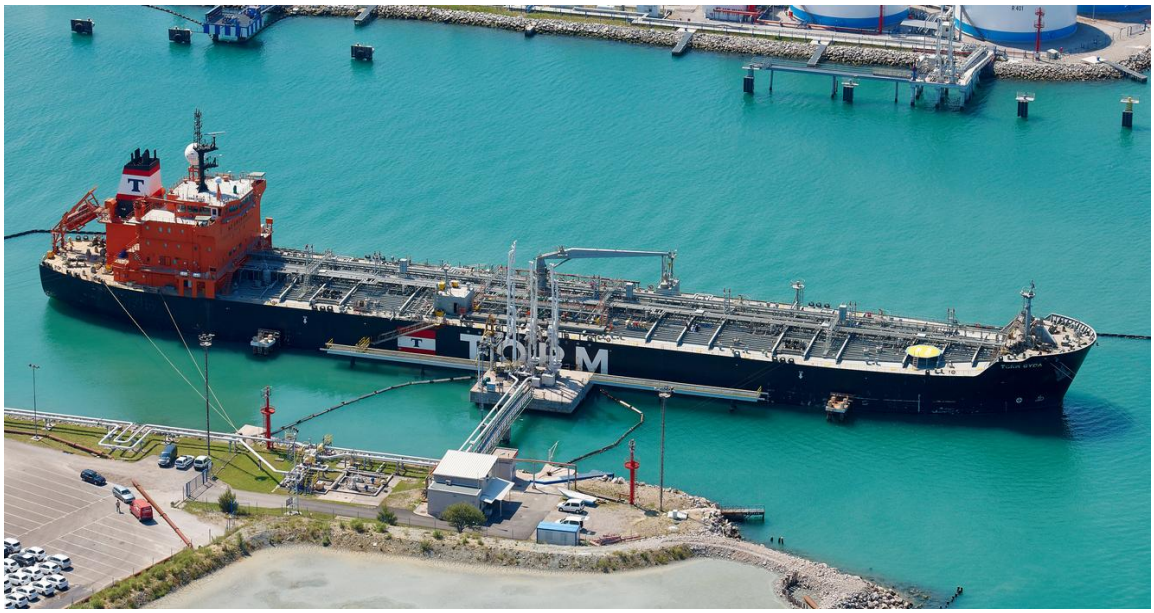
PETROL
Terminal Instalacija Sermin

OIL TERMINAL

TERMINAL INFORMATION and PORT REGULATIONS Terminal PETROL – KOPER



OIL TERMINAL

TERMINAL INFORMATION and PORT REGULATIONS Terminal PETROL – KOPER

NOTE
This guide gives necessary instruction for berthing and safety requirements during stay in port.

The information in the Guide should be used in conjunction with the industry recommended practices contained in the ´International Safety Guide of Oil Tankers & Terminals´ (ISGOTT).

Nothing in this regulation will relieve at their responsibilities in observing the normal navigational fire prevention and security regulations.

	Author	Checked	Released
Date:	8.4.2025	8.4.2025	8.4.2025
Name:	Tilen Beganović / Nejc Kovač	Valdi Jakac	Valdi Jakac
Signature:			

2025

WARNINGS

SMOKING

SMOKING IS STRICTLY PROHIBITED IN THE TERMINAL, ON THE JETTY AND ON BOARD VESSELS ALONGSIDE (THE RESTRICTED AREA), EXCEPT IN THOSE ENCLOSED SPACES ON BOARD THE VESSEL SPECIFICALLY DESIGNATED BY THE MASTER AND TERMINAL SUPERVISOR (OR HIS DESIGNATED REPRESENTATIVE) AS SMOKING AREAS. FAILURE TO COMPLY WITH THESE REGULATIONS WILL INVOLVE CESSATION OF OPERATIONS AND MAY RESULT IN THE VESSEL BEING INSTRUCTED TO VACATE THE BERTH PENDING A COMPLETE INVESTIGATION AND RECEIPT OF WRITTEN ASSURANCE FROM THE MASTER THAT EFFECTIVE CONTROL HAS BEEN ESTABLISHED.

TERMINAL INSTALACIJA SERMIN RESERVES THE RIGHT, IN UNUSUAL CIRCUMSTANCES, TO PROHIBIT SMOKING AT ANY TIME AND IN ANY PLACE.

ALCOHOL/DRUGS

MASTERS ARE ADVISED THAT OPERATIONS WILL CEASE, IF THE ACTIONS OF A PERSON OR PERSONS INVOLVED IN OPERATIONS ARE NOT UNDER PROPER CONTROL AS A RESULT OF THE SUSPECTED USE OF ALCOHOL AND/OR DRUGS.

OPERATIONS WILL NOT RESUME UNTIL THE MATTER HAS BEEN REPORTED TO AND FULLY INVESTIGATED BY RELEVANT AUTHORITIES AND THE COMPANY CONSIDER IT SAFE TO DO SO. DELAY OR CANCELLATION OF THE VESSEL'S DEPARTURE MAY RESULT AND ALL COSTS ASSOCIATED WITH THIS DELAY WILL BE BORNE BY THE VESSEL.

ACCESS TO THE TERMINAL FOR A PERSON OR PERSONS SIMILARILY AFFECTED BY ALCOHOL AND/OR DRUGS WILL BE DENIED.

POLLUTION

IT IS AN OFFENCE TO:

- SPILL OIL OR CONTAMINATED SUBSTANCES
- DUMP GARBAGE
- EMIT EXCESSIVE FUNNEL SMOKE

ALL INCIDENTS WILL BE INVESTIGATED AND PROSECUTION COULD RESULT.

PERSONAL PROTECTIVE EQUIPMENT

ALL CREW MEMBERS ARE OBLIGATED TO WEAR ALL PERSONAL PROTECTIVE EQUIPMENTS.

- SAFETY GOGGLES
- SAFETY HELMET
- SAFETY SHOES
- SAFETY OVERALL (LEGS AND ARMS SHOULD BE COVERED)
- OTHER PROTECTIVE EQUIPMENT WHERE INDICATED

1 GENERAL INFORMATION OF TERMINAL INSTALACIJA SERMIN

The origins of the terminal date back to 1968, when Petrol build the first facilities for the handling and storage of petrol oil and oil products in Sermin.
Today, the storage capacity of 480,000 m³ is distributed across 23 tanks
The products storage is:

- gasoline: premium unleaded gasoline
- diesel oil: motor fuel oil
- light fuel oil

All tanks have an internal floating roof and a double bottom with a vacuum leak check.
The terminal is very well connected logistically by sea, rail and road.

Tanker jetty is located in Port of Koper and is connecting with pig-system to shore tank on Terminal Instalacija Sermin (TIS).
The acquisition of petroleum products is managed by a closed, computer-controlled system consisting of a receiving and transmitting station and a 3-kilometer-long pipeline with a 16-inch diameter. This pipeline connects the tanker jetty to the shore tanks at TIS.

1.1 List of Abbreviations

API:	American Petroleum Institute
ASA:	American Standards Association
B/L:	Bill of Lading
COW:	Crude Oil Washing
DAS:	Docking Aid System
DWT:	Deadweight
ETA:	Estimated Time of Arrival
EX: Explosion Proof	Explosion Proof
GMT:	Greenwich Mean Time
GRT:	Gross Register Tonnage
I.G.:	Inert Gas
IMO:	International Maritime Organisation
ISGOTT:	International Safety Guide for Oil Tankers and Terminals
ISPS Code:	International Ship and Port Facility Security Code
LOA:	Length Overall
LWA:	Longitudinal Windage Area
MARPOL:	Maritime Pollution Convention
MBL:	Minimum Breaking Load
MEG:	Mooring Equipment Guidelines
MSDS:	Material Safety Data Sheet
OBQ:	On Board Quantity
P/V:	Pressure / Vacuum
POLREP:	Pollution Report
PPE:	Personal Protective Equipment
ROB:	Remaining on Board
SBT-PL:	Segregated Ballast Tanks – Protective Location
SOLAS:	Safety of Life at Sea Convention
SSSCL:	Ship Shore Safety Check List
TIS:	Terminal Instalacija Sermin

1.2 Communication with TIS

The TIS is handled 24 hours a day. When vessel is moored alongside the jetty, they shall communicate with the terminal by VHF channel 09.

Country code SLOVENIA: 00386		
Area code KOPER	05	
Police	113	
Emergency	112	
Jetty	003865 66-82-170	VHF 09
Terminal office		VHF 09
Harbour Master's Office	003865 66-32-106	VHF 08/16

1.3 Ship types that will be accepted at TIS (SIKOP berth PT1)

The following ship types can be accepted:

- Conventional tankers and oil/product combination carriers in the range from approx. 60m up to 200m.
- Chemical Tanker

All ships must comply with:

- IMO regulations and recommendations, and it must be confirmed that they are fully I.T.F. Approved;
- during all operations, with the regulations/suggestions of OCIMF included in the International Safety Guide for Oil Tankers & Terminals (ISGOTT);
- ali regulations in force at ship arrival time (MARPOL, SOLAS, ISM);

Special attention is made to the vessels manifold arrangements wich must be of fixed and permanent design and form part of the vessels structure. The vessel must have in place a manifold flange compatible with the jetty, and if a reducer (ANSI 12") over piece is in use, the design must be appropriate, and be compatible with the jetty.

All vessels must have manifold arrangements that comply with the standards recommended by the Oil Companies International Marine Forum – Standards for Tanker Manifolds and Associated Equipment.

