

The Tanker Berths

Two tanker berths will be designed to handle a range of tanker sizes from VLCC to Aframax. The tanker berths will each have the following major components:

- loading platform with gangway tower
- access trestles and catwalks
- berthing and mooring structures

Berthing and Mooring

Harbour tugs will meet the incoming tanker near the harbour limits to assist the tanker in safely berthing and mooring at the marine terminal.

- A “docking aid system” at each berth will monitor and display the vessel’s distance, speed and angle of approach.
- Tugs will slowly manoeuvre the tanker alongside the dock.
- Mooring lines will be secured to mooring hooks and continuously monitored while the tanker is at the berth.

After the tanker is moored, the tanker and terminal staff will review terminal rules and regulations, safety and emergency procedures, communications protocols, cargo operations, and any other necessary subjects.

Cargo Transfer

Cargo transfers involve a series of procedures for safe transfer of products.

- An oil containment boom will surround each tanker to be loaded.
- Once a safety inspection has been completed, tanker and terminal staff will connect loading arms
- Condensate will be unloaded or oil will be loaded from tanks onshore.
- Loading will typically take 18 to 30 hours and unloading will typically take 16 to 24 hours depending on vessel size and cargo transfer flow rates.

Pre-Departure and Un-Mooring Activities

After loading or unloading is complete:

- The volume of oil or condensate transferred will be verified.
- The terminal staff will drain and disconnect the loading arms.
- Oil boom deployed around the tanker while loading cargo, will be retracted.
- Mooring lines will be released and the tankers will depart with the assistance of harbour tugs.
- The tanker will proceed to open water with tug escorts