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1. Port Facility

1.1 Location

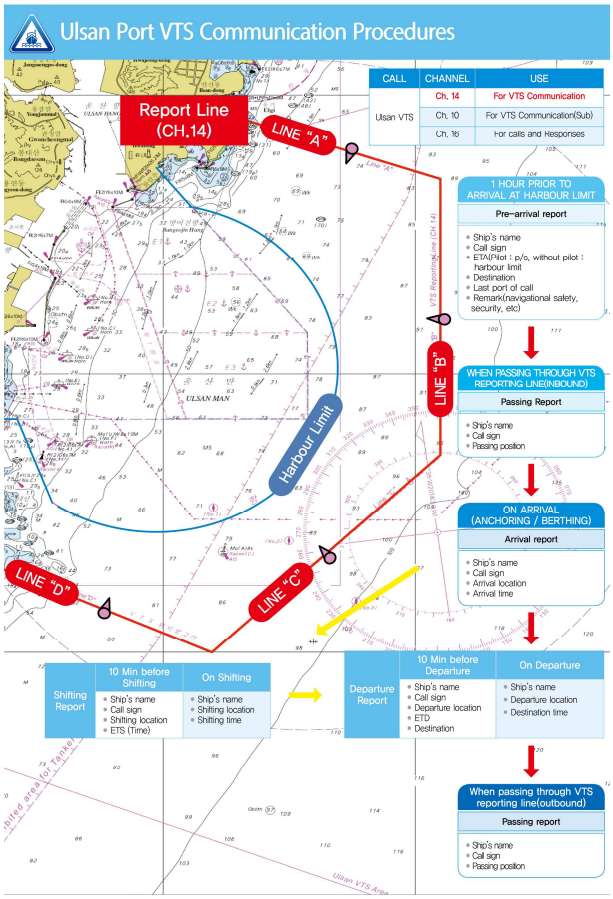
Jeongil Stolthaven Ulsan Co.,Ltd　297, Sanam-ro, Onsan-eup, Uljoo-gun, Ulsan city, Korea

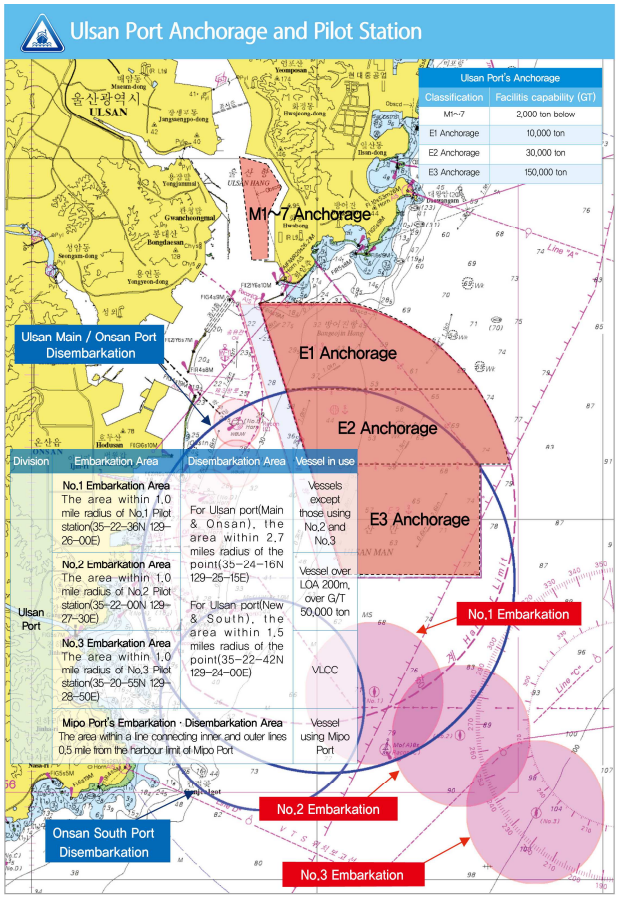
1.2 Anchorages

M-1 ~ M-7	For vessels less than 2,000 GRT with special permission from Ulsan Port service.
M-9 & M-10	For ship to ship transfer operations.
E-1	For vessels less than 10,000 GRT.
E-2	For vessels over 10,000 GRT but less than 30,000 GRT.
E-3	For vessels over 30,000 GRT.

• N.E. current prevails in the outer part of Anchorages E-2 and E-3, sometimes reaching 4 knots

• VHF: Ulsan Port service on VHF Channels 14. Vessels are to advise their ETA pilot boarding ground 2 hours prior to arrival. Pilot on VHF Channels 13/16.





1.3 Maximum Draft / LOA / DWT

Jetty	Capacity (DWT)	LOA(M)	Draft(M)	UKC
J1	3,000	86	7.0	10% of Max Draft
J2	40,000	190	10.5	
J3	40,000	200	11.25	
J4	20,000	164	9.8	
N3-1	3,000	80	7.0	
N3	50,000	200	12.5	
N4	100,000	250	14.1	
N5	50,000	250	12.35	

1.4 Maximum Docking Speed and Fender Impact

Docking Speed Log was not established to our jetty.

Usually, when ship approximated by 5m within to jetty, must decrease ship approaching speed by 1m/s low.

1.5 Weather Restrictions

1. Wind Speed Limitation
   1) Over 16m/s: Stop Cargo Operation
   2) Over 19m/s: Hose Off
   3) Over 21m/s: Unberthing

2. Swell Height Limitation (Only, Jetty #3.4)
   1) Below G/T 5,000t: Berthing is prohibited over 0.5m wave.
   2) G/T 5,000t ~ 10,000t: Berthing is prohibited 0.5m ~ 1.0m.
   3) Over G/T 10,000t: Berthing is prohibited over 1.0m wave.

