items:

- Application requesting LOOP Approval inclusive of;
    a. Identity of Applicant
    b. Statement of Proposed Services
    c. Equipment – Vessel Particulars
        - Adequate Vessel Maneuvering and Handling Capacity
        - Safety Equipment.
    d. Personnel
    e. Vessel(s) Operations Manual
    f. Certificate(s) of Insurance
- Security Review - Vessel Security Manual as well as Dockside Facilities Security Manual review by LOOP or Loop's agent
- Statement that Service Vessel Company is "Not operating an aircraft"
- Service Vessel Company verification of familiarity with the MARSEC Level 1, 2 and 3
- Service Vessel bond on file with the U.S. Customs and an annual Permit to Unlade and Lade (CF 3171)

14 OIL SPILL RESPONSE

14.1 Tanker Responsibility

Under the United States Oil Pollution Act of 1990 (OPA90), the tanker is solely responsible for any oil spill or other pollution from the tanker and is required to take full financial responsibility and command of the oil spill clean-up and pollution abatement activities. Any first responder activities by LOOP whether conducted independently or directed by the tanker do not relieve the tanker of this responsibility.

14.2 LOOP Oil Spill Response Capability

(For complete information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com).

14.3 Response to Vessels in the Safety Zone

Vessels entering the LOOP Safety Zone, by virtue of such entry, authorize LOOP to undertake an initial response, as described below, to any discharge or threat of a discharge of oil from the vessel in the Safety Zone. This authorization does not make LOOP an agent of the vessel or otherwise subject LOOP to the direction or control of the vessel or any other person. Rather, in carrying out any initial response, LOOP will act independently in accordance with its own judgment and discretion. The vessel's authorization of LOOP is not exclusive and does not preclude the vessel from carrying out or contracting for initial oil cleanup.

Pursuant to this authorization, and for the purpose of expediting the clean-up operation and minimizing environmental impact, LOOP may, but shall not be obliged to, provide the initial response to the discharge or threatened discharge of oil from any vessel within the Safety Zone. Any such initial response shall be conducted in accordance with LOOP's license, LOOP's Facility Response Plan, and in a manner acceptable to and on the instructions, if any, of the President of the United States or the Federal On-Scene Coordinator (FOSC), Captain of the Port, Houma or his/her designee or, in the absence of any such instructions, the National Contingency Plan insofar as it is applicable and directly relevant to cleanup activities by LOOP. LOOP's initial response will be limited, both in time and in scope. It will terminate 48 hours after the response effort is initiated, unless other arrangements acceptable to LOOP are made. The response will be limited to that "best effort" which is practical and feasible in consideration of all existing conditions and within the limits of the personnel, materials, and equipment maintained under LOOP's Facility Response Plan. The vessel is obligated to repay promptly to LOOP any cost incurred in, or attributable to, the response effort in accordance with current fee schedules maintained by LOOP.

14.4 Response to Vessels Destined for LOOP Outside Safety Zone

The LOOP Facility Response Plan addresses spills from LOOP and the possibility of participating in the cleanup of spills from vessels in the Safety Zone. LOOP spill response equipment is not generally available to clean up spills from vessels outside of the Safety Zone. However, upon the request of a vessel destined for LOOP outside the Safety Zone, LOOP may determine that its oil spill response capabilities can be made available, and the vessel may be offered assistance. Any such determination will depend upon a variety of factors including limitations of personnel, materials and equipment, anticipated needs for such personnel, materials and equipment at the port, existing conditions, the vessel's assurance of repayment of costs and agreement to provide indemnification, the adequacy of insurance coverage and such other considerations as LOOP deems appropriate.

14.5 Advance Response Arrangements

Each vessel owner, shipper, or other person contemplating delivery of oil to LOOP or receiving oil from LOOP is encouraged to enter into a contract with LOOP to provide more definitive terms relating to immediate response to spills or threats of spills in the vicinity of the LOOP Safety Zone.