A valid Insurance certificate must be on board.

1.4 Jetty details

A berth is located in the Port of Koper, right at the entrance to the second bay.

- Berth Type (SBM, CBM, "T" Jetty, Finger-pier, Alongside, Sea-Island) is "T" Jetty
- Maximum Vessel Length Overall (LOA) is 200m
- Minimum Vessel Length Overall (LOA) is 60m
- Freeboard restrictions at pier is nil
- Maximum **vessel's draft** permitted alongside at Low Water is 13,0 m
- Manifold position normally used starboard side
- Berth are equipped with three pumping arms of 12 inches
- Each cargo arm is equipped with the following facilities:
- Cargo arm with about 3 m^3 design capacity.
- The arms operated from the deck via radio control. Valves manually operated.

- Maximum permitted manifold pressure is 10 bar.
- Maximum permitted handling quantity is 1500 cbm/h
- Distance from ship rails to terminal storage is 3000 m

- Wind Limits: Stop cargo at 6 Bf / 10,8-13,8 m/s, 24 kt
- Wind Limits: Disconnect at 7 Bf / 13,9-17,1 m/s, 30 kt
- Wind Limits: Unberth at 8 Bf / 17,2-20,7 m/s, 37 kt

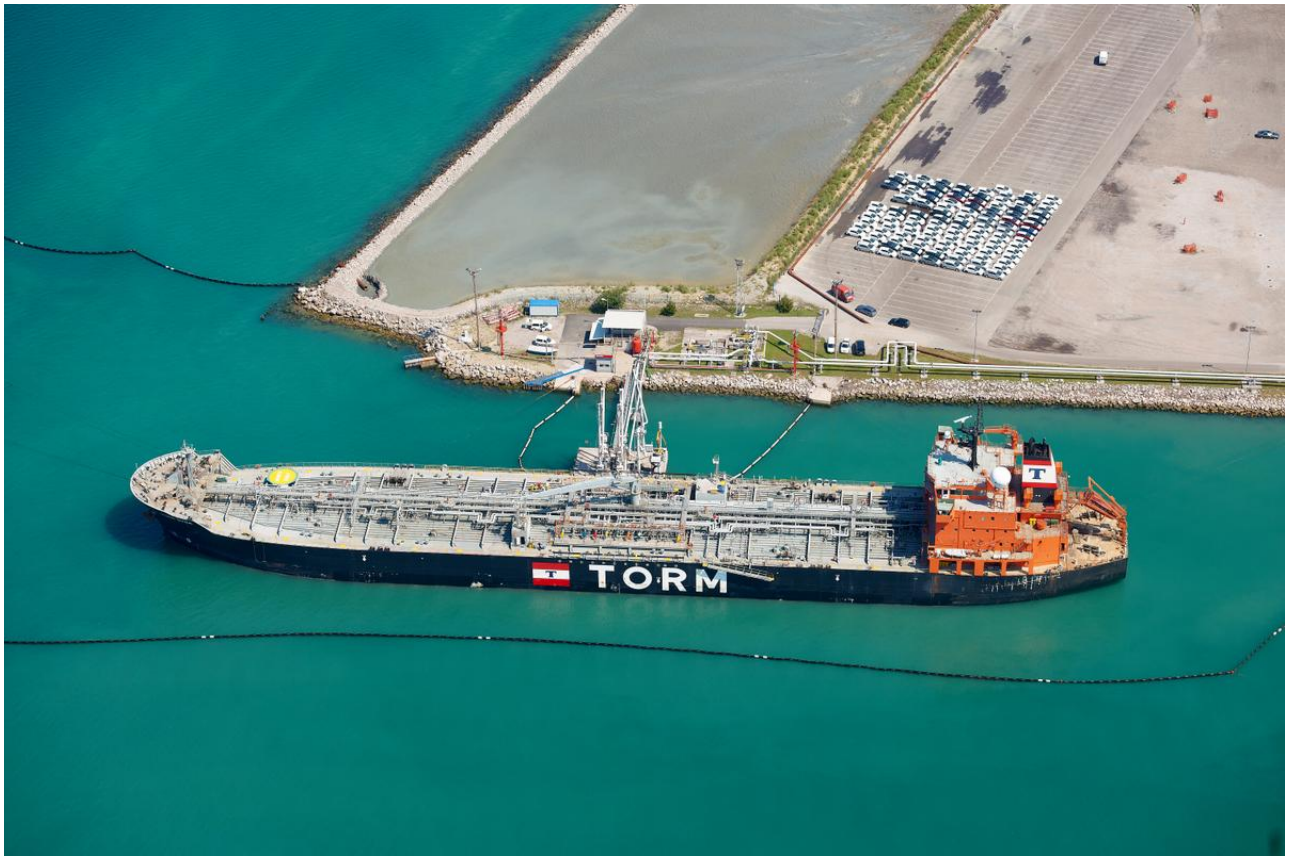
Connection of cargo arms is performed by terminal staff. Ships manifold connection must meet loading arm envelope configuration and must provide space and support to place cargo arm support legs.

1.5 Access into/from Jetty

Access is possible through a range Port of Luka Koper namely through the main entrance of port.
Entrance in the Port area requires valid pass. Passes are issued by the Port security service on the basis of a written request.

1.6 Fresh Water

Fresh water supplies are available at berths at any time through an international shore connection on the platform with a supply rate of approximately 15 m^3/h. Ship's personnel are entirely responsible for connection of the supply and for monitoring the quantity supplied at the flow meter. Please contact the terminal personnel before starting the supply.



2 HSSE

2.1 Health

2.1.1 Emergency Medical Assistance

Any request for medical assistance should be made through the Ship's Agent before or on arrival. If emergency medical assistance is immediately necessary, this may be called on through the Ship's agent, or by using the telephone and directly call 112 for the local emergency center.

2.1.2 Drug and Alcohol Policy

The introduction and the use of alcohol and illegal drugs are strictly prohibited at all times and in all areas of the terminal. Anyone apparently intoxicated will not be permitted to enter the terminal. If crew return from shore leave and are suspected of being under the influence of alcohol and or drugs, the ship will be alerted and will be required to send a responsible member of the crew to accompany the affected person back to the ship.

2.1.3 Noxious Substances

MSDS (Material Safety Data Sheet) if available at the loading port shall be delivered to the terminal on arrival. On arrival, if crew declare a concentration below 5 ppm, terminal personnel or their deputies will accompany ship’s personnel to witness a check of the Hydrogen Sulphide (H2S) concentration in the cargo tanks. The measurement will be taken via the vessels vapour lock system which must be properly maintained and perfectly tight.
In case of presence of H2S on deck, necessary use appropriate breathing apparatus and PPE during the operation. Terminal shall not be held responsible if crew members or third party inspectors do not follow the safety precautions.

2.2 Safety

2.2.1 Enclosed Spaces

Entry and Inspection of enclosed spaces (with the exception of the pumproom) is not allowed whilst alongside berths. In exceptional circumstances, permission to undertake enclosed space entry granted by the terminal representative.

2.2.2 Fire Brigade

A qualified and certified fireman is always present at the marine terminal. A fireman will be in attendance during critical ship operations (berthing, cargo arms connection etc).
Frequent inspections are performed on board and on the pier platform while the ship is alongside the berth.

2.2.3 Fire Fighting Installation

The terminal is equipped with a fixed firefighting installation on berth. The system consists of 2 diesel fire pump with associated foam system and pumps. The jetty is equipped with water and foam hydrants along its length and portable firefighting equipment is located on the jetty and berth.
Furthermore, a 30cm foam carpet can be thrown over the lower berth operational platform within 4 minutes.

2.2.4 International Ship/Shore Fire Connection

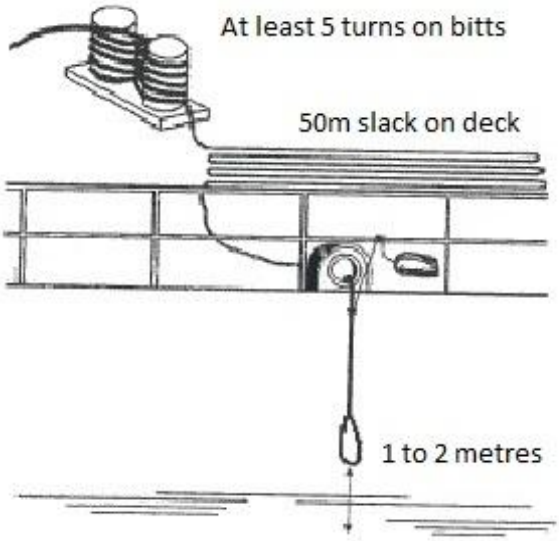
International shore fire connections are available at the jetty platform and the berth.

2.2.5 Escape Ways

Evacuation is via the gangway to the berth, past the cargo arms and escape along the jetty access to the sea and to the exit door. At berth there are rescue rings with floating rescue lights. Before the bridge there is also emergency plan. Communication is via VHF radio ch-09 (terminal), ch-08 (harbour master,pilot,tug).

2.2.6 Emergency Towing

Emergency towing wires (fire wires) are compulsory and must be properly rigged on the sea side of the vessel, both on the bow and stern. Ship must provide and rig fire wires with sufficient length and strength one to two meters above sea level.



2.2.7 Vessel Readiness

Any vessel alongside must at all times maintain:

- main engine readiness at short notice,
- draft and trim within MARPOL limitation to permit a safe departure manoeuvre,
- a sufficient number of qualified crew to comply with its Company's ISM procedure and to perform a safe departure manoeuvre.

