Terminal Port Manual
PREFACE..................................................................................................................................................3
COMMUNICATION.................................................................................................................................4
GENERAL INFORMATION.......................................................................................................................6
TERMINAL SECURITY..............................................................................................................................7
PORT SUPPORT SERVICES....................................................................................................................11
NOMINATING AND VESSEL SCHEDULING............................................................................................23
CARGO DOCKS.......................................................................................................................................26
CARGO TRANSFERS...............................................................................................................................27
SAFETY....................................................................................................................................................31
ENVIRONMENTAL COMPLIANCE.........................................................................................................34
PREFACE

This Port Manual (the “Manual”) provides information to Owners, Charters, Ships’ Masters, Barge Tankerman, Operators and Agents of vessels loading and/or discharging at the Corpus Christi Terminal (the “Terminal”) owned and operated by Buckeye Texas Hub (BTH), a subsidiary of Buckeye Partners L.P. The material in this Manual supplements but does not supersede any information provided by, or any law or regulations enacted by, state, federal, or other governmental agencies.

It is the policy of BTH that in the conduct of its activities it will strive to protect and promote the health and safety of its employees, customers, contractors, visitors, and any others who may be affected by these activities, and to limit adverse effects on the physical environment in which its activities are carried out. It is essential that anyone coming through the facility to the docks follow all of BTH’s safety procedures.

The information supplied in the Manual is furnished from available records which are believed to be accurate. BTH however, makes no representations of warranties regarding the accuracy of this information, and disclaims any liability or responsibility for damage or injury that may arise from use of this information. BTH strongly recommends that any information contained herein involving vessel operations be independently confirmed.

Every vessel calling at the Terminal will be liable for all cleanup charges relating to spills that occur as a result of such vessel’s operation, the negligence of its owner, crew or operator, or of equipment failure. In addition, all damage caused to the Terminal’s docks or other facilities due to the failure of a ship to control its speed or approach in accordance with this Port Manual, will be the responsibility of the owner and operator of such ship. Such damages shall include, but shall not be limited to, fringe benefits and overhead.

Most importantly, this Manual covers the BTH regulations that all vessels must follow, along with applicable governmental requirements, to avoid accidents and prevent oil spills. Nothing in this manual should be interpreted to relieve the Ship’s Master, Barge Tankerman, Barge Captain or the designated Person in Charge of their responsibilities to operate their vessel in a safe and seaworthy manner. Vessels are required to comply with all applicable laws and regulations. Every regulation in this manual applies to both ships and tug/barges. Vessels which do not comply with all the requirements of this manual may not be permitted to dock or may be required to immediately cease cargo operations, disconnect and vacate the berth.
COMMUNICATION

Buckeye Texas Hub

Official Address: Buckeye Texas Hub
7002 Marvin Berry Road
Corpus Christi, TX  78418

Requests for Port Information should be addressed to:
Buckeye Texas Hub
7002 Marvin Berry Road
Corpus Christi, TX  78418
ATTN: Terminal Scheduler

Contact numbers for Terminal Scheduling and/or Inquiries:

Week Days (0700-1700)

<table>
<thead>
<tr>
<th>Terminal Schedulers</th>
<th>Office</th>
<th>Cell</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marcos Cantu</td>
<td>(361) 687-2817</td>
<td>(361) 816-4681</td>
</tr>
<tr>
<td>Gewyn Olson</td>
<td>(361) 792-3070</td>
<td>(361) 946-8383</td>
</tr>
<tr>
<td>Jessica Thomas</td>
<td>(361) 792-3108</td>
<td>(361) 792-3108</td>
</tr>
</tbody>
</table>

Nights/Weekends

Operations Shift Coordinator: Office (361) 687-2820 / Cell (361) 816-4681
## Terminal Contacts

<table>
<thead>
<tr>
<th>Contact</th>
<th>Office Phone</th>
<th>Cell Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shift Coordinator</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24-hour Primary Contact</td>
<td>(361) 687-2820</td>
<td>(361) 816-4681</td>
</tr>
<tr>
<td><strong>Operations Director</strong></td>
<td>(361) 792-3072</td>
<td>(484) 225-4398</td>
</tr>
<tr>
<td>• Jeff Charles</td>
<td>(361) 792-3068</td>
<td>(361) 537-5335</td>
</tr>
<tr>
<td><strong>Operations Manager</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Dennis Belline</td>
<td>(361) 792-3070</td>
<td>(361) 946-8383</td>
</tr>
<tr>
<td><strong>Terminal Schedulers</strong></td>
<td>(361) 792-3070</td>
<td>(361) 215-2072</td>
</tr>
<tr>
<td>• Gewyn Olson</td>
<td>(361) 792-3108</td>
<td></td>
</tr>
<tr>
<td>• Jessica Thomas</td>
<td>(361) 946-8383</td>
<td></td>
</tr>
<tr>
<td><strong>Facility Security Officer</strong></td>
<td>(361) 792-0832</td>
<td>(361) 929-1381</td>
</tr>
<tr>
<td>• Brian Zampini</td>
<td>(361) 687-2822</td>
<td>(361) 816-8363</td>
</tr>
<tr>
<td>• Barry Duge</td>
<td>(361) 946-8383</td>
<td></td>
</tr>
<tr>
<td><strong>Security Gate</strong></td>
<td>(361) 792-3078</td>
<td></td>
</tr>
</tbody>
</table>
GENERAL INFORMATION

1. GEOGRAPHICAL LOCATION

BUCKEYE TEXAS HUB is located at 7002 Marvin Berry Road, Corpus Christi, Texas within the Corpus Christi Ship Channel at the Tule Lake Turning Basin. It is located on the ‘Viola Channel’ at GPS coordinates 27°49.81’N and 97°29.87’W.

2. TIME BELT

Local time – Central Standard Time (Minus 6 hours GMT)

All communications to the terminal should refer to local time.

NOTE: Daylight Savings Time hours are in effect from the first Sunday in March to the first Sunday in November.

3. TIDES AND CURRENTS

There is relatively little tidal change in the Corpus Christi Ship Channel. Current is usually negligible but runs up to 3.0 knots during normal weather and/or tidal conditions.

4. WINDS

Winds of varying strength may come from any quarter. Prevailing winds are from the southeast.

5. VISIBILITY

The visibility in this area is generally fair to excellent; however fog delays are frequent during the winter months.
6. WEATHER

The local weather is usually moderate, with temperatures averaging between 50-100 degrees Fahrenheit.

- **Inclement Weather** – BTH reserves the right during inclement weather to suspend operations for any vessels until such weather condition clears and BTH management, at its sole discretion, has determined that operations may safely resume.

- **Port Closure** – In the event the US Coast Guard issues a port closure due to an impending Tropical Storm or Hurricane, all vessels are required to immediately cease operations and vacate the docks. In no event will a vessel be allowed to stay at the BTH docks during a Tropical Storm or Hurricane, including anchorage lay berths. BTH will advise all customers when the US Coast Guard has reopened the port and when BTH is ready to resume operations.