3. Dense Fog
   1) Pilot embarkation prohibited by Dense Fog.
   2) In spite of various limited weather circumstances, when come alongside the jetty, must use Tug Boat and Line Boat necessarily.

4. When weather is worsened, record Weather Chart Check List in 2 hours cycle.

5. When there is kind of disaster of typhoon, tidal wave etc.., confer with the port authorities and does so that obey direction of the authorities.

1.6 Vessel Readiness

It is time that notifies that shipping preparation of cargo was completed.

In case of deciding NOR Tendered time,

* On arrival – arrival time
* Anchorage Operation – Anchor up time
* Other jetty operation – Hose off time

In case of deciding NOR Accepted time,

* All line made fast time
* Sample analysis pass time

2. PORT SUPPORT SERVICES

2.1 Pilotage

JETTY	Night Berthing	
	Berthing	Unberthing
J1	Impossible	No Limited
J2 ~ N5	Under G/T 20,000T	

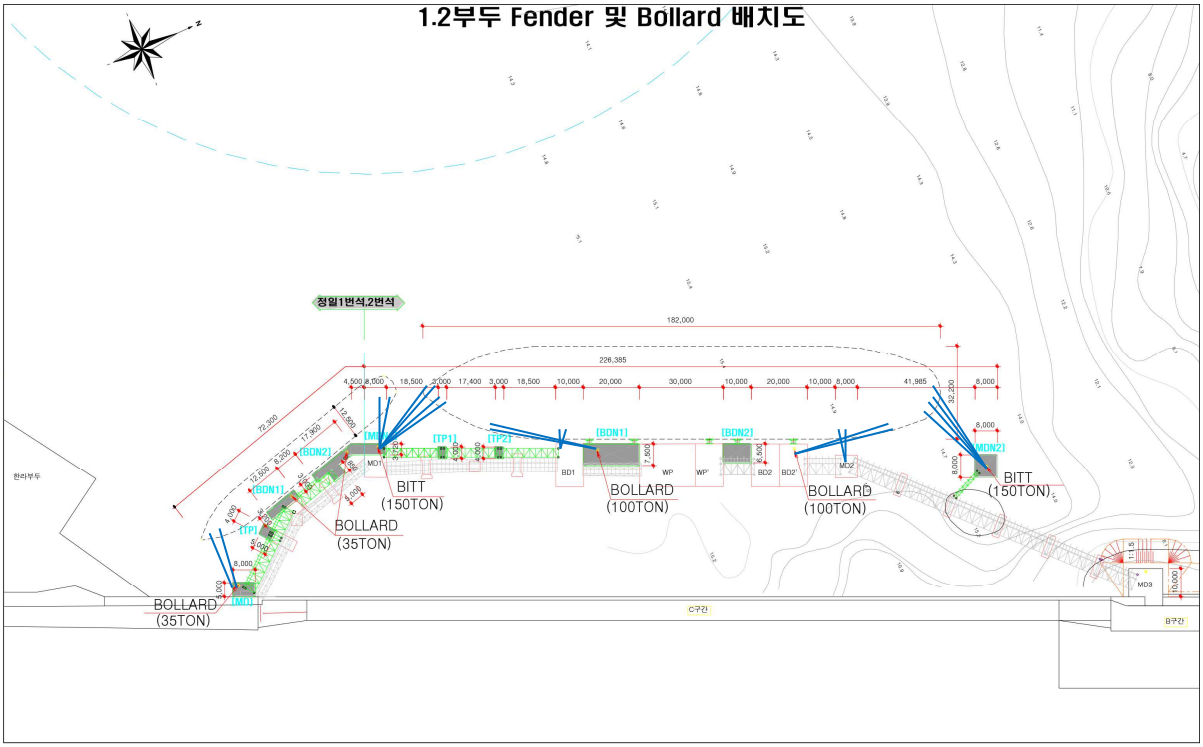
* Dec ~ Jan: 1730hrs – 0730hrs
* Feb ~ Mar: 1800hrs – 0700hrs
* Apr ~ May: 1900hrs – 0530hrs
* Jun ~ Jul: 1930hrs – 0530hrs
* Aug ~ Sep: 1900hrs – 0600hrs
* Oct ~ Nov: 1730hrs – 0700hrs

2.2 Tugs, Assist/Escort and Mooring (Normal Condition)

	Tug	Mooring Boat	Mooring
J1	1	N/A	2/2
J2	1	Yes	4/2/2/2/2/4
J3	1	Yes	4/2/2/2/2/4
J4	1	Yes	4/2/2/2/2/4
N3	2	Yes	4/2/2/2/2/4
N4	2	Yes	4/2/2/2/2/4
N5	2	Yes	4/2/2/2/2/4