14.6 Response to Vessels Unrelated to LOOP

LOOP oil spill response capabilities will not be available to assist vessels unrelated to LOOP's operation, except in extraordinary circumstances.

15 VESSEL REJECTIONS

If any vessel fails to meet the requirements of this Port Booklet, including but not limited to its Sections 5, 6, 7 and 8, or if it is making a prohibited discharge or threatens to make a prohibited discharge of oil or if the vessel otherwise threatens safety, health or the environment, then LOOP may deny entry to or require departure from the Safety Zone, may refuse to accept delivery of oil from or to the vessel, and may terminate all operations associated with the vessel.

16 TANKER EMERGENCY TOWING CONTINGENCY PLAN

16.1 Introduction

16.1.1 General

The loss of a tanker's main propulsion power and/or steering gear failure is a serious matter of concern for the safety of the crew, the vessel, and the environment. This plan has been developed with these concerns in mind, so that immediate and effective response from the tanker, the response vessel, and LOOP's Marine Terminal can be implemented and that risks to the crew, vessel, and environment can be minimized.

16.1.2 Purpose

The purpose of this specific plan is to provide Masters of vessels, finding themselves in such circumstances while within the LOOP Marine Terminal area, guidance on towing assistance. The primary objectives are to provide guidelines for assistance, to describe the capabilities of the response vessel and the towing package, and to recommend procedures for the positioning and use of the response vessel. While nothing in this plan is intended to override a Master's judgment, his attention is drawn to the impact any incident resulting in an oil spill at the LOOP Marine Terminal could have on the ecological balance of these sensitive and environmentally important waters. LOOP requires and the Master shall ensure that all relevant ship staff are thoroughly familiar with the information and procedures contained in this contingency plan.

16.2 Assistance

16.2.1 Need for Assistance

When the vessel suffers a control casualty, which may include loss of main propulsion power and/or steering gear failure, the Master must decide as a matter of urgency whether assistance, including tug assistance, is needed or if the situation can be handled using the ship's own resources.

16.2.2 Authority of the Master

The authority of the tanker Master is not modified by engaging the services of a towing vessel and therefore he should be fully aware of all actions being taken. Even though services have been accepted and assistance is being rendered, the tug must cease its services if requested to do so by the tanker Master.

The tanker Master should fully understand that the tug stationed at the Marine Terminal is under contract to provide services under emergency situations

within the LOOP Marine Terminal area, and a Master need not concern himself with agreement to a salvage contract such as Lloyd's Form. While this tug has been designed, constructed, and certified for towing, LOOP makes no warranty or guaranty as to its performance in such emergency situations. The tanker Master should cooperate fully with the tug Master and Pilot/Mooring Master, but if he is in doubt about the advisability of any action suggested by the Pilot/Mooring Master or tug Master, he should not hesitate to challenge the advice given, bearing in mind his overriding responsibility for the safety of the crew, the vessel, and the environment.

Nothing in this plan is intended to relieve the tanker of any responsibility or liability it may have under law or contract for its acts or omissions, and LOOP shall have no responsibility or liability of any kind whatever for the loss of, or damage to the tanker, its equipment, or cargo as a result of the assistance provided by the tug.

16.2.3 Assessment of Urgency

The tanker Master should immediately assess the dangers to which the vessel is exposed, and the urgency with which the tug assistance may be required. It is better to overreact on the side of safety and pollution prevention than to delay hoping the situation may improve. It should be assumed it will not. In addition to any threat to life, vessel, and cargo, the absolute necessity to avoid or reduce the risk of oil pollution cannot be over stressed. In assessing the urgency of any situation, account should be taken of all circumstances, with particular focus on the following:

1. Safety of personnel
2. Proximity to shore or shoal water, other vessels, components of the SPM system, and the LOOP Marine Terminal Control and Pumping Platforms
3. Predicted and actual weather and sea conditions
4. Tide and Current
5. Nature of the seabed and shoreline
6. Safe anchoring, including the depth of water, bottom material, location of components of the SPM system and operational requirements of the vessel anchor windlass
7. Availability and expected response time of assistance
8. Speed and handling characteristics of the tanker
9. Damage already sustained by the vessel
10. Risk of further damage to the vessel
11. Prospect of maintaining communications
12. Threat of pollution
13. Manpower and material requirements