7. NAVIGATION

The US Coast Guard Captain of the Port must be notified by each vessel’s designated representative at least 48 hours before such vessel arrives at the Aransas Pass bar.
TERMINAL SECURITY

Access to the Terminal is strictly limited to BTH personnel, government officers, and other visitors, contractors and customers with a valid reason for entry; all visitors must be pre-approved for entry onto Terminal property.

All persons seeking unescorted access to secure areas must present their TWIC for inspection before being allowed unescorted access. This inspection must include a match of the photo on the TWIC to the individual presenting the TWIC and a visual check of the various security features present on the card to ensure that the TWIC has not been forged or tampered. The visitor shall have prior authorization for access to the facility. All persons granted unescorted access to secure areas of the facility, with the exception of law enforcement personnel, must be able to produce his or her TWIC upon request.

During elevated MARSEC levels, the FSO may elect to contact the company supplying the services to confirm the employment and dispatching of the individual(s) arriving at the facility. All unauthorized entry on the facility will be investigated to determine the intentions of the unauthorized visitors. If determined by the FSO or his/her designee that the entry onto the facility was unauthorized, local, state and/or federal law enforcement agencies will be notified as appropriate. This facility discourages abuse of the security and identification system and will discipline or prosecute the offending individual(s).

Upon request from the FSO or his/her designee, visitors will produce a valid picture identification to gain access to the facility. A valid picture identification card will consist of an identification card accepted by federal and state authorities. The card must be laminated and show no signs of tampering. For vendors and contractors arriving at the facility on official business, a valid picture identification card and documentation from either the facility or vessel requesting the services or the company supplying the services will be accepted. During elevated MARSEC levels, the FSO may elect to contact the company supplying the services to confirm the employment and dispatching of the individual(s) arriving at the facility.

Escorting will be performed by personnel with TWIC cards that are knowledgeable of the facility’s security and escorting policies. Escorting will be provided either by monitoring or side-by-side accompaniment as appropriate.

If an escorted person engages in improper activities, the escort may take the following actions as necessary:

- Confront the escorted person
- Notify local law enforcement
- Call the security guard at the main gate and request that the gate be locked.
BTH receives ships and barges for liquid bulk cargo. Communication between arriving and departing vessels from Buckeye Texas Hub is directed through the administration offices. All vessels are prohibited from mooring to this facility without prior consent of the facility manager or FSO.

Communication with arriving and departing vessels is conducted via:

- Land-line telephone
- Cellular telephone
- Two-way radio
- In person
- Through contact with the Harbormaster’s Office or ship agent

Unmanned barges not carrying CDC’s will be accepted at this facility and will be visually monitored by security personnel on an hourly basis.

No later than 12 hours prior to a vessel’s arrival, such vessel’s agent shall provide to the Terminal Scheduler, via e-mail to Southtexasdistrictscheduling@buckeye.com or other hard copy, a notice of arrival which shall contain the following:

1. For each US port of arrival, provide the names of the receiving facility, the port or place of destination, the city and the state
2. Estimated date and time of the vessel’s arrival to the Aransas Pass bar.
3. Name of the vessel
4. Vessel’s country of registry
5. Vessel’s call sign
6. Vessel’s IMO international number or official number
7. Name of the vessel’s registered owner
8. Name of the vessel’s operator
9. Name of the vessel’s classification society
10. General description of the cargo onboard the vessel
11. Name of the port from which the vessel last departed and date of such departure
12. Name and telephone number of a 24 hour point of contact for each port
13. Location and position of the vessel at the time the notice of arrival is provided
14. A list of crewmembers onboard the vessel, including the following with respect to each crewmember:
   a. Full name
   b. Date of birth
   c. Nationality
   d. Passport number or mariners document number
   e. Position or duties on the vessel
15. A list of persons in addition to the crew, including the following:
   a. Full name
   b. Date of birth
   c. Nationality
   d. Passport number

Any changes to this information must be reported as soon as is reasonably possible.

1. PHOTOGRAPHY

   Notification of the need to obtain photographs should be provided to the Facility Security Officer as far in advance as possible. Anyone that has been granted permission to obtain photographs must be escorted by a representative of site security. All photographs will be reviewed by the BTH Office Manager prior to departure from the facility. If the BTH Office Manager or Facility Security Officer, in their sole discretion, determines that photographs constitute a breach of security, such images shall be subject to confiscation, or if in digital form they may be deleted.

2. GATE LISTS

   All on-signers and off-signers must be at least 18 years of age and must be listed on a valid gate list; that gate list must list all personnel that will require shore leave. If they are not listed they will not be allowed to leave the gangway. A gate list must be provided no later than 24 hours before vessel arrival. Additions, deletions or changes are permitted but must be submitted within a reasonable lead time to permit the information to be provided to BTH facility personnel. Individuals or groups that arrive at the facility and are not listed on any gate list will be asked to wait outside the gate until such time as the appropriate information and/or updates have been received by the Terminal. BTH will not be responsible for any issues or delays caused by the late notice of the arriving and/or departing personnel. Gate list information must be e-mailed to Southtexasdistrictscheduling@buckeye.com and Buckeyehub@convenantsecurity.com
3. TRANSPORTATION

Only seafarers listed on the gate list will be allowed to exit the ship and board the transportation service vehicle. Crew members must remain on the vessel until transportation service vehicle arrives. All visitors to the vessel must be at least 18 years of age and must submit their business purpose to site security. This purpose must also be indicated on the gate list. Any visitor that does not have a stated valid purpose of business on the vessel will be denied access. Seafarers leaving the vessel must be in PPE while on the dock. Shore-side passage may be suspended at any time by the BTH Facility Security Officer.

PORT SUPPORT SERVICES

A VESSEL CALLING AT THE Terminal should address all business messages to its local agent. Many services are available in port, provided that arrangements have been made for them ahead of time through the vessel’s agent and properly notified to the Terminal when required. All outside services including but not limited to, mooring and unmooring of vessels, loading arm, hose and gangway connection, independent inspection and laboratory testing, will be paid for by customer.

1. PILOTAGE

Pilots are required by federal and/or state regulations for all travel between the Aransas Pass Bar and through the Corpus Christi Shipping Channel all the way to the Buckeye Texas Hub docks, in both directions.

Pilotage is provided by the Aransas-Corpus Christi Pilots Association and the dispatcher may be contacted at (361) 888-6230. Pilot will board vessel at the Aransas Pass Bar – please confirm this information with the Aransas-Corpus Christi Pilots Association.

The rules and regulations of the Aransas-Corpus Christi Pilots Association are listed on the next 4 pages.
RULES AND REGULATIONS
GOVERNING
PILOTS AND PILOTAGE ON THE CORPUS CHRISTI SHIP CHANNEL
EFFECTIVE AUGUST 1, 2013

I  GENERAL

The Rules and Regulations (“Rules”) contained herein are adopted by the Board of Pilot Commission for the Port of Corpus Christi Authority to carry out the Port of Corpus Christi Pilots Licensing and Regulatory Act, Chapter 70, Texas Transportation Code.