2.3 Security

2.3.1 Crew Lists

The Master must furnish a ship's crew and passenger list. Crew personnel are only permitted to leave the berth and have access to the marine terminal if in possession of a valid ID card, and (where applicable) a shore pass. The Ship's Agent should always be consulted for updated information on the latest immigration and security authority requirements.

2.3.2 Access to the Terminal

Access to the enclosures area of Terminal and approaching the cargo handling vessel is allowed only with permission of an authorized Terminal person.
The Master or his Agent shall notify the terminal about any foreseen movement of goods and/or people, with purpose of their visit whilst alongside (i.e. provisions and stores handling, crew change, shore inspectors, vetting, technician, etc.).
Final authority is with the master to allow access on board the vessel. Government and Union Representatives are always allowed to board the ship.

2.3.3 Safety Paths

Visitors must use marked safety paths at all times within the Terminal. Access to restricted areas is prohibited without authorisation from the Loading Master.

2.3.4 Photography
The taking of videos and photographs within the Terminal is prohibited without proper authorisation.

2.3.5 Drones
The use of drones is forbidden in the Terminal and surrounding area. Authorities will be immediately notified if any are detected.

2.4 Environment

2.4.1 Bilges
All pumping from bilges is prohibited.

2.4.2 Oil Spillage
In order to increase the effectiveness of the ensuing actions and to minimise criminal proceedings:

- MASTERS MUST IMMEDIATELY REPORT TO LOADING MASTER ANY OIL SPILL OR OTHER HAZARDOUS SUBSTANCE ESCAPE CAUSED BY THEIR VESSEL, EVEN IF CONTAINED ONBOARD.
- All cargo operations are to be stopped and may only be resumed when authorised by Terminal.
- Ship's personnel should take immediate steps to stop the spillage at source.

2.4.3 Oil Pollution Containment/Recovery Systems
• Floating barriers are laid around the pier.
• When ship is alongside, floating boom is placed around the vessel
• Additional fast deployment booms and recovery equipment are available at the terminal located in strategic positions ready to be used in case of spillage at sea

2.4.4 Inert Gas System Scrubber Tower Discharge
Discharge of solid soot particles from the scrubber seawater drain may be considered as sea pollution by the local Harbour Master and is therefore to be avoided. Use of open loop scrubber system is not permitted, only closed loop scrubber is allowed.

2.4.5 Garbage & Refuse
No hazardous material, garbage or refuse of any kind may be thrown overboard while berthed. The garbage service provided is compulsory and shall be carried out by a local company.

3 GENERAL INFORMATION PORT OF KOPER

3.1 Geographical position and local time

Port is located in the north Adriatic sea. Geographical coordinates Port of Koper is 45°33.54'N and 13°44.03'E.
Time measurement is given in Coordinated Universal Time UTC; appropriate official time in Slovenia for one hour (winter) or two hours (summer) higher.

- Local time GMT + 1 (winter)
- Local time GMT + 2 (summer) from the end of March to end of October

3.2 Holidays

- 1st and 2nd January (New Year)
- February 8th (Prešeren Day, Slovenian cultural holiday)
- Easter and Easter Monday
- April 27th (Resistance Day)
- 1st and 2nd May (Labour Day)
- June 25th (National Day)
- August 15th (Assumption)
- October 31st (Reformation Day)
- November 1st (All Saints' Day)
- December 25th (Christmas)
- December 26th (Independence Day)

3.3 Communication

Pre-arrival information must be provided to the agent at least 72 hours before arrival. The tanker berth at the TIS must be confirmed in advance through prior arrangement with the Loading Master.

Harbour Master's Office	VHF CH 08/16
Pilot, Tugs	VHF CH 08
TIS	VHF CH 09

3.4 Tides and winds

The average tide is 1.1 meters, and the density of water is 1.025 kg/dm³ (it may vary according to the weather, ranging from 1.015 kg/dm³).

The prevailing winds in winter are Bora (NNE) and south winds (SSE), while in summer, the prevailing wind is Mistral (NW).

3.5 Limitation

Arrival / Departure

Ships can enter the port of Koper both day and night. However, if visibility is less than 400 meters or the wind speed exceeds 7 Bf, entry is prohibited for vessels carrying dangerous cargo.

3.6 Berth for petroleum products

Arrival is allowed 24 hours a day, except in conditions of poor visibility or strong winds (see Limitations).
The berth is illuminated, and the maximum permitted draft at the jetty is 13 meters.
The berth is equipped with 3x12" pumping arms.
For loading, 1x12" arm is used.
Luka Koper INPO provides the pollution prevention belt.

3.7 Pilotage

Pilotage is mandatory for ships over 500 GT. Pilots are available on VHF channel 08 (24 hours a day). The completion certificate must be sent via the agent 24 hours before the ship’s arrival.
The master is required to confirm the ship's readiness to depart directly via signals on VHF channel 8 before departure.
The pilot boarding grounds are about 1 NM west from fairway buoy.
In the Port of Koper, pilotage services are provided by pilots registered with the Slovenian Maritime Administration.

3.8 Tugs

Towing in the Port of Koper is carried out in accordance with the Rules on compulsory towing vessels and the price list for towing services. Three tugs are always available in the port,additional tugs must be ordered separately.
The company providing towing services is Adria Tow, d.o.o..

3.9 Bunker fuel and/or diesel

The supply of all types of fuel and lubricants is not allowed during cargo operations. Bunkering is usually performed at the anchorage, either before or after berthing.

3.10 Waste disposal

No garbage or materials, whether solid or fluid, shall be discharged overboard from a vessel.
Waste disposal is mandatory and is carried out daily during regular working hours, from 7 AM to 3 PM. A specialized company provides daily garbage collection from vessels. The service provider is Luka Koper INPO (VHF channel 09).

3.11 Medical Services

Medical requirements for the ship's personnel should be arranged by the vessel's agent prior to arrival. Emergency medical services while berthed at the terminal can be arranged by the vessel's agent.
In Koper, ambulatory medical assistance is available for seafarers. Medical care and hospitalization are provided at Izola General Hospital, located 7 km from the port.

4 SAFETY REGULATIONS

4.1 Pre-arrival information

The arrival of a vessel at the Port of Koper must be reported electronically at least 7, 3, and 2 days prior to arrival. The anticipated arrival time should be confirmed 24 hours in advance.
72 hours before arrival, the master must inform the terminal of the following details, either via the agent or directly to the Terminal by email:

- Ship's name and call sign, including any previous name and official number.
- Flag.
- Nationality.
- Name of the master.
- Owner's details.
- Gross registered tonnage.
- Summer deadweight.
- Fore and aft draught.
- Confirmed ETA (local time and date).

The quantity of cargo to be loaded/unloaded, and the requested loading/unloading rate.
Vessel's length overall and beam, number and size of manifold connections, distance from the bow to connections, and the position of the connections (above the waterline and from the ship's side).
Defects in the vessel or equipment that may affect the safe operation of the ship.
Confirmation that the inert gas system is fully operational and that the oxygen content in all tanks does not exceed 8% by volume.
The Slovenian Maritime Administration (URSP) monitors navigation safety and inspects the enforcement of maritime safety regulations.

4.2 Mooring arrangements

It is of the most importance for safe operation that ships are securely moored and always kept in the correct position. Vessels must be equipped with 2 wire spring lines on each end (fore/aft).
The master of the vessel shall ensure that his vessel's moorings are closely watched to prevent undue movement of the vessel. Ensure that all moorings on self-tension winches are secured with winch brakes in locked position. Use of self-tension winches in automatic position is strictly forbidden.
All moorings leading to the same direction shall be of the same type, i.e. either all wires or all ropes, and have the same working strength.

All mooring wires shall have rope tail ends, with minimum the same working strength as the wires.

4.3 Safety towing wires

Vessels, while secured alongside the jetty, must provide and rig towing wires of sufficient length and strength on the seaward bow and quarter, with eyes positioned 1 meter above sea level, ready for emergency towing. The wires must be securely fastened to the ship’s bollards. These wires should be in good condition and of adequate strength to accommodate the tugs.

4.4 Safe access

Vessels moored at the terminals are required to provide a suitable gangway to ensure safe access between the ship and shore, complete with a safety net and lifebuoy.

An accommodation ladder or pilot ladder should be ready on the offshore side.
The ship's master is responsible for the operation of the ship's gangway and ensuring safe access from the ship to the jetty.

4.5 Limiting conditions for operation

4.5.1 Wind restrictions

Stop cargo operations at: Operation stops when the wind force reaches Bf 6 (from 10.8-13.8 m/s; 24 kt), for more than 10 minutes, the ship is on standby for a possible continuation of operations or to disconnection.
Hose disconnection at: Hoses are disconnected when wind force reaches 7 Bf (13,9-17,1 m/s; 30 kt), ship is on standby for unberting or resume cargo operations.
Unberting: When wind force reaches 8 Bf (17,2-20,7 m/s; 37 kt) the ship must be prepared for towing operations.

It is the Master responsibility that the vessel is safety moored under all circumstances. However in order to ensure safe cargo handling and avoid damage to terminal installations, Terminal representatives will check the vessel moorings and when not deemed satisfactory, request the Master to improve or adjust the moorings. The Company reserves the right to interrupt cargo handling and disconnect cargo arms in unsafe mooring conditions.

During strong offshore winds the Master can decide and/or can be advised to order tugboat assistance in order to prevent breaking adrift from the berth causing severe damage and oil spills.