16.3 Description of Response Vessel Towing Package

16.3.1 Principal of the Escort Vessel Towing Package

(For complete information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

16.3.2 Description of the Towing Gear Assembly

The following is a physical description of the components of the assembly and the intended use and deployment of each:

(a) FLOATING PICK-UP LINE

A floating pick-up line that is made fast to the towing pendant is attached to the heaving line sent to the tug. This pick-up line is designed to be used by the tanker for warping or hand-pulling the towing hawser onboard.

Number:	1
Length:	200 Feet
Size:	2” Diameter – 6” Circumference
Tensile Strength:	48,800 lbs.
Construction:	8 Stranded Polypropylene

(b) TOWING HAWSER

A light-weight floating Spectra Fiber line will be carried aboard the tug and be pulled aboard the tanker by the pick-up line and secured to the tanker by attaching the eight (8) foot soft eye end to the tanker emergency towing equipment as recommended by IMO. While the line is chaff protected, care should be taken and watch maintained to prevent towing hawser wear, especially at chocks and bitts.

Number:	1
Length:	1,000 feet
Size:	3 ¾” Diameter
Tensile Strength:	850,000 lbs.
Construction:	Spectra Fiber – Braided jacket containing twisted strands
Fittings:	8-foot soft eye one end.
Weight:	3 lbs. per foot

16.4 Tanker Escort and Response Procedures

16.4.1 Tanker Escort Procedures

A rapid and effective response by the towing vessel is dependent on it being proximate to the tanker. Accordingly, the LOOP Port Superintendent may require any inbound loaded tanker proceeding directly to a mooring, from either sea or the LOOP anchorage, to be escorted by the tug. All light tankers departing the mooring may also be provided with an escort to at least the outer perimeter of the Terminal Section of the LOOP Safety Zone.

16.4.2 Response Procedures

(a) Pushing Against the Tanker

The advisability of having the tug push against the tanker is dependent on the sea conditions, speed of the tanker, and the tanker having hull markings indicating transverse frame locations or tug push points. The tug is adequately fendered to allow it to push against the tanker for either positioning at the mooring or in response to a loss of control. Calm or slight seas along with slow tanker speed provide an opportunity for the tug to make a safe and effective approach and landing alongside of the tanker. In order to prevent damage to the shell plating and internals of the tanker, it is recommended the hull be marked in a distinctive manner that will clearly indicate the safest places for the tug to push. In requesting the tug to come alongside of the tanker, the Master should allow sufficient time for the execution of a maneuver that will require the tug to match the speed and parallel the course of the tanker, prior to effecting a slow approach and soft landing. Under certain conditions, the tug may need to connect a line from its stern to the tanker to allow the tug to maintain position, or provide directional control or braking.

(b) Towing of the Tanker

While the tug has the ability to put the tanker in tow from either the bow or stern, the speed of the tanker and the wash of the propellers may affect use of the tug on a tow line from the stern. The deployment of the tug on a tow line from the stem will allow it to redirect the ship and begin to retard its forward progress by creating hull side resistance. In practice, the tug will make a parallel and speed balanced approach to a position abeam of the forecastle head of the tanker. The tug will maintain its position as the tanker crew drops a heaving line down to the stern of the tug. The tug crew will attach the heaving line to the towing assembly pick-up line, and the tanker crew will retrieve the towing pendant onboard and secure it by attaching the soft eye end to the tanker emergency

towing equipment end chain. This towing hawser must have the chaff protection positioned to protect the line. Once connected, the tug will begin to position itself to provide the directional and retardation control requested by the Master.

16.5 Communications

(For complete information, please contact the LOOP Scheduling Department for a full copy of the Port Booklet at 985-276-6100 or scheduling@loopllc.com)

END