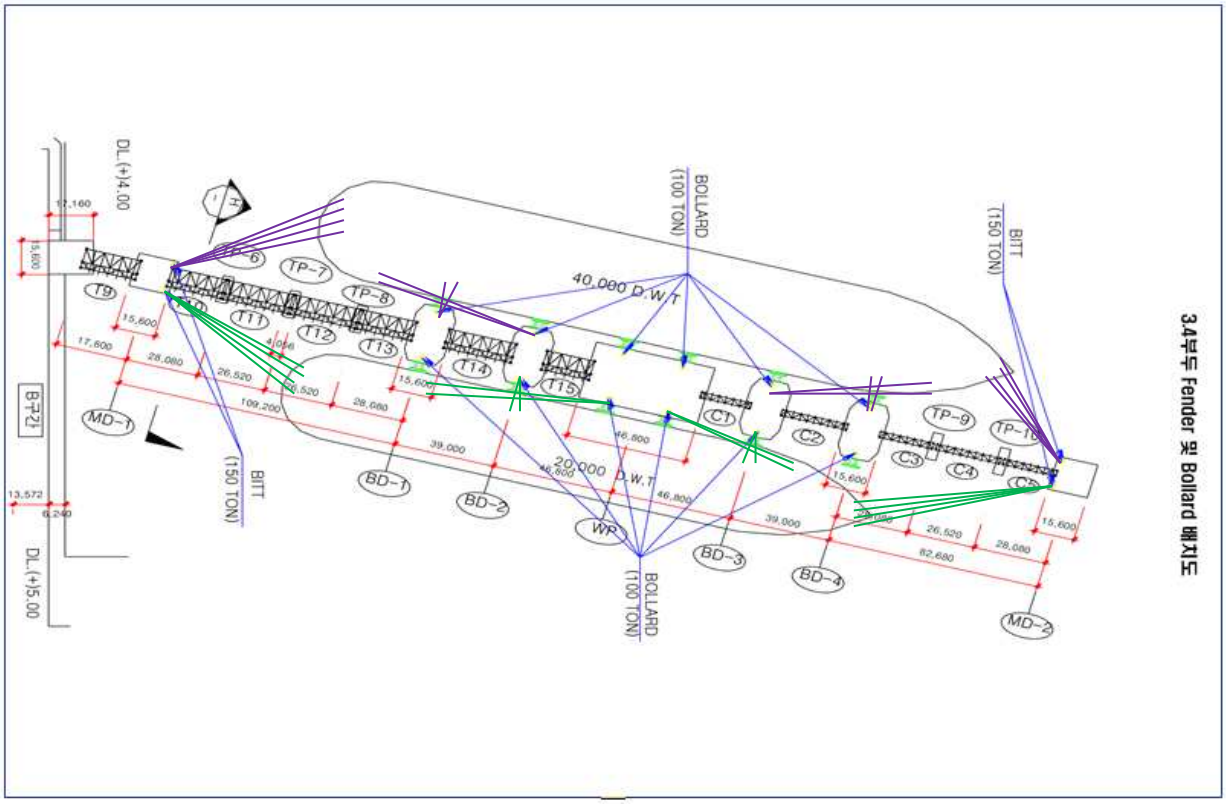
* Bad weather or emergency can add tug boat, mooring line.

■ J1, J2



PIC) 4.2

■ J3, J4



2.3 Agencies

Attach – 5.13 Agency & Surveyor List

2.4 Surveyors

Attach – 5.13 Agency & Surveyor List

2.5 Fresh Water

When wish to supply fresh water to ship, only can work at ship's leeside using barge.

But it should notify to Loading Master necessarily before fresh water supply.

2.6 Provisions and Stores

Usually, supply of goods or provisions from shore is limited.

If necessary, she can make a shipment using Service Boat after get Loading Master's premission after cargo operation.

But this operation must not cause result that delay ship's cargo operation.

While cargo operation, must not supply goods or provision.

2.7 Inspection

An agency which wishes to carry out classification survey, Oil Major Inspection, CDI Inspection etc. notifies first in marine operation department.

Only, after cargo operation normally commenced, inspector can onboard use service boat.

Inspector onboard ship and when provide factor that is dangerous one in ship's operation, can stop cargo operation immediately.

Finally, marine operation department manager decides it.

2.8 Bunkering

There is no bunkering equipment of terminal and bunkering that use barge usually is limited too.

Normally bunkering operation is prohibited at berth.

But it is possible under manager approval under inevitable circumstance.

In this case, bunkering must be confirmed that it does not influence in cargo operation between ship & terminal.

Lubricants drum can be admitted according to situation.

2.9 Repair Work

In normal situation any repairing work is prohibited at berth. But if necessary, it should agree with Loading Master in pre-cargo transfer meeting.

Repairing work that accompanies hot work must receive authorization of the port authorities.

2.10 Tank Cleaning & Gas Freeing

Tank Cleaning and Gas Free is prohibited totally in the jetty.

Simple mopping is possible under manager permission.

It must do pre-wash compulsorily after cargo operation, possible using barge.

2.11 Ballast Operation

There is no regulation about ballasting in the Korea by now.

Loading Master should watch thoroughly whether does not come out like deposit, floating matter, oil etc. are mixed with ballast water.

If dirty material is discharged, must stop ballasting operation immediately.

3. TERMINAL FACILITY – DESIGN

3.1 Dock Design

See the terminal layout plan.

3.2 Mooring & Fendering System

Fendering & Mooring equipment of jetty must check every shift.

If some matters happened, reports to manager immediately.

Fendering & Mooring system must check exactly by Loading Master once for 3 months.

Attach - 5.12 Fendering & Mooring System

3.3 Fire Fighting Equipment

1. Status

List	Capacity	Q'ty	Spec.	Remark
Foam Tank	1,000 liters	2	50HP, 75HP	J2, J3
	13,000 liters	2	99HP, 405HP	N4, N5
Foam Monitor	65A	11	Fixed, Hand-operated	J1 ~ J4
	100A	6	Fixed, Hand-operated	N4, N5
	150A	4	Fixed, Auto-operated	N3, N4, N5
Extinguisher (60kg)	60 kg	4	Compressed powder	N4, N5
Extinguisher (20kg)	20kg	12	Compressed powder	-
Extinguisher (3.5kg)	3.5kg	30	Compressed powder	-

Attach – 5.13 Fire Fighting Plan

3.4 Gangway

Usually, use Gangway of ship.