For purposes of these Rules, the following definitions apply:

- “CCSC” means the Corpus Christi Ship Channel
- “Cut A” means the CCSC from Port Aransas to Ingleside.
- “Cut B” means the CCSC from Ingleside to the Harbor Bridge.
- “Inner Harbor” means the CCSC westward of the Harbor Bridge.
- “Tanker” means any Vessel carrying, or designed to carry, liquid cargoes in bulk.
- “Category One Tanker” means a Tanker with the following dimensions:
  - Greater than 748 feet (227.99 meters) Length Over All (LOA), and
  - Greater than 120 feet (36.58 meters) Beam (Width), and
  - Greater than 40.9 feet (12.47 meters) Draft.

- “Category Two Tanker” means a Tanker with the following dimensions:
  - Greater than 748 feet (227.99 meters) LOA, and
    either
  - Greater than 120 feet (36.58 meters) Beam,
    or
  - Greater than 40.9 feet (12.47 meters) Draft.

II  LIMITATIONS AND RESTRICTIONS

Draft Restrictions

The Maximum Draft for any Vessel transiting the CCSC will be 45 feet (13.72 meters), and with a positive tide reading.

Combined Beam Restrictions

The following Combined Beam Restrictions will apply to all Vessels:
• **Within Cut A**, the permissible combined beam for passing Vessels is 265 feet (80.77 meters).
• **Within Cut B**, the permissible combined beam for passing Vessels is 215 feet (65.53 meters).
• **Within the Inner Harbor, at the location of the ADM and Citgo Docks**, the permissible combined beam for passing Vessels (including combined beam of Vessels berthed at ADM and Citgo Docks) is 357 feet (108.81 meters).

**Daylight Only Passage Restrictions**

The following vessels are subject to *Daylight Only Passage Restrictions*:

• All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
• All Vessels greater than 130,000 Deadweight Tonnage (DWT)
• All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”
• All Vessels subject to USCG Letter of Deviation requiring Tug Escort
• All Vessels with greater than 26 feet (7.92 meters) trim, when passing under the Harbor Bridge
• All Category One Tankers

The following applies to all Vessels subject to *Daylight Only Passage Restrictions* as per these Rules:

• **Inbound Passages** are restricted to Pilot boarding no earlier than ½ hour before Sunrise, and no later than the times detailed below for the various locations.

• **Outbound Passages** are restricted to Pilot boarding no earlier than Sunrise, and no later than the times detailed below for the various locations.
  
  - From **Viola Basin**
  - From **Tule Basin**
  - From **Chemical Basin**
  - From **Avery Basin**
  - From **Main Basin**
  - From **Ingleside**

  - 5 ½ hours before Sunset
  - 5 hours before Sunset
  - 4 ½ hours before Sunset
  - 4 hours before Sunset
  - 3 ½ hours before Sunset
  - 2 ½ hours before Sunset

**One Way Traffic Restrictions**

The following Vessels will be restricted to One Way Traffic within Cut B:

• All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
• All Vessels greater than 130,000 Deadweight Tonnage (DWT)
• All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”

The following Vessels will be restricted to One Way Traffic within both Cut A and Cut B:
• All Category One Tankers when transiting at night

**Two Pilot Requirements**

The following Vessels are required to retain the services of two Pilots for the transit:
• All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
• All Vessels greater than 130,000 Deadweight Tonnage (DWT)
• All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”
• All Vessels subject to USCG Letter of Deviation requiring Tug Escort
• All Vessels with greater than 26 feet (7.92 meters) trim, when passing under Harbor Bridge
• All Vessels with a beam of greater than 120 feet (36.58 meters), when transiting the Inner Harbor, at the ADM and Citgo Docks, when both docks are occupied
• All Category One and Two Tankers when transiting at night

**Additional Requirements**

All Vessels greater than 1,600 Gross Tons shall have available a functional AIS Pilot Plug.

All Aransas – Corpus Christi Pilots shall be provided with a Portable Pilot Unit for use during the transit.

**III VARIANCES**

Any Vessel subject to Daylight Only Passage Restrictions may transit the CCSC at night, with Two Pilots onboard, subject to the approval of both the Harbor Master and the Aransas – Corpus Christi Pilots Association.

Any Vessel may be exempted from One Way Traffic Procedures for all (or part) of the transit of the CCSC, subject to the approval of both the Harbor Master and Aransas – Corpus Christi Pilot’s Association.
Any Vessel exceeding the parameters of these Rules may be subject to various restrictions, including additional pilots, Daylight Only Passage Restrictions, One Way Traffic Procedures, mandatory Tug assistance, or be denied entry.

These Rules are based on normal traffic patterns and typical weather/tidal conditions. Variances from these Rules may be imposed at times by Federal, State or local authorities because of weather, prevailing channel conditions, or other reasons.

IV GENERAL CONDITIONS

These Rules shall apply to all Vessels transiting the CCSC, regardless of whether the vessel is transiting under federal pilotage authority, or with a state-licensed, Aransas – Corpus Christi Pilot onboard.

In obeying and construing these Rules, due regard shall be had to all dangers of navigation and recognition is hereby given to the responsibility of the individual Pilot to exercise judgment as to any special circumstance which may render a departure from the Rules contained herein necessary in order to avoid immediate danger.

Nothing in these Rules obligates an individual pilot to move a vessel when, in that pilot’s opinion, it is unsafe to do so. These Rules made in the interest of safety. They are not intended to limit or supersede the on-scene discretion of an individual Pilot or ship’s Master as they navigate vessels on the CCSC. The Pilot and Master on the vessel are best situated to evaluate the specific situation confronting a Vessel and determine a proper course of action. Situations may arise in which actions that depart from or conflict with these Rules may be necessary to address special circumstances or avoid immediate danger. The Pilot, with approval of the ship’s Master, may determine a variance from the Rules is appropriate without prior written request or approval.

Every foreign Vessel and every American Vessel engaged in foreign trade, including Vessels being moved dead, when underway on the CCSC shall employ an Aransas–Corpus Christi Pilot holding a valid commission or appointment as a Branch or Deputy Pilot.
ARANSAS – CORPUS CHRISTI PILOTS TARIFF:
Please note the following address to the Port of Corpus Christi website, Port Tariffs page, to view the fee schedule published by the Pilots Association.

2. MEDICAL FACILITIES

There are no medical facilities at the Terminal. The nearest medical facility is:

Corpus Christi Medical Center 361 767-4500
13725 Northwest Boulevard
Corpus Christi, TX 78410

3. BOARDING VESSEL

Vessel personnel are not permitted ashore and shore personnel are not permitted aboard for any purpose whatsoever until vessel’s agent has obtained approval from Customs and/or Immigrations AND the Terminal.

