



Exploration & Production

GENERAL SPECIFICATION

LOGISTICS AND OPERATIONAL SUPPORT

GS EP LSO 205

Tanker loading and offloading marine procedures
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1. Scope

The purpose of this document is to define the basic principles to be applied when preparing Loading/Offloading Marine Procedures, thus providing the safest and most efficient configuration to reach the objectives.

This document represents Total E&P policy, and should be part of the Standing Instructions established by Total subsidiaries for Offloading marine operations.

The provisions of this document apply in all Operated Exploration-Production subsidiaries, whenever national rules and regulations either fail to cover the subject or are less stringent.

In this document the word tanker covers all vessels designed for shipping hydrocarbons, liquefied gases or chemicals in bulk and their operations include mooring to jetties, buoys and F(P)SU's for the purpose of loading or discharging liquid petroleum cargoes such as crude oil, methanol and bunkers (gasoil or other) or chemicals as the case may be.

2. Reference documents

The reference documents listed below form an integral part of this General Specification. Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published at the EFFECTIVE DATE of the CONTRACT.

Standards

Reference	Title
Not applicable	

Professional Documents

Reference	Title
ISGOTT	International Safety Guide for Oil Tankers and Terminals

Regulations

Reference	Title
Not applicable	

Codes

Reference	Title
Not applicable	



Other documents

Reference	Title
Not applicable	

Total General Specifications

Reference	Title
GS EP LSO 203	Terminal pilots – Terminal tug master: qualification, certification and training
GS EP LSO 204	Marine berthing aids for coastal and offshore terminals

3. Rule

This rule covers both shore terminals and offshore terminals and operations related to the supply of methanol and bunkers to floating units.

In case of shore terminals, the oil is stored in oil tanks and is transferred to the export vessel at a jetty or wharf or through a CALM Buoy. Our typical shore Terminals are situated at Cap Lopez in Gabon and Djeno in Congo.

In case of offshore terminals, the oil is stored in a FSU or FPSU and is transferred to the export vessel through a CALM Buoy, or in ship to ship or on tandem mode.

Offloading operations shall be performed in strict accordance with all applicable national and international regulations and following ISGOTT recommendations.

Each marine terminal either directly managed by an Affiliate or through a Contractor on behalf of an affiliate shall edit specific marine procedures and a comprehensive and an up to date Terminal operating Manual, including but not limited to the information developed in chapter 4.

4. Minimum information for loading/offloading marine procedure

4.1 Weather/Sea operational limits

Weather criteria for operational limits shall be fixed for each terminal, according to location, design and performance of equipment used.

The main weather/sea criteria for berthing and un-berthing are not only dependent on the size of the tankers and tug power but also governed by the handling capabilities of the work boat, when used, and the staff involved in handling hawsers and hoses.

Berthing limits are generally considered to be:

- For Gulf of Guinea: Hs (m): 1,80 (significant average height of wave) and Wind speed (m/s): 17
- For Argentina and Mediterranean Sea: Hs(m) 1.80 and Wind Speed (m/s): 17
- For Abu Dhabi: Hs (m): 1.50 and Wind Speed (m/s): 17.