Prepare safety net, life ring, self-ignition light near the gangway.

Ship can use Gangway or Accommodation Ladder.

Ship that gangway does not have or ship that length of gangway is not suitable can use shore's gangway.

Each gangway was provided to Jetty 2, Jetty 3/4, N3.

If safe gangway is not provided from ship or terminal, it can establish pilot ladder.

But it must not establish unsafe ladder.

3.5 Shore Tank

There are shore tanks of **244 that can store 1,655,700 KL.**

3.6 Vapor Recovery System

Almost shore tanks have a VCU system.

VCU system acts role that take away VOC from shore tanks.

But there are no facilities to handle VOC that happen in jetty while loading operation in the ship.

The VRL was installed at J1.2, N3, N4, N5.

3.7 Lighting

Lighting must illuminate suitably at ship's cargo operation site.

Lighting is used for cargo operation and safe access.

Lighting must check every shift. If happened some problem, directly notice to designate person (Technical Department).

3.8 Hydro Crane

JSTT has 8 hydro cranes.

Crane is established at J2, J3, N3, N4, N5.

When withdrew the crane boom to maximum, safe working load is 400kg.

We carried out load test every year.

Periodical inspection executes once in 2 years by Korea Occupational Safety & Health Agency.

3.9 Pipe Line & Insulation Flange

JSTT has about 250 pipe lines.

Every year commit in official company and enforces Hydro Test pressurizing by working pressure more than 1.5 times.

Working pressure decides by 7.5kg ordinarily, and examination pressure decides by 12kg.

Every month confirm on insulation flanges outside whether alien substance such as paint.

Insulation flange of our company installed end of jetty pipe line by Sus304 material.

ISGOTT advice to check resistance of insulation flange 1 times minimum year.

The measurement must be more than 1 mega ohm.

3.10 Flexible Hose

JSTT has 300 flexible hoses.

Working Pressure is 14kg, and application temperature is from 100 degrees to -30 degrees.

Every year commit in official company and enforces Hydro Test pressurizing by working pressure more than 1.5 times.

Maximum Bending Radius is 740mm in occasion of 6 ", 500mm in occasion of 8".

Weight of hose is 11kg/m in occasion of 6", 15kg/m in occasion of 8".

Insulation resistance test confirms whether have resistance fewer than 10 mega ohms that prescribe in electricity safety law.

Electrical discontinuity hose measures by 500V tester, it should be more than 25,000 ohms.

Electrical continuity Hose should be less than 0.75 ohms/meter.

JSTT has an electrical continuity hose, the resistance should be less than 7.5 ohms in case of 10m.

* Flexible Hose Rating Chart

Rate	Period	Elongation Test	Physical Check	Remarks
A	Below 3 years	Below 1%	Good	
B	Over 3 years	1 ~ 2%	Slight Damage	
C	Over 5 years	Over 2%	Slight Damage Below Coil Deviation 2	
D	Over 8 years	Over 3%	NG	

3.11 Electric Heating System

We can operate electric heating for specification cargo, and heating operate before 12 hours relevant cargo work schedule time.

Electric heating system should be checked periodically by technical department.

3.12 Booster Pump

The establishment level of tank is high, tank that can cause delay in cargo operation can use shore booster pump for increasing pumping rate.

If discharging rate of ship decrease, it can give damage to booster pump, Loading Master and shore stevedore properly communicate each other.

3.13 Weather Information Equipment

Weather observation equipment was established to Jetty 3.

Loading master make sure up-dated weather forecast every 8 hours, and records in relevant form.

3.14 Buoy System

JSTT has a lighthouse, 2 of light buoy and a buoy.

The designated company does check every month and is notified result from the company.

Port authority executes navigation buoy system checking every 6 months.

Light buoy must check salvage inspection every 2 years.

Spare buoy light also must check routine inspection every 2 years.

List	Light	Position (WGS-84)	Remark
Jetty Lighthouse	Fl Y 4s	N 35°26’ 58.01” E 129° 21’ 59.59”	
Light Buoy (JSTT #21)	Fl G 4s	N 35°26’ 42.23” E 129° 21’ 51.82”	
Light Buoy (JSTT #23)	Fl G 6s	N 35°26’ 39.42” E 129° 21’ 57.53”	
Buoy	-	N 35°26’ 57.15” E 129° 22’ 07.34”	

3.15 Jetty Fixed Equipment

Jetty fixed equipment must check periodically by Inspection Company.

Jetty fixed equipment includes fendering system, mooring system, pile, pipe rack, cat work, pipe truss.

Also, jetty equipment register to Korea Infrastructure Safety and Technology Corporation system should inspect every 2 years.

4. TERMINAL OPERATION SYSTEM

4.1 Pre-Arrival Requirements – Ship

Terminal and agent(ship) must do mutual information exchange as require in ISGOTT before ship comes alongside the jetty through 'Pre-Arrival Checklist(Attachment 5.13)'

4.2 Flexible Hose Connect/Disconnect

After pre-cargo transfer conference, connect cargo hose.

JSTT uses Flexible hose usually. Flexible hose offers at terminal

Insulating of flexible hose, tightness check, physical condition verifies effectiveness through form or check list before connection or after connection.

4.3 Sampling & Draining

Wearing safety equipment in initial stage of cargo operation and carried out sampling in jetty manifold.