All requests for deliveries to vessels or barges utilizing the Terminal’s docks and facilities require 24 hour advance notification and approval from the Terminal Scheduler. The Terminal reserves the right to restrict the materials delivered and the method by which the deliveries will be made. Please note the following.

Delivery items

Prohibited deliveries via direct dock access

- Lube oils
- Fuels (bunkers)
- Drums or containers of hazardous chemicals, paints, etc.
- Compressed gas canisters of argon, acetylene, etc.
- Any and all other environmentally sensitive materials
Allowable deliveries via direct dock access

- Consumable stores such as perishables, dry goods, etc.
- Technical stores, other than parts, such as piping, steel plating, etc.
- Spare and/or replacement parts that do not contain any environmentally sensitive material

Prohibited deliveries via channel side access with launches or barges

- Lube oils
- Drums or containers of hazardous chemicals, paints, etc.
- Compressed gas canisters of argon, acetylene, etc.
- Any and all other environmentally sensitive materials

Allowable deliveries via channel side access with launches or barges

- Fuels (bunkers)
- Consumable stores such as perishables, dry goods, etc.
- Technical stores, other than parts, such as piping, steel plating, etc.
- Spare and/or replacement parts that do not contain any environmentally sensitive material

Method of delivery

Via direct dock access

- Via vessels/barges gangway. **Note:** For personal safety, all personnel must use only one hand to carry items and the other hand must always be in contact with gangway railing.
- Via vessel/barge crane only or crane with cargo net;
  - The material being delivered must be packaged and strapped in such a way as to maintain and support the bottom and all four sides of the material to be delivered.
  - The delivering agent and vessel/barge must submit a lift plan to the (terminal representative) for approval prior to the delivery. The lift plan must include an inspection of all straps or cargo net prior to the lift.
Via channel side access with launches or barges

- The vessel must notify the Buckeye Texas Hub Dock PIC (Person in Charge) that the launch/barge is about to come alongside the vessel. The PIC will cease cargo loading/discharge operations while the launch/barge is mooring to the vessel and connecting to the vessel to discharge its material.
- The vessel can restart cargo loading while the delivery is underway.
- The vessel must notify the PIC once the delivery is completed and launch/barge is ready to disconnect and unmoor from the vessel. The PIC will cease cargo loading/discharge operations while the launch/barge is disconnecting its product and mooring lines to the vessel.
- The vessel can restart cargo loading once the launch/barge has departed.

NOTE:

- In the case of channel side deliveries to vessels loading LPG products, these deliveries will be restricted to completing prior to or commencing at the completion of cargo operations. Under no circumstances, will LPG cargo operations be suspended for channel side deliveries.
- In the case of channel side deliveries to vessels whose policies do not allow cargo operations to be conducted during the deliveries, these vessels will be restricted to completing prior to or commencing at the completion of cargo operations.

Terminal requirements of personnel performing deliveries via direct dock access

BTH requires all contractors or delivery personnel, prior to performing the deliveries, to obtain our site orientation through the Contractors Safety Council located in Corpus Christi, Texas.

The orientation will consist of class code SSSAB (Safe and Secure Stay at Buckeye) and BTH (Buckeye Texas Hub Site Specific). Due to the hazards present at the facility a prerequisite to these courses will be Basic Plus or Basic Plus Refresher.

Note: RECEIROCITY AND THE ASSOCIATION OF RECIPROCAL SAFETY COUNCILS, INC. (ARSC):

ARSC member councils are councils whose training meets the standards set for certain non-site-specific courses such as Basic Plus. (Additional courses will be added in the future). These courses are transferable from one member council to another. Your employee does not have to retake a transferable course if he has passed the course within the year at an ARSC member council. For more information on ARSC and a list of member councils and transferable courses visit their website at http://www.arsc.net/.
4. ANCHORAGE

There is anchorage available at the Aransas Pass Bar with permission of Aransas Corpus Christi Pilots Association and the Corpus Christi Harbor Master.

Lay berth at the Terminal is on an as-available basis and must be scheduled through the Terminal Scheduler.

5. LAUNCH SERVICES AND LINE HANDLING SERVICES

All launch services and line handling services are provided by:

Best Bet Line Handlers. They can be contacted at (361) 884-9933.

6. LOADING ARMS, HOSES AND GANGWAY SERVICES

Loading arms are currently provided by BTH personnel. Any reducers needed to safely connect hoses or loading arms to the vessels must be supplied by the vessel or its agents. For any questions or concerns you may have contact the Terminal Scheduler.

All vessels must be capable of loading through the vessel’s manifold, not overhead.

7. VESSEL INSPECTIONS

Vessel inspections are not permitted while the vessel is alongside the docks without permission from the Terminal Scheduler or designee. Any vessel granted permission will be charged as per the dockage rates shown later in this document.

8. LAY BERTH

Lay berths at the Terminal may be provided to those vessels waiting scheduled loading/discharging berths or for general purposes; lay berth will be on an as available basis only.
# Tug Requirements and Dock Restrictions

## Minimum Stand-by Tug Requirements

As per Port of Corpus Christi Authority guidelines.

<table>
<thead>
<tr>
<th>Vessels and Berth Restrictions for Buckeye Texas Hub</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESTRICTIONS</strong></td>
</tr>
<tr>
<td>Mooring Lines Allowed on Bollards</td>
</tr>
<tr>
<td>Mooring Lines Capacity</td>
</tr>
<tr>
<td>No. of Mooring Lines Available</td>
</tr>
<tr>
<td>Winches Brake according to Berth or CBM Design</td>
</tr>
<tr>
<td>Type of Hull (Double or Bottom Hull)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dock Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dock 1: 41 ft.</td>
</tr>
<tr>
<td>Dock 2: 41 ft.</td>
</tr>
<tr>
<td>Dock 3: 42.5 ft.</td>
</tr>
<tr>
<td>Dock 4: 35 ft.</td>
</tr>
<tr>
<td>Dock 5: 12 ft.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Depth of Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dock 1: 42 ft.</td>
</tr>
<tr>
<td>Dock 2: 42 ft.</td>
</tr>
<tr>
<td>Dock 3: 43.5 ft.</td>
</tr>
<tr>
<td>Dock 4: 35 ft.</td>
</tr>
<tr>
<td>Dock 5: 12 ft.</td>
</tr>
</tbody>
</table>

| Required Under Keel Clearance                      | >1 ft. |
|---------------------------------------------------|
| Air Draft Maximum (Port of Corpus Christi)        | 137.5 ft. above mean high water |