4.5.2 Electrical storms

Loading/discharging operations will be suspended on the approach storms.

4.6 Pre-operational inspection

Before any operations commence, an inspection will be conducted by the authority representatives. They will inspect the emigration and crew list and issue an "OPERATION PERMIT," confirming that the vessel is ready to begin operations

4.7 Smoking

Smoking on Terminal is not allowed.
Master is responsible for selecting places on board where smoking is permitted and for the posting of suitable notices. Smoking notices, specifying the selected places, clearly indicated, must be exhibited in conspicuous places on board during the time that the vessel is alongside the jetty. The places where smoking is permitted should be agreed between the master and the terminal representative.
If justified by the circumstances, the terminal manager can forbid smoking with immediate effect in areas on the vessel where smoking is normally permitted.

4.8 Drugs and Alcohol

Usage of drugs and alcohol is strictly prohibited.
It is the policy of the Terminal that the use, possession, distribution, sale, or being under the influence of drugs on the premises of the Terminal is prohibited.
Any person affected by alcohol or drugs shall not be allowed to work and/or stay on deck and jetty.

4.9 Matches and lighters

The use of matches and lighters is prohibited, except in designated areas where smoking is permitted. Matches and lighters must not be carried by personnel outside these areas, nor should they be carried on the main deck or in any other location where an explosive atmosphere may be present.
Where the use of matches is allowed, only "safety" type matches may be used.

4.10 Portable electric equipment

Portable electrical equipment including computers, mobile phones and cameras if not certified intrinsically safe must be switched off and may only be used within permanent buildings or areas designated by the ship’s master.

4.11 Use of naked lights

The use of naked lights is prohibited while the vessel is alongside.
In special cases, naked lights may be used in designated, properly insured areas if a written permit has been issued by the Terminal and Harbour Master Authority.
Areas where smoking is permitted, equipment that may cause sparks or flames, or that uses a flame, are considered naked lights and are restricted or prohibited by the Harbour Master Authority and the Terminal.

4.12 Repair and maintenance works on board

Hot work or any other repair work including boiler tube cleaning, chipping and scraping, hull painting,testing or servicing of electrical equipment (including radar, radio and domestic electrical equipment) are prohibited on the vessel unless a written application specifying the repair work to be carried out.

This written application must be submitted to Loading Master in view to issue a written permission granted.
If permission is granted, a list of specific repairs and a list of shore workmen going to work on the vessel must be given to the Loading Master before work commences.

Repairs and other work, which may immobilise the vessel, must not be commenced without the prior approval in written form from the Loading Master

In all cases adequate firefighting equipment should be ready for immediate use.

The naked lights may not be used. Take measures to avoid any work that could generate danger and fire.

4.13 Prevention of sparking and excessive funnel smoke

Connecting and disconnecting loading arms, and any other operation on deck involving the use of metal instruments, shall be carried out in a manner that avoids the generation of sparks.

The vessel's funnels must be equipped with effective flame arrestors.
Scot blowing and excessive funnel smoke is prohibited, and immediate steps must be taken to eliminate sparking from funnels.

4.14 Ship stability

The master of the vessel is responsible for maintaining the vessel's stability within the vessel's stability criteria during de-ballasting and loading/discharging.

Special attention should be paid to trim/list conditions which could endanger the operation of loading arms or flexible hoses.

4.15 Inert gas systems

All vessels must have fully operational inert gas system. Prior to arrival, the vessel must confirm that all empty cargo tanks and those containing dirty ballast have been fully inerted and have oxygen content of 8% or less by volume.
If the vessel does not comply with these regulations ship will have to leave the berth without delay and return to sea in order to complete inerting of tanks.
In such an event, notice of readiness will have to be re-tendered prior to re-entering the port.

5 CARGO OPERATION

5.1 DISCHARGING

General information, operations and procedures

5.1.1 Preliminary meeting with the Loading Master and Cargo Surveyor

The Loading Master and Cargo Surveyor(s) will board only after the Operation Permit was issued by Authority.

Loading Master and C/O of vessel completed:
* check list
* agree of discharging procedure
* sign discharging plan

The vessel' representative shall handle them the following documents:

- Ship's particular,
- Copies of pages of Calibration table with the name of the vessel, validity term and draft corrections ;
- Copies of certificates of calibration for gauging tape, thermometers, manometers from manifold;
- Vessel experience factor;
- Set of documents from loading port

5.1.2 Tank gauging and ship composite sample

Cargo Surveyor will supervise tank gauging performed by vessel representative with vessel gauging tape and thermometers.
The Cargo Inspector together with ship staff collects the ship composite sample to be used as a representative sample of the discharged product. They will use the sampling device of the vessel.

5.1.3 Connection of loading arms

The staff of TIS is responsible for arm connection in collaboration with ship staff.

5.1.4 Discharging

Before start discharging, the ship must be surrounded with floating booms.

After ship composite sample testing completion, if product is in contractual quality specification, the Loading Master confirms that TERMINAL is ready to receive the product and transmit the order to start discharging via radio (VHF ch – 09).

Discharging will begin at a reduced rate and pressure. Initially, the pressure will be set at 3 bar due to line pigging and the line's length of 3000 meters. After one hour of operation at 3 bar and once fuel has entered the shore tank, the Loading Master will order a stop for line displacement. The Cargo Surveyor will verify the quantity of fuel discharged for line displacement. After the line displacement is complete, discharging will resume at the

agreed parameters (full rate). During the discharging process, the pressure at the ship's manifold must be checked every hour, with the values recorded in the pressure log.

During the final phase of discharging, the ship must drain all lines into a single tank and perform stripping to the shore to minimize the remaining on-board quantity (ROB).

The ship must immediately notify the terminal on completion of discharging, pumps stoppage and valve closure.

5.1.5 Disconnection of loading arms and inspection of tanks

After discharging is completed and the valves have been closed, the Cargo Surveyor will check the tanks with the vessel's staff. Once the Surveyor has finished inspecting the tanks, the terminal staff will drain the contents of the ship-side portion of the arm (approximately 800 liters per arm) into the ship. After the arm drainage is completed, the arms will be disconnected by the terminal staff.

5.1.6 Documents signing and departure of ship

Following the above operations, the Master of the ship will sign the documents confirming the completion of discharging. Once the documents are signed, the agent will begin the departure procedure.

5.2 LOADING

General information, operations and procedures

5.2.1 Preliminary meeting with the Loading Master and Cargo Surveyor

The Loading Master and Cargo Surveyor(s) will board only after the Operation Permit was issued by Authority.

Loading Master and chief of vessel completed:
* check list
* agree of discharging procedure
* sign discharging plan

The vessel' representative shall handle them the following documents:

- Ship's particular,
- Copies of pages of Calibration table with the name of the vessel, validity term and draft corrections,
- Copies of certificates of calibration for gauging tape, thermometers, manometers from manifold,
- Vessel experience factor

5.2.2 *Tank Inspection*

Cargo Inspector will inspect the cargo tank and will issue a Cleanliness Certificate. Loading Master is not authorized to check the cleanliness of cargo tanks.

5.2.3 Connection of loading arms

The staff of TIS is responsible for arm connection, with the collaboration of the ship staff.

5.2.4 Loading

Before start loading, the ship must be surrounded with floating booms.

After issuing of Cleanliness Certificate, the Loading Master confirms that TERMINAL is ready to load the product and transmits the order to start loading via radio (VHF Ch - 09).

Loading begins by gravity, and after a few minutes, once confirmation of the shipboard tank product flow is received, the pump is started. The ship must notify the terminal via VHF that the loading operation will terminate in 10 minutes.

The Cargo Surveyor will check the level in the tanks and instruct to stop the pump 5 minutes before the end. Once the pump is stopped, fuel will continue to flow by gravity, and the flow will cease when the Cargo Surveyor orders the closure of the valves under the arms.

5.2.5 Disconnection of loading arms and inspection of tanks

After Terminal line valves have been closed, loading arms drainage takes place (about 800l). Following arm drainage, the arms will be disconnected by Terminal staff.

Inspection of tanks follows completion of discharge is made by vessel staff and supervised by cargo surveyor.

Samples are collected by the ship's staff in the presence of the cargo surveyor and sent to the laboratory. In the presence of the surveyor, the samples are properly sealed and numbered. The recipients of the samples are the receivers, the laboratory archives, and the surveyor. The samples for the receivers are delivered by the terminal before the ship’s departure.

5.2.6 Documents signing and departure of ship

Following the above operations, the Master of the ship will sign the documents confirming the completion of loading.

The cargo loaded will be calculated based on shore measurements, and the same figures will be entered into the cargo documents.

After the documents are signed, the agent will initiate the departure procedure.

6 EMERGENCY PROCEDURES

6.1 Emergency shut-down

There is emergency shut down button on jetty. The shore emergency shut down signal consist of horn and red light.
If the vessel is in the loading process and it becomes necessary to initiate a shore emergency shut-down, this should be communicated to the dispatcher on duty via radio on VHF channel 09 to stop the pumps and shut the safety valves on the terminal.
Jetty personnel should be immediately alerted to the situation. The vessel's manifold valves will be closed by the terminal personnel simultaneously with the closure of the safety valves on the jetty.
If the vessel is discharging and it becomes necessary to initiate a shore emergency shut-down, this should be communicated to the dispatcher on duty via radio on VHF channel 09, with instructions to stop the pumps and close the safety valves on board the vessel.
Jetty personnel should be immediately alerted to take the necessary measures.