When cargo sample is bad, suspend operations immediately. And loading master notified to terminal manger.

Sample makes 2 months storage principle but can extend at customer request.

4.4 Inhibitor & Dosing

Usually, injection of direct Inhibitor is prohibited by ship Tank at terminal.

But, if there is special requirement of customer, it can enforce in extent that satisfy HSEQ regulation of terminal.

In that case, notify injection way, quantity to loading master and must gain permission.

4.5 Pre-Cargo Transfer Conference

If safe berthing of ship is completed, discuss below items in pre-cargo transfer conference.

1. Rigging gangway & safety equipment
2. Access control between terminal and ship
3. Jetty/Port Regulation
4. Ship Shore Safety Check List-SSSCL
5. Ship Shore Cargo Handling Agreement
   - MSDS
   - Ship's Name, Arrival Time, Cargo Density, NOR
   - Ship/Shore Pipe Line & Manifold
   - Ship/Shore Cargo Tanks, Material, Volume, Sequence
   - Max Pressure & Flow Rate, Agreed Pressure & Flow Rate

- Ship Stop / Shore Stop
- Handling VOC, Departure Draft, Summer DWT
- Change of Ship's Trim, Cargo Pump Quantity and Capacity
- LOA, Parallel Body, Manifold Position
- Distance from Fore & Aft
- Initial & Final Flow Rate, Ship/Shore Cargo Tank Change
- Tightness Test, Line Blowing & Pigging
- Additional Sampling, Ship/Shore Communication
- Ballasting Operation, Closed Cargo Operation, Venting Capacity

4.6 General Cargo Operations

Proceed as following finish pre-transfer cargo conference

1. Connecting Flexible Hoses

2. Commencement of cargo operation
   1) Initial Flow Rate
      Initial flow rate must not pass over 1m/s (67kl/h), until outlet line is submerged.
   2) Initial Monitoring
      Increase pressure, flow rate slowly as agreed if there is no problem after work commenced.
      Flow rate of inflammable cargo keeps by 7m/s (460kl/h) low.

3. Monitoring of Cargo Operation
   1) Regular Check for Flow Rate, ROB, ETC

4. Completion of Cargo Operation
   1) Monitoring of Final Stage
   2) Notice ETC/Estimated Time of Completion
   3) Notice Completion of Cargo Operation
   4) Disconnect Flexible Hose or Loading arm.

4.7 Inert Gas & Nitrogen Requirements

When there is request of ship, shore can supply inert gas or N_2

In this case, each party should agree in pre-cargo transfer meeting necessarily.

N_2 should be controlled properly in ship side.

Ordinary nitrogen pressure of terminal is 7.5bar

Attach – 5.6 Confirmation of Shore Nitrogen Supply

4.8 Ship/Shore Communication

Main means of communication of ship/shore is shore's transceiver.

Secondary means of communication is ship/shore's telephone

Ship/shore inspects sensitivity of transceiver periodically.

If all the first / second means of communication fail, suspend operations immediately.

4.9 Maximum/Minimum Flow Rates

Max flow rate, manifold pressure should be agreed in pre-cargo transfer conference.

Flow rate considered properly cargo condition (viscosity, specific gravity), distance to shore tank, number of lines and diameter etc.

4.10 Squeezing

If ship's tank required squeezing, agent notify to terminal in advance.

After terminal manger approval, ship crew carries out squeezing operation safely.

Loading master carefully must monitor squeezing operation.

4.11 Pigging

After cargo operation (loading, discharging), terminal proceed pigging operation in order to clearing the pipe line.

In case of freezing cargo, high viscosity cargo, enforce pigging by maximum pressure as soon as fast.

4.12 Pre-Washing

If ship's tank required pre-washing, agent notify to terminal in advance.

After terminal manger approval, ship crew carries out pre-washing operation safely.

And, confirm whether ship and barge receiver agreed that disposal water is not violated to regulation of MARPOL.

4.13 Waste Water Disposal

JSTT has not waste water disposal facility from ship.

JSTT just has a 4-waste water tank (each 50kl) for shore waste water.

Cargo (SFA, CSS, NCD, AAC, FFA) that reactivity is mutually handles special company immediately.

Classifications that handle most in JSTT should observe specially to nitric acid and sulfuric acid as (Olefins, Paraffin, Aromatic Hydrocarbon, Miscellaneous Hydrocarbon Mixtures, Esters class).

Capacity of waste water tank inspects periodically in land operation department.

Marine operation department records waste water disposal detail to Oil Record Book.

4.14 Emergency Procudure

4.14.1 Emergency signal

*** Cargo Leakage : 5 Short Blast (■ ■ ■ ■ ■)**

*** Fire & Explosion : Long Blast for 10sec (** [redacted]

4.14.2 Emergency Stop

Confer in pre-cargo transfer conference to suspend operations about item below.

- When the wind speed increases to 16m/sec or more
- Leakage of connection point
- Fire occurrence (Ship/Shore)
- Failure of over 2 mooring line
- P/V system failure
- N2 / inert gas supply failure
- Sound gas detection alarm
- When flow rate between ship/shore differs more than 20%
- When important event for safety between ship/shore happened
- Communication system failure
- When event happen emergency circumstance (fire, explosion, and spill) to neighborhood terminal.

4.14.3 Emergency Hose Disconnection

- In case of reaching the criteria for Hose Disconnection of '1.5.1 Wind speed limitation'
- When an emergency such as an earthquake, fire or tsunami occurs or is urgently forecast
- When it is necessary to block the other from the occurrence of a large fire on a ship or Jetty

4.14.4 Emergency Un-berthing

In case the following circumstances, the master and terminal representative take emergency action to un-berth after discuss the situation.