<table>
<thead>
<tr>
<th>LOA Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dock 1 max: 250.24 mts</td>
</tr>
<tr>
<td>Dock 2 &amp; 3 max: 250.24 mts</td>
</tr>
<tr>
<td>Dock 4 &amp; 5 max: 91.44</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BEAM Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dock 1 &amp; 2 max: 44.20 mts</td>
</tr>
<tr>
<td>Dock 3 max: 44.20 mts</td>
</tr>
<tr>
<td>Dock 4 &amp; 5 max: 16.46</td>
</tr>
</tbody>
</table>

| Deadweight Maximum                                | No Restriction |
|---------------------------------------------------|
| Age maximum of vessel                             | 20 years |

| Inert Gas for Vessel > 20,000 dwt                 | Yes, vessel must specify inerting capabilities and status in the preload conference |

| Services Time Table                                | 24 Hours, 365 Days per year, Including Holidays |
Operating Criteria for wind speed  
<table>
<thead>
<tr>
<th></th>
<th>Dependent on wind direction &amp; speed and mooring arrangements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Crane Capacity</td>
<td>&gt; 2 tonnes</td>
</tr>
<tr>
<td>Cranes/derricks outreach outboard of ship's side</td>
<td>~20'</td>
</tr>
<tr>
<td>Tugboat Requirements</td>
<td>Yes</td>
</tr>
<tr>
<td>ISGOTT and ISPS Required</td>
<td>Yes</td>
</tr>
<tr>
<td>Discharging lines requested to the Vessel</td>
<td>1 line</td>
</tr>
<tr>
<td>The vessel comply with the latest edition of OCIMF Mooring Equipment Guidelines</td>
<td>Yes, ISGOTT check list required</td>
</tr>
</tbody>
</table>

Dock 1:  
**Products:** Crude oil, Kerosene, Gas Oil, Propane, Butane
- 2 x 16” crude arms
- 1 x 16” vapor arm
- 1 x 16” refrigerated propane arm
- 1 x 12” propane / butane pressurized arm
- 1 x 12” distillate arm

Dock 2:  
**Products:** Crude oil, Kerosene, Gas Oil, Naphtha
- 1 x 16” crude arm
- 1 x 12” vapor arm
- 1 x 12” distillate arm
- 1 x 12” naphtha arm
- 1 x 10” fertilizer arm
- 1 x 12” fertilizer arm

Dock 3:  
**Products:** Crude oil, Butane, Propane, Naphtha, ATB
- 1 x 10” naphtha arm
- 1 x 10” crude arm
- 1 or 2 x 10” naphtha hose
- 1 x 10” vapor arm
- 1 x 8” vapor hose
- 1 x 10” vapor arm
- 1 x 8” LPG hose
- 1 x 4” LPG vapor return hose

Dock 4 (Inland barge):  
**Products:** Butane, Propane, Naphtha (discharge only for naphtha)
- 1 x 8” naphtha hose
- 1 x 6” LPG hose
- 1 x 4” LPG vapor return hose

Dock 5 (Inland barge):  
**Products:** Fuel Oil, Slurry and Naphtha (discharge only for naphtha)
- 1 x 10” fuel oil arm
- 1 x 6” naphtha hose
BUCKEYE TEXAS HUB
DOCKAGE RATES
EFFECTIVE JANUARY 1, 2016

SELF-PROPELLED VESSELS AND OCEAN-GOING BARGES:
Dockage for self-propelled vessels, ocean-going dry cargo barges, ocean-going tank barges over 360 feet LOA, integrated tug barges (ITB), and articulated tug barges (ATB) will be charged on the vessel’s length overall (LOA) as shown in Lloyd’s Register of Ships at the following rates. Dockage for ITB and ATB vessels will be inclusive of the tug. Dockage rates and minimum charges are calculated per 24-hour period or fraction thereof.

<table>
<thead>
<tr>
<th>LOA in Feet</th>
<th>DOCKAGE RATE PER FOOT (R)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 199</td>
<td>$2.81</td>
</tr>
<tr>
<td>200 – 399</td>
<td>$3.70</td>
</tr>
<tr>
<td>400 – 499</td>
<td>$5.21</td>
</tr>
<tr>
<td>500 – 599</td>
<td>$7.01</td>
</tr>
<tr>
<td>600 – 699</td>
<td>$8.03</td>
</tr>
<tr>
<td>700 - 799</td>
<td>$10.35</td>
</tr>
<tr>
<td>800 - 899</td>
<td>$12.47</td>
</tr>
<tr>
<td>900 &amp; over</td>
<td>$14.89</td>
</tr>
</tbody>
</table>

INLAND BARGES:
Dockage for non self-propelled inland waterway dry cargo barges, ocean-going tank barges, and inland waterway tank barges less than 360 feet LOA will be charged $236.90 per 24-hour period or fraction thereof. Dockage will be inclusive of the tug. Qualified Barge Tows as defined in the Port of Corpus Christi Tariff will be charged $2,250.00 per 24 hour period.

MISCELLANEOUS VESSELS:
Dockage for miscellaneous vessels including but not limited to tugs, crew boats, survey vessels, research vessels, etc. will be charged $150.00 per 24-hour period or fraction thereof.

WHARFAGE:
Port of Corpus Christi Wharfage fees for cargo transfer are passed through at published rates. Please note the following address to the Port of Corpus Christi website, Port Tariffs page.

SECURITY SURCHARGE:
A security surcharge of 10% will be charged on the total dockage and Wharfage.
LINEHANDLING:
Best Bet Line Handlers is the line handling company operating at BTH. They can be contacted at (361) 884-9933.

POTABLE WATER:
$10/1000 gal

VEHICLE ACCESS TO DOCK:
$75/vehicle/trip (fueling, additives, stores, maintenance, etc.)

MARINE DIESEL FUEL:
Contact the Dock Scheduler for further details.

NOMINATING PROCEDURE AND VESSEL SCHEDULING

The official language at the Terminal is English. Therefore, responsible personnel must be on board at all times who can effectively communicate in English with Terminal personnel.

1. Nominating Procedures

Establishment of Arrival Windows

Arrival Windows. The loading or discharging of Cargo at the Terminal shall be nominated and scheduled as follows:

On or before the 15th day of each month prior to the month during which Customer desires Cargo to be loaded into or discharged from a Vessel at the Terminal (the “Shipping Month”), Customer will nominate preferred seven (7) day date ranges within which a two (2) day Vessel arrival window will eventually be established.

On or before the 25th day of the month prior to the Shipping Month, and for each nomination by Customer, the Terminal Operator will provide the Customer with an “Arrival Window” designating an arrival time span which if met by the Vessel will preserve her rights to a position in the queue. The Arrival Window shall be expressed in terms of a two (2) day period and will be changed if: (i) the Vessel does not validly tender her NOR prior to the end of her two (2) day Arrival Window, (ii) required by Terminal Operator for operational and safety concerns, or (iii) requested by the Customer and if such change will not adversely affect another customer of the Terminal.
Late Nominations. Any late nominations by Customer for any Cargo to be loaded into or discharged from a Vessel at the Terminal tendered after the 15th day of each month prior to the Shipping Month may be assigned Arrival Windows, at Terminal Operator’s sole discretion, and depending upon Dock availability and Terminal operational considerations.