If an emergency occurs at the terminal that requires stopping the pumping to/from the vessel, this must be immediately communicated to the dispatcher, who will inform the vessel and jetty personnel. The instructions will be to stop the pumping and close the safety valves on board the vessel as well.

6.2 Fire or emergency on board

To ensure readiness for any emergency, the vessel must comply with the following requirements:

- Firefighting appliances on the vessel, including the main and emergency fire pumps, shall be kept ready for immediate use.
- Fire hoses of sufficient length to cover the deck area, including the manifolds, shall be deployed and connected to the fire main, with at least one fire pump maintaining pressure on the main (only applicable for vessels without remote control of fire pumps in the ship's control room).
- Two portable dry powder fire extinguishers, with a minimum capacity of 12 kg each, shall be placed near the vessel's manifolds during operations.
- An international ship/shore connection shall be available on the vessel’s fire main in the vicinity of the gangway.
- The Master is responsible for ensuring that the shore firefighting procedures, as explained by the shift supervisor prior to the commencement of operations, are fully understood by all on board.

- The Master is responsible for ensuring there is always enough crew on board for effective firefighting and to move the vessel if directed by the terminal.
- In the event of a fire or emergency on board, the Master must notify the jetty personnel immediately.
- When a fire occurs, all loading and unloading operations shall be stopped.

6.3 Fire or emergency on the Terminal

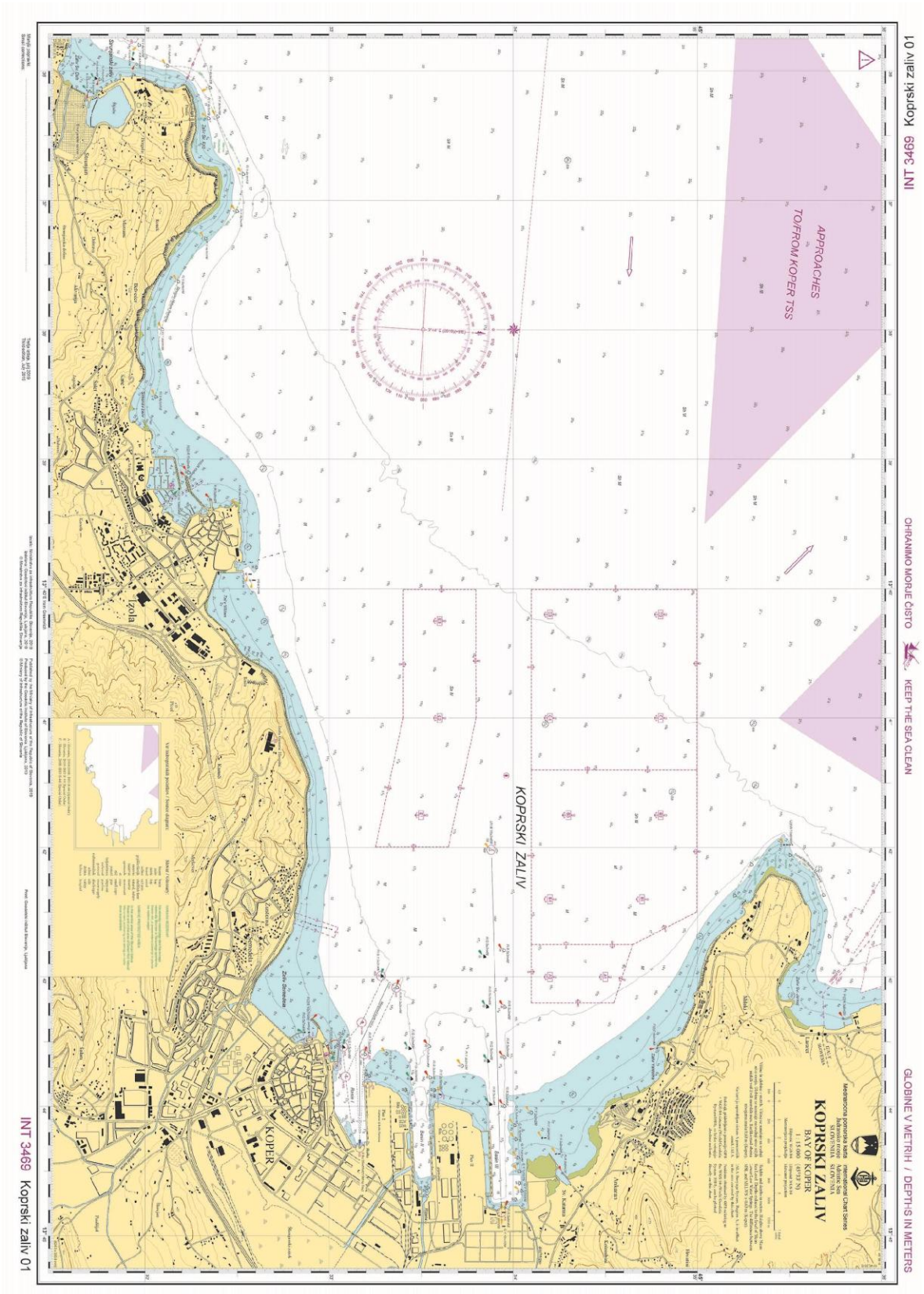
- The vessel will immediately be advised of the emergency location by the Terminal personnel or the Loading Master.
- The Terminal emergency alarm signal is the continuous sounding of the terminal's fire siren for approximately 60 seconds. A prompt notification from the Terminal personnel to the ship's Master will confirm the emergency at the Terminal.
- All operations must be stopped immediately. The vessel must be ready for departure.
- While awaiting further instructions from the Terminal's representative, the vessel must prepare the manifold for disconnection of the loading arms or hoses.
- For personnel evacuation, the jetty personnel or fire crew will indicate the safety route to the head or end of the jetties.

6.4 Pollution and pollution prevention, garbage, oil spill

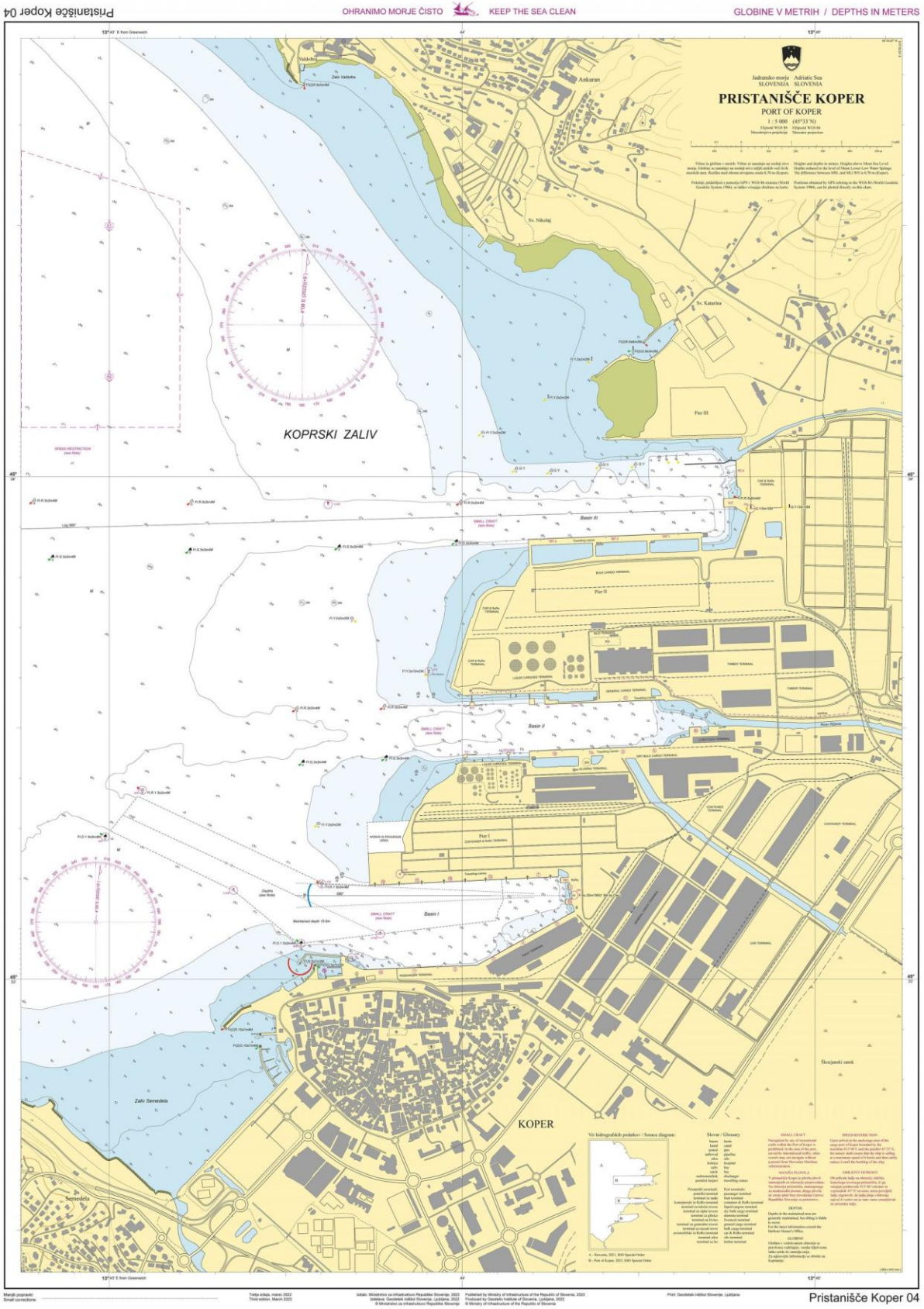
- Special care must be given when handling cargo and ballast in order to avoid oil spill.
- No oil or water, which might contain oil, shall be discharged overboard or allowed to escape overboard. Pumping from bilges, smoke emissions, including scot blowing, is prohibited.
- Any leakage or spillage must be reported immediately to the Terminal, and all efforts to recover or limit the spill must be taken.
- Before operations commence, all scuppers at main deck level through which oil could escape (in the event of a spillage), shall be effectively plugged. No leakage or spillage on board shall be swept or allowed to leak overboard.
- Accumulations of water on deck should be drained periodically and always monitored. Do not drain all the water at once, as this may result in an oil spill or the presence of oil on the surface.
  Scupper plugs must be replaced and secured immediately after the water has been drained off.
- In the event of leakage occurring from a pipeline, valve or loading arm, operations through that connection shall be stopped immediately until the cause has been ascertained and the defect remedied.
- If a pipeline or loading arm has breakages, or in a case of overflow, all cargo operations must be immediately stopped and will not be resumed until the fault has been solved up and all hazards due to the spilled oil eliminated.
- Any pollution, inclusive oil spill from the vessel, will be reported to the local police, and the vessel will not be allowed to leave the jetty until a necessary bank guarantee is given.