- When weather forecast typhoon approaching or In case of reaching the criteria for Un-Berth of '1.5.1 Wind speed limitation'.
  (When the master and terminal representative conclude the situation dangerous even though the wind speed is less than 20m/sec., emergency un-berthing should be taken.)
- When a fire breaks out vessel(s) around.
- When terminal representative has determined that it is too dangerous to have vessel alongside berth due to weather condition or other matters.
- When an accident is occurred on board.

- When VTS and/or related authority declares special direction.

4.14.5 Emergency Evacuation

When a emergency case of big fire or explosion of vessel/terminal have been occurred or foreseen, all the people on jetty/vessel must escape from the danger place through appropriate route as '5.9 Emergency Escape Route' with consideration of following measures.

- To request help from out-jetty using portable radio and emergency contact list.
- Use appropriate PPE like as life-jacket, life-ring, EEBD, breathing apparatus, etc.

4.14.6 Emergency Measures and Notifications

When a fire of oil spill accident have been occurred on board, the master must take appropriate initial emergency measure to control the emergency and inform the situation to terminal representative without delay.

All the cargo, ballasting and bunkering operation must be stopped immediately and oil in the cargo hoses should be drained out to prepare disconnection. Main engine, steering gear, and all mooring equipment also should be ready to use.

4.14.7 Indemnification

The master of any vessel and its owner shall remain solely responsible for, and shall hold the terminal indemnified against, damage of terminal and expenses for third party from whatever cause arising in consequence of all act and/or omissions of the vessel's personnel.

4.15 Ship To Ship Operation

1. Berth Capacity of JSTT

Jetty	DWT	LOA (m)	Draft (m)	Remarks
J1	3,000	86	8.0	
J2	40,000	190	10.5	DB
J3	40,000	200	11.25	
J4	20,000	164	9.8	
N3	50,000	200	12.5	
N4	100,000	250	14.1	DB
N5	50,000	200	12.35	

2. Mooring Criteria

Size	LT 5kdwt	5-10kdwt	10-20kdwt	20-40kdwt	Over 50kdwt	SWL Bitts(t)
J1	NA	NA	NA	NA	NA	80 x 4
J2	2/2/-/-/2/2	2/2/2/2/2/2	3/2/2/2/2/3	4/2/2/2/2/4	NA	150 x 1 100 x 5
J3	2/2/2/2/2/2	2/2/2/2/2/2	3/2/2/2/2/4	4/2/2/2/2/4	NA	150 x 2 100 x 4
J4	NA	NA	NA	NA	NA	150 x 2 100 x 4
N3	2/2/2/2/2/2	2/2/2/2/2/2	3/2/2/2/2/4	4/2/2/2/2/5	5/2/2/2/2/5	150 x 6
N4	2/2/2/2/2/2	2/2/2/2/2/2	3/2/2/2/2/4	4/2/2/2/2/5	5/2/2/2/2/5	150 x 8
N5	2/2/2/2/2/2	2/2/2/2/2/2	3/2/2/2/2/4	4/2/2/2/2/5	5/2/2/2/2/5	150 x 6
Rate	100-260t	260-350t	350-400t	400-600t	600-800t	

3. Requirements of Fendering Arrangements for Double-Banking Operation

Size of Vessel	Fenders	Position of Fenders
LT 4,000 GT	Min. 2	3m inside of parallel body of the receiving ship from the fore/aft with dist. 20-25m each.
4,000-15,000 GT	Min. 3	3m inside of parallel body of the receiving ship from the fore/aft with dist. 20-25m each.
Over 15,000 GT	Min. 4	3m inside of parallel body of the receiving ship from the fore/aft with dist. 20-25m each.
Type of Fenders	High Pressure Pneumatic Type	
Size of Fenders	2000mm(D) x 3500mm (L) x 1490kg(WT) with RFT80 T and EA30T at DF 60% in Tolerance +/- 10%	

4. Capability of Maximum Cargo Operation at the Jetty Respectively

Jetty	Simultaneous handling operation
J1	5 grades + Cross Jetty
J2	24 grades + STS DB & Cross Jetty
J3	23 grades + Cross Jetty
J4	23 grades + Cross Jetty
N3-1	2 grade

N3	20 grades + Cross Jetty
N4	25 grades + STS DB & Cross Jetty
N5	25 grades + Cross Jetty

5. Attachment

5.1 Ship & Shore Safety Check List
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5.6 Declaration of Security

Declaration of Security

(보 안 선 언 서)

Name of Ship (선명) :	
Port of Registry (선적항):	
IMO Number (IMO 번 호):	
Name of Port Facility (항만시설명):	

동 보안선언서는 아래의 보안등급 하에서 _____부터 _____ 까지 다음의 활동에 대하여 유효합니다.

This Declaration of Security is valid from _____ until _____for the following activities (refer to below.)

Security Levels (보안등급)

Ship Security Level :	
Port Facility Security Level :	

선박 및 항만시설은 국제선박 및 항만시설보안규칙의 요건에 적합함을 보장하기 위하여 다음과 같은 보안조치 및 책임에 대하여 상호 동의합니다.

The Port facility and ship agree to the following security measures and responsibilities to ensure compliance with the requirements of Part A of the International Code for the Security of Ships and of Port Facilities.