Load or Discharge Time Based on Nominations. When the total volume of the nominations by all Terminal customers for any Shipping Month exceeds the loading or discharge capacity of the Terminal, the total number of estimated operating hours available in such Shipping Month will be apportioned on the basis of the ratio of (x) the volume of Cargo stated in each of the Customer’s nominations to (y) the total volume of Cargo stated in all nominations from Customer and all other customers of the Terminal for that Shipping Month. Not later than the 30th day of the month (or if such day is not a business day then on the next business day) prior to the Shipping Month, each Terminal customer will be notified of its apportioned operating hours.

Vessel Vetting. All customers will be required to have all nominated vessels evaluated under the accepted vetting policies and procedures of BTH. The BTH Terminal Scheduler will request vessel vetting information for the customer’s nominated vessel. Standard vetting procedure will require a form Q88 to be submitted for the nominated vessel. If the vessel meets the BTH approved vetting criteria it will be accepted for loading or discharge at the BTH Corpus Christi Terminal.

Vessel Nomination. Not less than five (5) days prior to the first day of the confirmed Arrival Window, Customer shall nominate for acceptance the particular Vessel which will perform under the Agreement and shall furnish, as required, data about the Vessel’s dimensions, equipment, winches and lines, ETA, confirmation of the volume Customer intends to load on the Vessel, and such other data or documents, including a complete Intertanko Standard Tanker Chartering Questionnaire Form Q88, and answers to any vessel screening and/or security questions that Terminal Operator may reasonably require.

Vessel Acceptance. Acceptance or rejection of the nominated Vessel, in each case at the sole discretion of the Terminal Operator, shall be communicated by Terminal Operator to Customer as soon as possible but always within forty-eight (48) hours, excluding Saturdays, Sundays, and holidays, after receipt of nomination and the data as requested. Acceptance of the Vessel shall not constitute a continuing acceptance of such Vessel for any subsequent loading or discharging. Each loading or discharging of Cargo at the Terminal requires prior Vessel approval. Notwithstanding anything to the contrary herein or in the Agreement, the Terminal Operator may reject or withdraw the acceptance of a Vessel at any time if the Terminal Operator reasonably believes, in its sole discretion, that the Vessel is not in compliance with Applicable Laws, these Marine Regulations, or is otherwise found unsafe or with an unacceptable condition.
**Vessel Substitution.** If a Vessel nomination is rejected, Customer is obligated to nominate another, suitable, Vessel for acceptance as provided herein. If a Vessel nomination is accepted, Customer may substitute another suitable Vessel, of similar type, size, and characteristics by nominating it for acceptance. Nomination of a substitute Vessel shall not be made later than four (4) days before the Vessel’s arrival at the Terminal. A Vessel nomination which has been accepted is not superseded until a substitute Vessel nomination has been accepted.

**ETA.** Upon acceptance of a Vessel nomination by Terminal Operator, the Customer and/or Vessel shall promptly notify Terminal Operator of each Vessel’s ETA by confirmed email to Southtexasdistrictscheduling@buckeye.com Customer shall also update the Vessel’s ETA 72, 48, 24, 12 and six (6) hours prior the Vessel’s expected arrival at the Terminal. Customer shall promptly notify Terminal Operator as provided herein about a new ETA if the ETA changes by plus or minus two (2) hours or more following the six (6)-hour ETA notice.

**Pre-Berthing Questions.** The relevant Customer Party shall provide Terminal Operator with answers to any pre-berthing questions at least 48 hours prior to the ETA, or after the Vessel nomination and acceptance, whichever is less.

**Berth Application.** Each Vessel which intends to utilize the facilities and services of Terminal Operator shall file by facsimile or e-mail a Berth Application (in the form of Schedule 1 attached hereto) no later than three (3) days prior to the Arrival Window for such Vessel. An executed original of the Berth Application must follow by U.S. Mail. Acceptance by Terminal Operator of a Berth Application shall be evidenced by Terminal Operator’s issuance to the Customer Party of a Berth Application acceptance notice.

**Berthing Priority.** It is understood and agreed by the Customer Parties that it is the Terminal Operator’s practice to load and discharge Vessels at the Terminal in order of their arrival within their respective, assigned Arrival Windows (subject to Dock availability), and such practice shall be adhered to in the accommodation of Vessels for Customer. Subject to the foregoing, when a berth becomes available at a Dock, the Vessel with the earliest assigned Arrival Window will be berthed provided that Vessel has validly issued her NOR within the Arrival Window.
Notice of Readiness.

The Vessel shall tender NOR after she has arrived at the customary anchorage or other waiting area for the Terminal, and is in all respects ready (including in receipt of all required certificates from Governmental Authorities and any documentation required by Terminal Operator) to proceed to berth or to commence loading or discharging the Cargo, as appropriate. Customer shall give notice to Terminal Operator or its appointed representative of readiness by wireless, radio telephone, telephone or email, berth or no berth. If notice is given verbally, confirmation in writing shall be made within twelve (12) hours.

Terminal Operator shall not be required to accept NOR before the first day of the Arrival Window. If, however, Terminal Operator, at its sole discretion, agrees to accept NOR before the Arrival Window, such agreement must be in writing.

Late Arrival. If the Vessel tenders her NOR after the assigned Arrival Window expires, a new Arrival Window shall be established by Terminal Operator taking into consideration all accepted nominations from other customers of the Terminal, Dock availability and Terminal operational considerations.

Notwithstanding anything herein to the contrary, if the Vessel tenders NOR to the Terminal after the expiration of the assigned Arrival Window, then Terminal Operator may refuse to load or discharge Cargo onto or from the Vessel, all without prejudice to the other rights and remedies of Terminal Operator.

Neither the acceptance by Terminal Operator of a Vessel or a substitute Vessel nomination with an ETA beyond the assigned Arrival Window, nor the assignment by Terminal Operator of a reservation window extending beyond the assigned Arrival Window, shall delay the expiration of the Arrival Window.

2. DOCK COMMUNICATIONS

Two-way portable radios are used for primary communication between operations personnel and vessel personnel. Radios will be issued by BUCKEYE TEXAS HUB.

Communications between the dock watch employee and plant personnel is also made by two-way portable radios. Intrinsically safe cell phones may also be used.

Emergency transfer shut-off is positioned at Dock Loading Station.
CARGO DOCKS

Buckeye Texas Hub has 3 ship docks and 2 inland barge docks that accommodate cargo transfers. These docks are known as Dock 1, Dock 2, Dock 3, Dock 4 and Dock 5.

There are 3 marine vapor control systems (MVCS) on site for use on Docks 1, 2 and 3 when loading cargos that require their use.

CARGO TRANSFER

Declaration of Security
A Declaration of Security (DOS) is an agreement executed between the FSO or his/her designee and the Vessel Security Officer (VSO) or his/her designee. The DOS provides a means for ensuring that all shared security concerns are properly addressed and security will remain in place throughout the time a vessel is moored to the facility. Each facility owner and/or operator must establish procedures for requesting and/or handling a request for a DOS from a vessel.