7 NAUTICAL CHARTS

7.1 Bay of Koper



7.2 Port of Koper



PETROL

Petrol Slovenian Energy Company d.d. Ljubljana
Dunajska cesta 50, 1527 Ljubljana, Slovenia

Terminal Instalacija Sermin
Sermin 10a, 6000 Koper, Slovenia

SHORE /SHIP SAFETY CHECK LIST

Terminal/ Berth:	Petrol	**Port:**	Koper
Ship's Name:		**Cargo operation:**	Loading Discharging
Date of arrival:		**Time of arrival:**	

INSTRUCTIONS:

The master or officer in charge on the ship must fill this form, sign it and hand it over to the person in charge on the terminal before any kind of cargo handling operations are started.

If an affirmative answer by the ship, shown as a peg, to any single question is not possible, the person in charge on the ship and the parson in charge on the terminal must reach an agreement and write it down on this form or a leaf of paper, and sign it. They must mark the date and time.

The person in charge on the terminal must check the answers and mark this with a peg alongside the ship's peg, which will show that the answer of the ship has been checked, found to be correct and accepted as such.

By signing this form (personally or through an officer in charge) the master warrants that the answers are correct, and in the name of the ship warrants full commercial and property damages that may occur because of an incorrect or untrue answer, or concealed information.

Questions Ship / Terminal				
General	Ship	Terminal	Code	Remarks
1. Is there safe access between ship and shore?			R	
2. Is the ship securely moored?			R	
3. Are emergency towing wires correctly positioned?			R	
4. Is the ship ready to move under its own power?			PR	
5. Is there an effective deck watch in attendance on board and adequate supervision on the terminal and on the ship?			R	2 Jetty guys 24/7
6. Is the agree ship/shore communication system is operative?			AR	Inform Jetty pers. 00 h - 24 h **System: VHF CH-09** **Back up system: by voice, mutual**
7. Has the emergency signal to be used by the ship and shore been explained and understood?			A	TERMINAL: Horn and red light on Jetty SHIP : 3 X STOP
8. Have the procedures for cargo, bunker and ballast handling been agreed?			AR	
9. Have the hazards associated with toxic substances in the cargo being handled been identified and understood?				
10. Has the emergency shutdown procedure been agreed?			A	See TERMINAL INFORMATION BOOKLET
11. Are fire hoses and fire fighting equipment on board and ashore positioned and ready for immediate use?			R	

Obr.: 0705-002

Appendix 1

This Check list is based on the example in ISGOTT (5th edition)

12.	Are cargo and bunker hoses/arms in good condition, properly rigged and appropriate for the service intended?				
13.	Are scuppers effectively plugged and drip trays in position, both on board and ashore?			R	
14.	Are unused cargo and bunker connections properly secured with blank flanges fully bottled?				
15.	Are sea and overboard discharge valves, when not in use, closed and visibly secured?				
16.	Are all cargo and bunker tank lids cased?				
17.	Have the operation of the P/V vales and/or high velocity vents been verified using the check lift facility, where fitted?				
18.	Are hand torches of an approved type?				
19.	Are portable VHF/UHF transceivers of an approved type?				
20.	Are the ship's main radio transmitter aerials earthed and radars switched off?				
21.	Are electric cables to portable electrical equipment disconnected from power?				
22.	Are all external doors and ports in the accommodation closed?				
23.	Are air conditioning intakes which may permit the entry of cargo vapours closed?				
24.	Are the requirements for use of galley equipment and other cooking appliances being observed?				
25.	Are smoking regulations being observed?			R	
26.	Are naked light regulations being observed?			R	
27.	Is there provision for an emergency escape?			R	
28.	The maximum wind and swell criteria for operations has been agreed?			A	Stop cargo at: 6 Bf / 24 kt Disconnect at: 7 Bf / 30 kt Unberth at: 8 Bf / 37 kt
29.	Are sufficient personnel on board and ashore to deal with an emergency?				
30.	Are adequate insulating means in place in the ship/shore connection?			R	Insulating cable
31.	Have measures been taken to ensure sufficient pump room ventilation?			R	
32.	If the ship is capable of closed discharging, have the requirements for closed operations been agreed?			R	
33.	Where a vapour return line is connected, operating parameters been agreed?	N/A	N/A	AR	N/A

Obr.: 0705-002

Appendix 2

This Check list is based on the example in ISGOTT (5th edition)

34. Are ship emergency fire control plans located externally?				
35. Is there any water into the ship's cargo tanks in accordance's with the standard?				of quantity of _____ m³
36. Have the procedures for cargo handling been agreed.				
- hose dimension **16"**				
- connection discharging dimension 3 x 12"				
- connection/loading 1 x 12"				
- handling quantity for each grade **1500 cbm**				
- handling pressure maximum **10 bar**				
- distance for ship to terminal about **3000 m**				
- discharging line with **pigg system**				
- tanks near sea level				
- line displacement	YES	NO		

REMARKS: _____

_____

STATEMENT / DECLARATION

We declare that we have executed the work necessary for safe cargo handling on the ship and terminal, we have checked all the items in form and each of us has filled it correctly and with care, that all answers match and there are no incongruities and obstacles for safe work.

At the same time the person in charge on the terminal certifies, that the ship has shown him all papers that he has required, and he has found no discrepancies In regard to those.

The person in charge on the ship also certifies, that he has been informed, hat the ship is obliged if WATER, that exceeds standards and regulations will be found in to the shore tanks of Terminal Instalacija Sermin after the cargo handling operations will be concluded, pay to the terminal all incurred costs that result from this. In case water is found the independent measurements will be made and the costs that have to be paid by the ship will be as per subsequently enclosed invoice, for a.m. water.

For Ship	For Terminal
Name:	Name: Beganović Tilen / Kovač Nejc
Rank:	Position: L.M.
Signature:	Signature:

Time _____

Date _____

Country code SLOVENIA: 00386
Area code KOPER: -05
Fire: 66-56-950
H. Police: 113
Emergency: 112
Jetty: 66-82-170
H. Master: 66-32-106, CH 8/16

Obr.: 0705-002

Appendix 3

This Check list is based on the example in ISGOTT (5th edition)

PETROL

PETROL, Slovenian Energy Company d.d. Ljubljana
Dunajska c. 50, 1000 Ljubljana, Slovenia

Terminal Instalacija Sermin

SAFETY REQUIREMENTS FORM

The Master,
of M/T .....

Port: **KOPER**

Dear sir,

Responsibility for the safe conduct of operations on board your ship while at our terminal rests with you as master. Nevertheless, since our personnel, property and other shipping may also suffer damage in the event of accident aboard your ship, we wish, before operations start, to seek your full co-operation and understanding on the safety requirements set out in the Ship/Shore Safety Check List ISGOTT (5th edition).

These safety requirements are based on safe practices widely accepted by the oil- and tanker industries.
We therefore expect you and all under your command to adhere strictly to them throughout your stay alongside this terminal. We for our part, will ensure that our personnel do likewise and co-operate fully with you in the mutual interest of safe and efficient operation.

In order to assure ourselves of your compliance with these safety requirements, we shall, before start of operations and thereafter from time to time, instruct a member of our staff to visit your ship. After reporting to you or to your deputy he will join one of your officers in a routine inspection of cargo decks and accommodation spaces.

Shipping personnel working in the cargo area of tankers moored at "TT" PETROL jetties must wear the following protective equipment:

- Safety helmet
- Safety goggles
- Safety shoes or safety boots
- Fire retardant clothing is recommended, if work is carried out.

Clothing must be such that arms and legs are covered in all cases.
Visitors from outside "TT" PETROL, on their way to or from the ships accommodation, are exempted from the mandatory use of protective equipment.

If we observe any infringement on board your ship of any of these requirements, we shall brings this immediately to the attention of yourself or your deputy for corrective action. If such action is not taken in a reasonable time we shall adopt measures that we consider being the most appropriate to deal with the situation and we shall notify you accordingly.

If you observe any infringement of these requirements by terminal staff, whether on the jetty or on board your ship, please bring this to the notice of our representative who is nominated as your contact during your stay in port. Should you feel that any immediate threat to the safety of your ship arises from any action on our part, or from equipment under our control, you are fully entitled to demand an immediate cessation of operations.