	The affixing of the initials of the SSO or PFSO under these columns indicates that the activity will be done, in accordance with relevant approved plan, by	
Activity (활동)	The port facility	The ship
Ensuring the performance of all security duties		
Monitoring restricted areas to ensure that only authorized personnel have access		
Controlling access to the port facility		
Controlling access to the ship		
Monitoring of the port facility, including berthing areas and areas surrounding the ship		
Monitoring of the ship, including berthing areas and areas surrounding the ship		
Handling of cargo		
Delivery of ship's stores		
Handling unaccompanied baggage		
Controlling the embarkation of persons and their effects		
Ensuring that security communication is readily available between the ship and port facility		

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※ If more detailed security activities is required, a supplement could be attached. (세부적인 보안조치 사항이 필요한 경우 별지로 작성하여 붙임)

본 합의문의 서명자들은 해당 선박 및 해당 항만에 대한 보안조치 및 계획이 특정 활동 동안 각자의 승인계획 또는 동의한 특정 합의사항에 이미 명기되어 유첨된 부속서에 마련된 규정에 따라서 시행될 협약 제11-2장 및 코드 A편의 규정에 만족함을 증명합니다.

The signatories to this agreement certify that security measures and arrangements for both the port facility and the ship during the specified activities meet the provisions of chapter XI-2 and Part A of Code that will be implemented in accordance with the provisions already stipulated in their approved plan or the specific arrangements agreed to and set out in the attached annex.

Dated(일자): _____ on the(장소): _____

Signed for and on behalf of (아래를 대행하여 서명)	
the port facility(항만시설) :	the ship(선박) :
(Signature of Port Facility Security Officer)	(Signature of Master or Ship Security Officer)

Name and title of person who signed (서명자의 성명 및 직책)	
Name(성명):	Name(성명):
Title(직책):	Title(직책):

Contact Details(연락 세부사항) (전화번호 또는 사용 중인 무선채널 또는 주파수를 나타낼 것)	
for the port facility(항만시설):	for the ship(선박):

Port Facility :

Port Facility Security Officer :

Master :

Ship Security Officer

Company

Company Security Officer

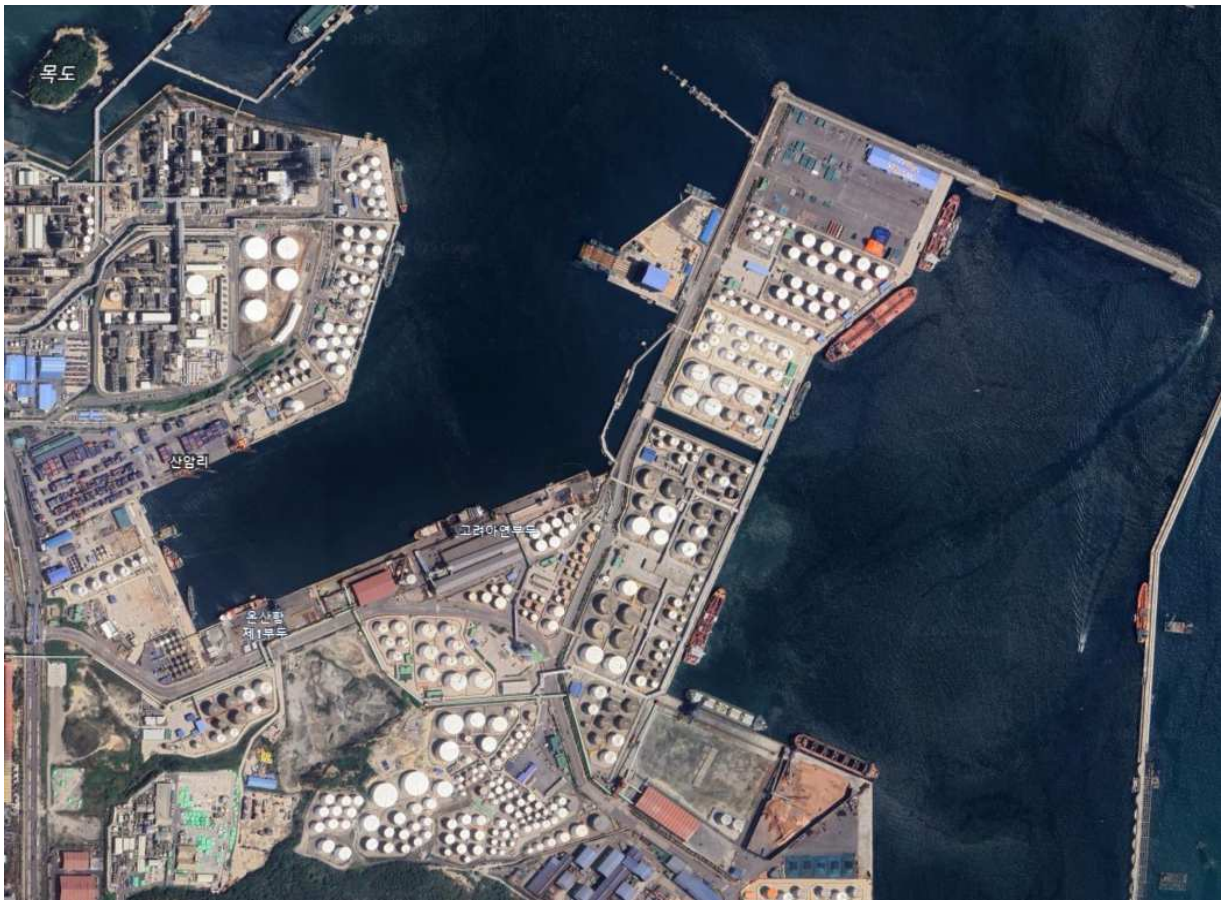
☐ Attachment(붙임) : More detailed security activities, if any. (선박과 항만시설 간에 추가적으로 시행하여야 하는 세부 보안조치사항)(있는 경우)