Procedures for Requesting and/or Handling a Request for a DOS
- The DOS should be completed by the master or VSO of a vessel and the FSO of a facility or his/her designee;
- The DOS should address the security requirements that could be shared between a facility and vessel and should state the specific responsibilities of each;
- Both the facility and vessel should keep a copy of the DOS;
- The DOS will be made available to the COTP or their representative upon request;
- For vessels that frequently visit the TTL Terminal, a separate DOS is not required for each interface if the facility and vessel enter into a written agreement that states the responsibility for each during the vessel/facility interface.
MARSEC Level 1
At MARSEC Level 1, a DOS is not required for vessels, excluding cruise ships or manned vessels carrying Certain Dangerous Cargoes.

At MARSEC Level 1, a facility that receives cruise ships or manned vessels carrying Certain Dangerous Cargoes as defined in 33 CFR 160.204 must comply with the following:

- Prior to arriving at the facility, the FSO and the VSO must coordinate security needs and procedures and agree upon the contents of the DOS for the period the vessel is moored at the facility.
- Upon arrival at the facility, the FSO or his/her designee and the VSO or his/her designee must sign the DOS.
- Neither the facility nor the vessel may embark or disembark passengers, nor transfer cargo or vessel stores until the DOS is signed and implemented.

Elevated MARSEC Levels
At MARSEC Level 2 or 3, a DOS will be completed for all vessel/facility interfaces.

Frequent Interface with the Same Vessel
At MARSEC Level 1 or 2, FSO’s of facilities that frequently interface with the same vessel may implement a continuing DOS for multiple visits provided that:

- The DOS is valid for a specific MARSEC Level.
- The effective period at MARSEC Level 1 does not exceed 90 days.
- The effective period at MARSEC Level 2 does not exceed 30 days.
- If the MARSEC Level increases beyond that contained in the DOS, the continuing DOS is void and a new DOS must be executed.
- Copies of valid continuing DOSs must be kept with the FSP.

The COTP may require at any time, at any MARSEC Level, for any facility subject to the requirements of an FSP, to implement a DOS with the VSO prior to any vessel-to-facility interface when he or she deems it necessary.
BTH site training

Personnel designated for training as a ‘Person in Charge of Facility Oil Transfer Operations’ must meet the following requirements:

1. Train a minimum of 48 hours with a previously qualified ‘Person in Charge.’
2. Familiarize himself with the hazards and characteristics of each product transferred.
3. Familiarize himself with the assigned duties of his position as outlined below under the heading ‘Operator Instructions.’
4. Familiarize himself with the contents of this manual.
5. Personnel will be qualified by a BUCKEYE TEXAS HUB Operator or Division Manager.

Operator Instructions

The job classification ‘Operator’ was established to permit coverage of dock activities by trained personnel to efficiently handle receipts of products by barges or vessels via dock lines and to protect company property and equipment. Personnel in this classification are under supervision of the Person in Charge. Operating and maintenance personnel working in the Operators job are considered temporary and will work under these instructions:

Instructions below are in accordance with the U.S. Coast Guard, Port of Corpus Christi and BUCKEYE TEXAS HUB. Failure to comply with these instructions could result in criminal proceedings by the U.S. Coast Guard and disciplinary action by BUCKEYE TEXAS HUB. They are authorized to board a vessel during hose connecting operations or to assist personnel in carrying sample equipment and containers. They will board barges to obtain samples as directed by the Person in Charge. Boarding the vessel for meals, coffee or smoking is not permitted. Personnel are expected to stay in the immediate vicinity of the dock to which assigned. If a shift is not relieved, the Person in Charge will be notified and the person affected will remain until properly relieved.
Duties and Responsibilities

The duties and responsibilities of the Operator shall include, but are not limited to, the following:

Unloading:

a. Connecting ground cable.
b. Connecting hoses as necessary.
c. Display proper ‘Cargo Identification Card’ in stand provided.
d. Sign properly completed D O I.
e. Record usage, thieving and temperature of tanks and barges after unloading and prepare necessary papers.
f. Inspect all bleeder valves prior to start of unloading to see that they are closed. Operating dock valves as instructed. The Person in Charge is the only person authorized to give orders to start unloading operations once the barge or vessel says they are ready to discharge cargo.
g. Maintain communications between barge/vessel and Operator at all times during the unloading operations.
h. Keep oil drain collection drum emptied out as it fills to prevent overflowing.
i. Operator shall not start the unloading operation, or if already started shall shut down the operation, if any of the following conditions occur:

1. A severe electrical storm.
2. A fire occurs on the facility or near vicinity.
3. A break occurs in the cargo hose.
4. If requested by ‘Person in Charge’ of vessel.
5. A situation occurs where it is obvious that an immediate shutdown is necessary (such as an overflow or leak on the vessel).
6. If pollution occurs in the area.
7. In the event of a shutdown due to one of the above, loading and/or unloading will not be resumed until directed by the Person in Charge.

MINIMUM NUMBER OF PERSONS ON DUTY AND THEIR DUTIES

The minimum number of persons on duty during the transfer operations will be two (2):

Lead Operator – The Lead Operator oversees operation of the tank farm. He is in charge of all shift operations and is fully qualified in all aspects of blending activities including dock watch marine operations. He is also a “hands on” operator and may work at any position in the tank farm operations.
Dock Watch Operator – The Dock watch Operator/Dockman will assume the duties of dock watch over marine operations. This operator is independent of all terminal operations other than the orderly transfer of materials across the dock. His duties include properly initiating a formal Declaration of Inspection made prior to discharge/loading, completing a dock watch check list and leading a pre-load conference, which is conducted at the start of operations; the dock watch operator will monitor the cargo transfer at hourly intervals to ensure no spillage is taking place and that the discharge/loading is being carried out in accordance with all applicable regulations. He is trained in emergency procedure operations and is in the immediate transfer area where visual contact can be maintained at all times during loading or discharging.

Shore Stops

Requests for BTH to stop the transfer of cargo at a predetermined volume must be made in writing. Any such request must include the statement by the vessel’s Master that BTH will not be held responsible for any error in calculations or level determined for such shore stop. These calculations will be performed by the customer’s Third Party Inspector.

Transfer Rates

The pre-load conference will determine the agreed upon transfer rates, pressures and procedures. Transfer rates must be strictly adhered to. Failure to maintain the agreed upon transfer rate, as agreed upon in the pre-load conference, may result in penalties.

SAFETY

Ship Movement

Anchoring is not allowed at any of BTH’s docks.

Vessel lines must be kept taut and secure at all times. The vessel’s Deck Watch must remain continuously alert for vessel movement off spot. If the vessel moves more than 2 feet away from the dock or in either direction along the dock, all cargo transfer operations will be immediately suspended and the proper manifold valves will be closed by the vessel’s deck watch and terminal dock watch. Operations must not resume until the situation is corrected and the BTH Dock Operator is notified.
General Safety

When a vessel is berthed at one of the Terminal’s docks, BTH expects the vessel’s Master to give top priority at all times to safety and efficiency, and to comply with all safety regulations mandated by various governmental agencies, as well as those included in this Manual.