Your senior terminal representative is the Shift Supervisor, his telephone number is +386(0)70-722-778 (Tilen Beganović), +386(0)68123829 (Nejc Kovač) or VHF – 09.

In the event of continued or flagrant disregard of these safety requirements by any ship, we to stop all operation and to order that ship off the berth for appropriate action to be owners concerned.

Please acknowledge receipt of this letter by returning the attached copy.

Receipt of this letter is acknowledged Signed Shore .....

Signed for master C/O .....

Date / Time .....

Appendix 4

PETROL

Petrol Slovenian Energy Company d.d. Ljubljana
Dunajska cesta 50, 1527 Ljubljana, Slovenia

Terminal Instalacija Sermin
Sermin 10a, 6000 Koper

Loading/Discharge operations plan

SHIP NAME:	

Bert name:	PETROL					
Shore line to be used	1		Number of arms:			
Max. Draft:	13	m	Size of shore arms:	12	inch	
Max. Backpressure:	10	kg/cm^2	Size of shore line:	16	inch	
Max. Rate:	1500	Cbm/hr	Shoreline length:	3000	m	
Communications:						
VHF shore radio ch:	CH 09		Call Name:	L.M. / Petrol Terminal		
Back up system:	Voice, Mutual					

Weather condition:						
Stop operations:	6	Beaufort	24	kt	12,3	m/s
Disconnect:	7	Beaufort	30	kt	15,5	m/s
Umberting:	8	Beaufort	37	kt	18,9	m/s

ISPS:			
Terminal ISPS level:	LEVEL ONE	Ships ISPS level:	
Emergency signal:			
By Terminal:	Horn and red light	By ship:	

Load / discharge sequence plan					
Line displacement:	YES				
Quantity:	320	Cbm	Stopped by:	SHORE	
Finish cargo stoppage:		SHIP STOP			
Ship tank used:					

Cargo information						
	Cargo	Density	Quantity	VCF	Temp.	
1						
2						

Remarks:
- 3 BAR SLOW RATE ON START FOR 1HR / 15 min
- line displacement SHORE STOP

Loading Master: _____ Chief Officer: _____

Date: _____

Appendix 5

PETROL
TERMINAL INSTALACIJA SERMIN

JETTY DATA INFORMATION

General Data	Updated 2025
Port Name	Port of Koper
Terminal Name/ Berth Name	Terminal Instalacija Sermin / PT1
Communication	VHF - 09
Berth Type (SBM, CBM, "T" Jettv, Finger-pier, Alongside, Sea-Island)	"T" Jetty
Berth Position	45°33'N ; 13°44'E
Lokal Time	GMT+1, Sumer GMT+2
Berth Operater	CFM
Dock water density (salt / brackish / fresh)	1,025kg/dm3
Type of bottom (sand, mud, rock, etc.)	Mud
Average tide height basis MLWS / MHWS	1,1m
Average tide height basis MLWN / MHWN	1,1m

Approaches / Berth Restrictions	
Minimum **water depth** in approaches at chart datum	15m
Minimum recuired port/terminal Under Keel Clearance (UKC) in approaches	1,0m
Minimum **water depth** alongside berth at chart datum	15m
Minimum required Port/Terminal Under Keel Clearance (UKC) alongside Berth	1,0m
Maximum **vessel's draft** permitted alongside at Low Water	13m
Maximum Vessel Length Overall (LOA)	200m
Minimum Vessel Length Overall (LOA)	60m
Minimum Parallel Body Length required forward and aft of manifold centre	17,5/17,5
Inert gas system	Compulsory
Wind Limits: Stop cargo at	6 Bf / 24 kt / 12,3 m/s
Wind Limits: Disconnect at	7 Bf / 30 kt / 15,5 m/s
Wind Limits: Unberth at	8 Bf / 37kt / 18,9 m/s
Freboard restrictions at pier	NIL

Berth Information / Requirements	
Names of cargo suppliers / receivers	**Petrol, MOL,INA**
Types of oils, oil products, qases. chemicals handled at the berth	Gasoil, Unl. Gasoline
Number and size of shore arms / hoses	Arms 3x12"
Loading operation	Arm 1x12"
Handling pressure maximum	10 bar
Handling quantity for each grade maximum	1500 cbm/h
Distance for ship to terminal	3000m
Diameter of discharging line	16"
Discharging line with PIGG SISTEM	YES
Manifold position normally used (port, starboard, stern)	Starboard
Connection of loading arms	Staff of terminal
Emergency shut down procedures	Horn and red light on jetty
Potable water	YES
Is berth fitted with a vapour recovery system	No
Line Displacement	YES

Country code SLOVENIA:	00386	TERMINAL REPRESENTATIVE (VHF - 09)	
Area code KOPER	05		
Police	113	**Tilen Beganović**	00386 70 722 778
Emergency	112	**Nejc Kovač**	00386 68 123 829
Jetty	003865 66-82-170		
H. Master	003865 66-32-106 : VHF - 8/16		

Appendix 6

PETROL

FIRE INSTRUCTION NOTICE

FIRE ON YOUR SHIP

- Raise alarm
- Fight fire to prevent spread
- Inform Terminal
- Cease all operations and close all valves
- Stand-by to disconnect hoses / arms
- Make ready to leave the berth

FIRE ON ANOTHER SHIP OR ASHORE

- Raise Alarm
- Stand-by. When instructed
- Cease all operations and close all valves
- Disconnect hoses / arms
- Make ready to leave berth

FIRE ACTION – ASHORE

FIRE ON A SHIP

- Raise alarm
- Contact ship
- Cease all operations and close all valves
- Stand-by to disconnect hoses / arms
- Stand-by to assist fire-fighting
- Inform all ships
- Implement Terminal Emergency Plan

FIRE ASHORE

- Raise alarm
- Cease all operations and close all valves
- Fight fire to prevent spread
- Stand-by to disconnect hoses / arms
- Inform all ships
- Implement Terminal Emergency Plan

IN CASE OF FIRE DO NOT HESITATE TO RAISE THE ALARM

Terminal Fire Alarm

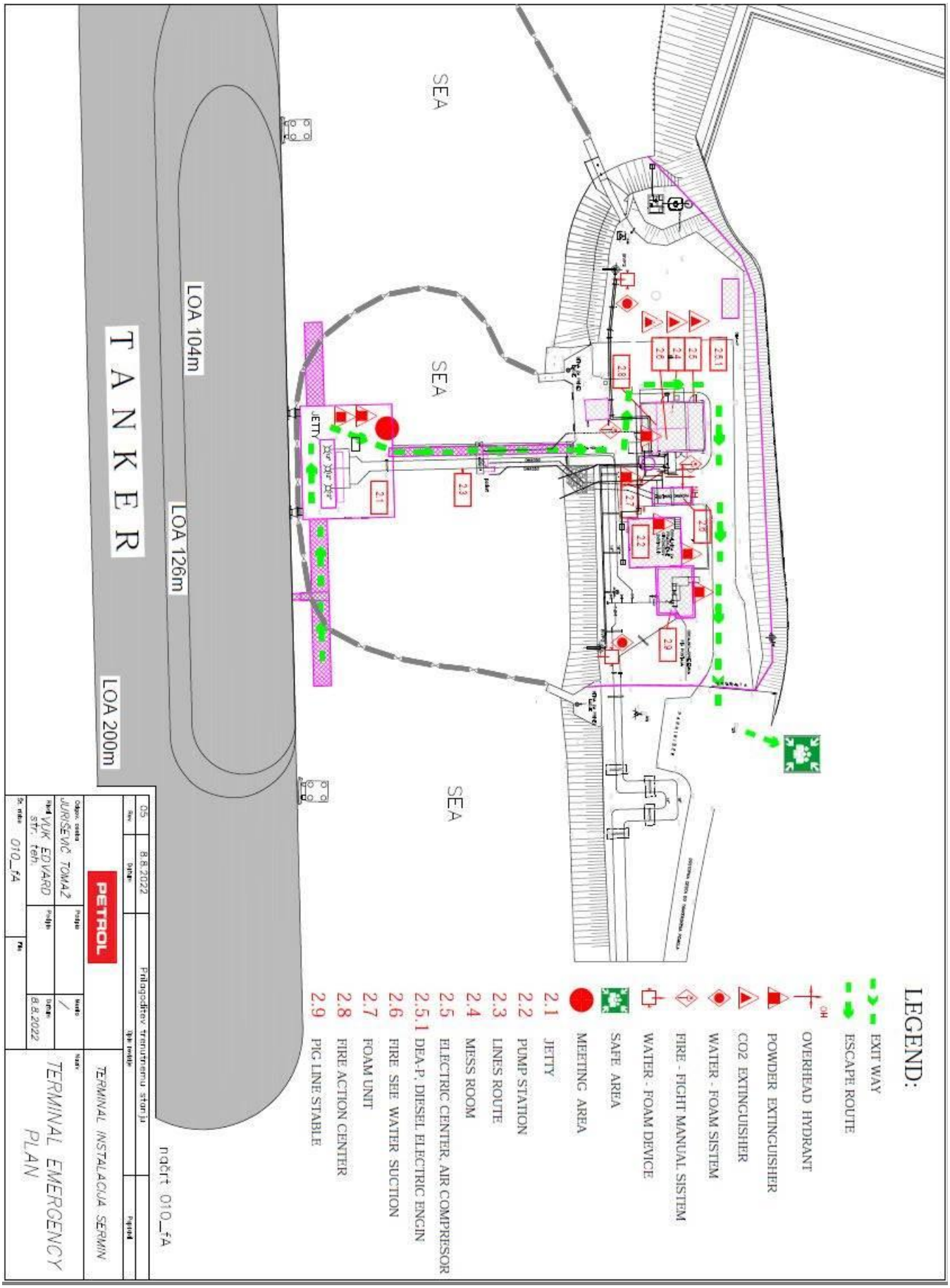
At this Terminal the Fire Alarm is a continuous sound of siren and red light on Jetty.