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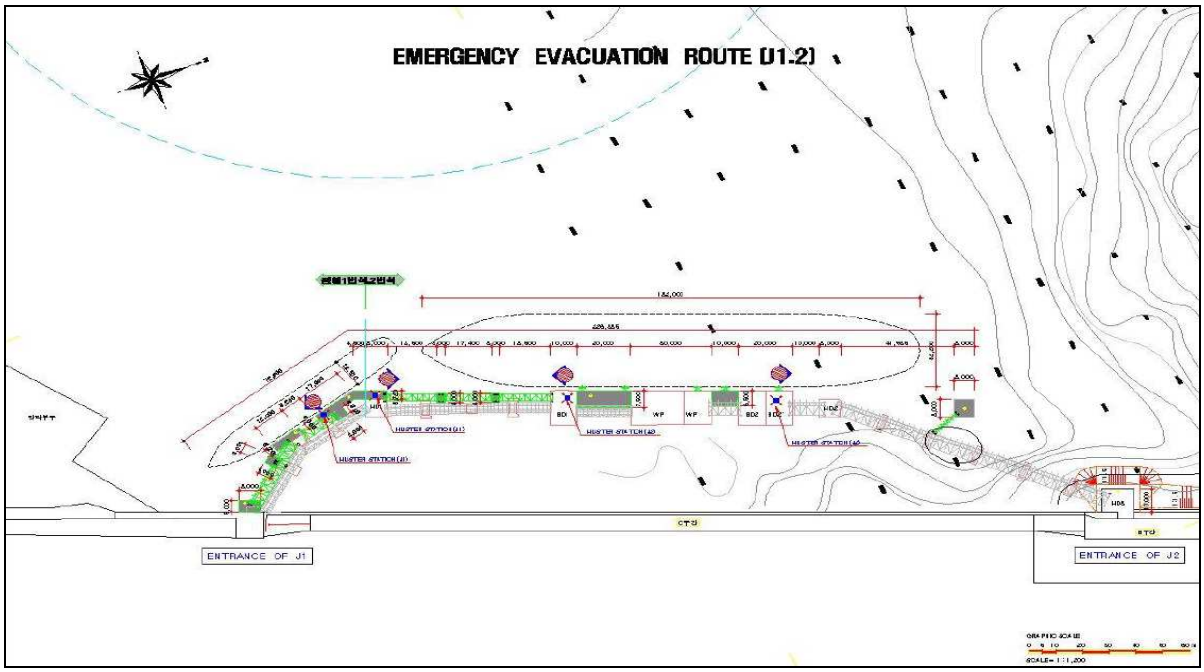
5.7 PPE Selection Table

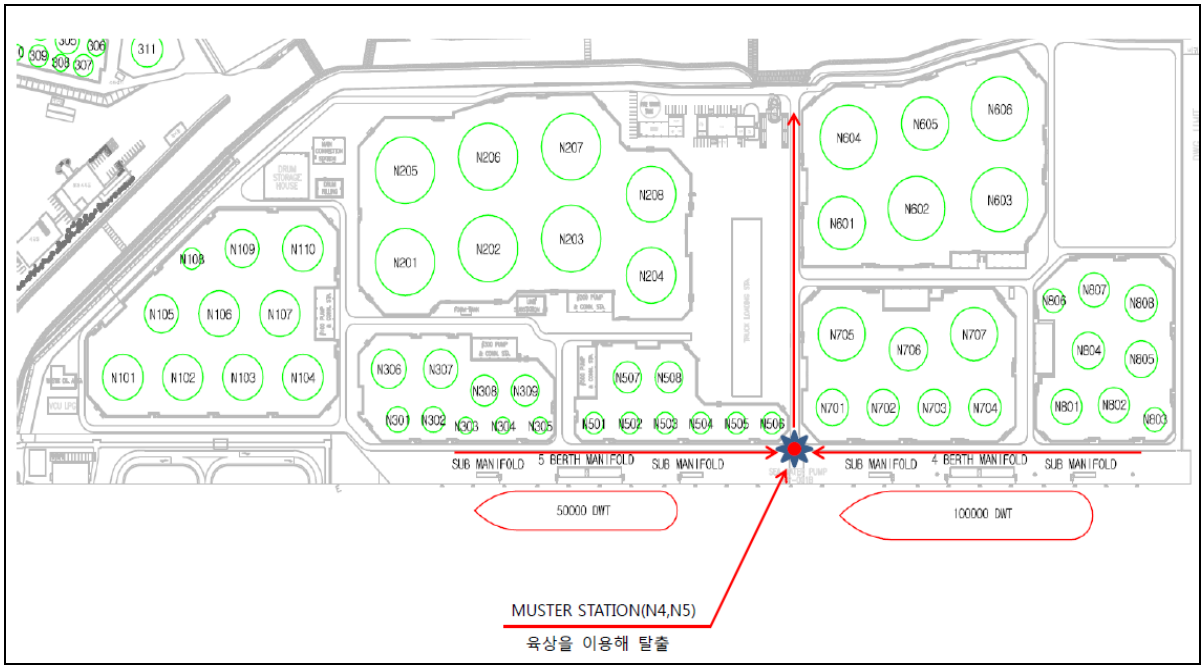


5.8 Terminal Layout



5.9 Emergency Escape Route





5.11 Fire Fighting Plan