All cargo handling operations on the vessel are the responsibility of the vessel’s Master. To assist in ship-to-dock communications, a 2 way radio will be given to the vessel’s deck watch so that communications between the vessel and Terminal can remain intact; the 2 way radio is to be returned to the Terminal upon completion of the vessel cargo transfer.

**Boiler Tube Blowing** – do not blow boiler tubes and take every possible precaution to prevent sparks from escaping the stack. If vessel safety is at stake, stop transfer operations prior to blowing the tubes.

**Cargo Tank Tops** – Before berthing, all tank tops, ullage plugs, and sighting ports must be closed and dogged down unless the Vessel’s Master certifies that the tanks are gas free and all ballast in such tanks are clean. Cargo and bunker tank tops are to be kept closed while at the BTH docks.

**Ship Manifold Connections, Unused** – unused cargo and bunker connections will be blinded. All blind flanges must meet current US Coast Guard requirements.

**Engines** – keep the engines ready and the vessel trimmed so that it can leave the docks under short notice. If the engines become inoperable, keep 2 tugboats of adequate size standing by until repairs are complete.

**Fire Fighting** – Firefighting equipment must be available as per applicable US Coast Guard regulations including a universal connection easily accessible at either the gangway of vessel’s manifold.

**Fire Alarm** – in the event of fire on board vessel, however minor it may be, the Fire Alarm shall be given immediately, as follows: Rapid and continuous ringing of vessel’s bell, together with succession of long blasts on vessel’s whistle or siren.

**Gas Venting** – ullage points – KEEP ALL ULLAGE or sighting ports completely closed while alongside BTH docks unless the closed system gauging or sampling equipment is secured to the ullage point.
Gas Freeing and Tank Cleaning – do not gas free or clean any tanks at berth without approval of the Terminal Scheduler.

Sewage Discharge – no facilities for sewage discharge are available at the Terminal.

Smoking – Smoking on board the vessel is allowed only in places which the vessel’s Master has approved. There is to be a sign in open and plain view on the deck of the vessel which clearly states: NO SMOKING ON THE DECK OF VESSEL AT ANY TIME.

Suspension of Operations – any vessel operation may be suspended at the discretion of the vessel’s Master or the Dock Operator as set forth in this manual or during events where suspension would be prudent.

Communications Breakdown – In the event of any breakdown of communications between the vessel and BTH, operations will cease and the vessel will sound an emergency signal consisting of a continuous sounding of the vessel’s whistle – this signal shall continue until the flow of cargo is confirmed to have ceased.

Special Stock Hazards

Static-Ignition Hazards – Some kinds of stock require special precautions because of the static they accumulate. Review the instructions by owners/charterer for handling such static stock and discuss during pre-loading conference.

Hydrogen Sulfide Hazards – if 20PPM in vapor is detected on the deck of the vessel while alongside the dock, all personnel will evacuate to an area upwind and out of range of the vapors. The BTH Terminal Scheduler is to be notified immediately should such an occurrence take place.

Lifebuoys – lifebuoys are available at all docks. Life rings are placed along the dock for emergency response use.
ENVIRONMENTAL COMPLIANCE

The accidental spillage/discharge of oil into the navigable waters of the Corpus Christi Ship Channel while berthed at the Terminal docks and/or lay berths shall be reported in accordance with all applicable rules and regulations:

**National Response Center (NRC)**
(800) 424-8802

**Emergency Response Team:**

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Phone</th>
<th>Cell Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ops Director</td>
<td>Jeff Charles</td>
<td>(361) 792-3072</td>
<td>(484) 225-4398</td>
</tr>
<tr>
<td>Operations Manager</td>
<td>Dennis Belline</td>
<td>(361) 792-3068</td>
<td>(361) 537-5335</td>
</tr>
<tr>
<td>Facility Security Officer</td>
<td>Barry Duge</td>
<td>(361) 687-2822</td>
<td>(361) 816-9474</td>
</tr>
</tbody>
</table>

**Federal On Scene Coordinator**
(866) 372-7745

US EPA Region 6  
1445 Ross Avenue  
Dallas Texas 75202-2733  
214-665-6444  
(800) 887-6063

**State Emergency Response Commission (SERC)**

Chief W. Nim Kidd, Assistant Director  
Texas Department of Public Safety  
Texas Division of Emergency Management  
P.O. Box 4087  
Austin, TX 78773  
Chase Yarbrough  
(512) 424-2447  
Chase.yarbrough@dps.texas.gov

**Local Emergency Planning Committee (LEPC)**
(361) 826-3960

2406 Leopard Street  
Corpus Christi, TX 78408
Local Water Supply System  
(361) 653-2110  
400 Mann Street, Suite 1002  
Corpus Christi, TX 78401

Local Waste Water Treatment  
(361) 241-2831  
Allison Treatment Plant  
Allison & MacKenzie  
Corpus Christi, Texas

TCEQ Single Point of Contact:  
(361) 825-3100

Hospital  
Corpus Christi Medical Center  
(361) 767-4500  
13725 Northwest Boulevard  
Corpus Christi, TX 78410

Police  
State Police  
(512) 424-2000  
Corpus Christi Police  
(361) 886-2600  
Nueces County Sheriff  
(361) 887-2222

Fire  
Corpus Christi Fire Dept  
(361) 826-3932

Refinery Terminal Fire Company  
(361) 882-6258

Excessive emissions from vessels, resulting in soot being deposited on land or in the waters of the state, is a violation of the Texas Clean Air Act and must not occur while berthed at the Terminal’s docks.

Terminal operations are subject to various Federal and State environmental protection laws and regulations which have been promulgated under the following and other statutes:
Federal Laws

The Clean Water Act

The Comprehensive Environmental Responsibility Compensation and Liability Act of 1980

The Emergency Planning and Community Right to Know Act of 1986

The Federal Water Pollution Control Act

The Oil Pollution Act of 1990 (OPA-90)

The Pollution Prevention Act of 1990

The Resource Conservation and Recovery Act of 1976

The Toxic Substances Control Act

State Laws

The Texas Clean Air Act

The Texas Oil Spill Prevention and Response Act of 1991

The Texas Solid Waste Disposal Act

The Texas Water Code

REGULATORY AGENCIES – Regulatory agencies with jurisdiction over environmental matters at the Terminal include but are not limited to the following:

Federal Agencies

The United States Coast Guard

The United States Army Corp of Engineers

The United States Department of Transportation

The United States Environmental Protection Agency
State Agencies

The Texas Commission on Environmental Quality

The Railroad Commission of Texas

The Texas General Land Office

The Texas Department of Health

PERMITS – BTH, pursuant to these and other local, state and federal regulations, is required to obtain permits, approvals or registrations for operations that may result in air emissions, water discharges and waste disposal activities. Certain approvals from the regulator agencies may require extended periods of time and could require the modification of existing facilities and operations or the installation of new equipment at the Terminal.

Customers are advised to inquire as to the impact of these regulatory requirements on their business operations as early as possible to prevent unexpected delays.