In Case of Fire:

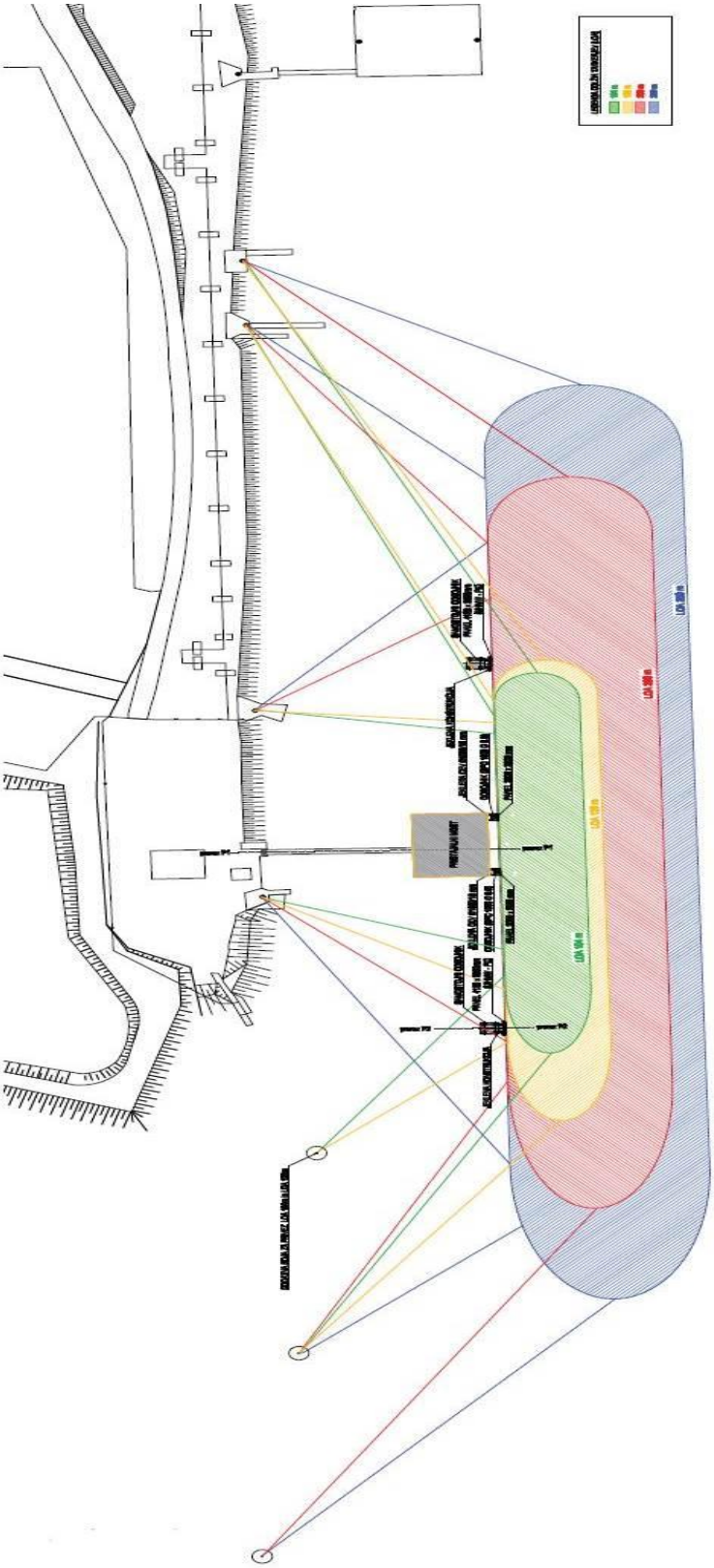
1. Sound at least six (6) blasts on the ship's whistle, where each blast has not less than 10 second of duration and activate a continuous ringing of the ships bells.
2. Contact the directly the terminal or through radio (VHF CH 9) of Control Station.

IN CASE OF FIRE, TERMINAL PERSONNEL WILL DIRECT THE MOVEMENT OF PEOPLE AND EQUIPMENT ASHORE.

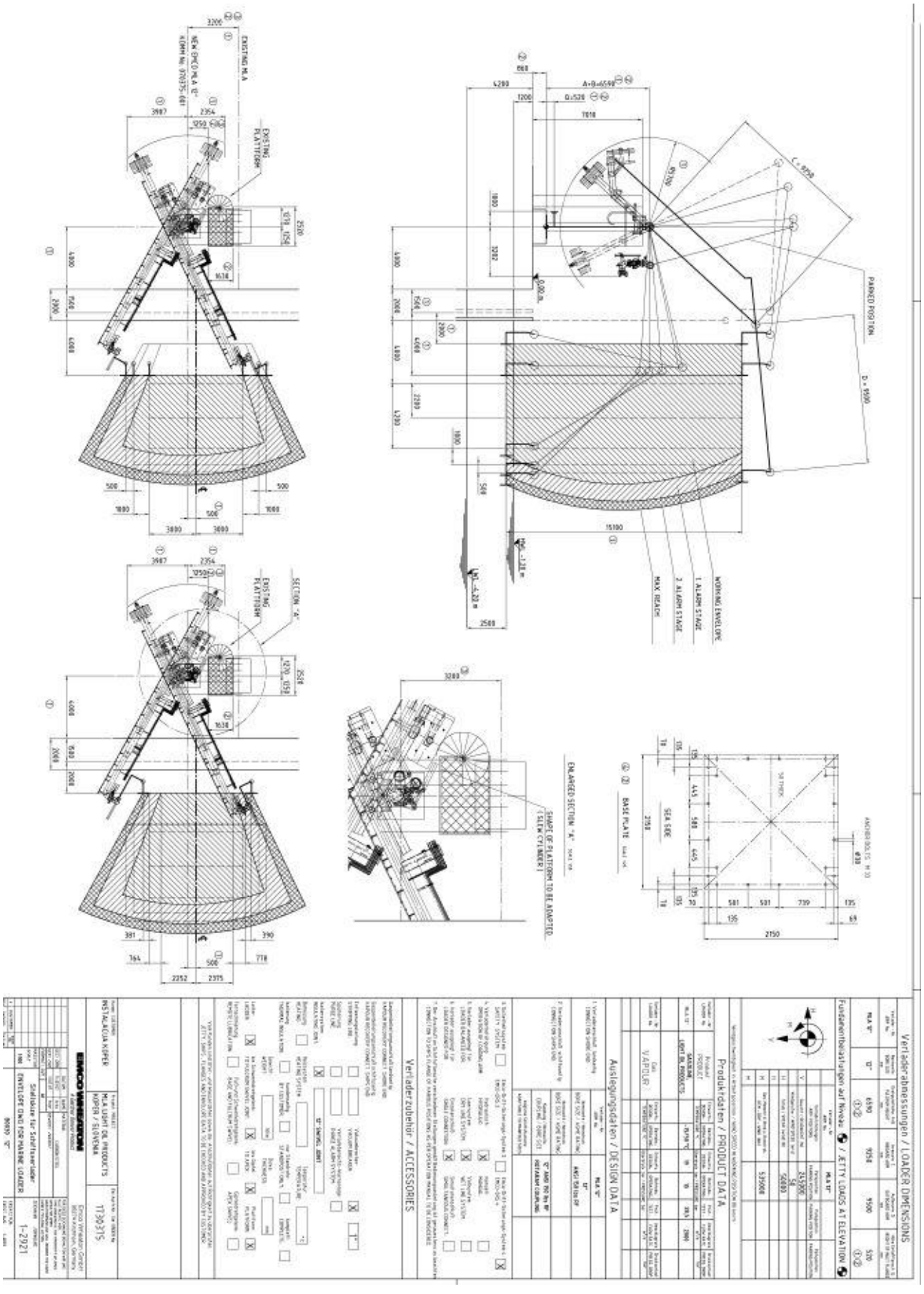
Appendix 7


LEGEND:
EXIT WAY
ESCAPE ROUTE
OVERHEAD HYDRANT
POWDER EXTINGUISHER
CO2 EXTINGUISHER
WATER - FOAM SISTEM
FIRE - FIGHT MANUAL SISTEM
WATER - FOAM DEVICE
SAFE AREA
MEETING AREA
2.1 JETTY
2.2 PUMP STATION
2.3 LINES ROUTE
2.4 MESS ROOM
2.5 ELECTRIC CENTER, AIR COMPRESOR
2.5.1 DEA-P, DIESEL ELECTRIC ENGIN
2.6 FIRE SEE WATER SUCTION
2.7 FOAM UNIT
2.8 FIRE ACTION CENTER
2.9 PIG LINE STABLE
SEA
SEA
SEA
JETTY
LOA 104m
LOA 126m
LOA 200m
T A N K E R
PETROL
TERMINAL INSTALACIJA SERMIN
TERMINAL EMERGENCY PLAN
JURIŠEVIĆ TOMAŽ
VUK EDVARD
8.8.2022
8.8.2022
nacrt 010_fA
010_fA

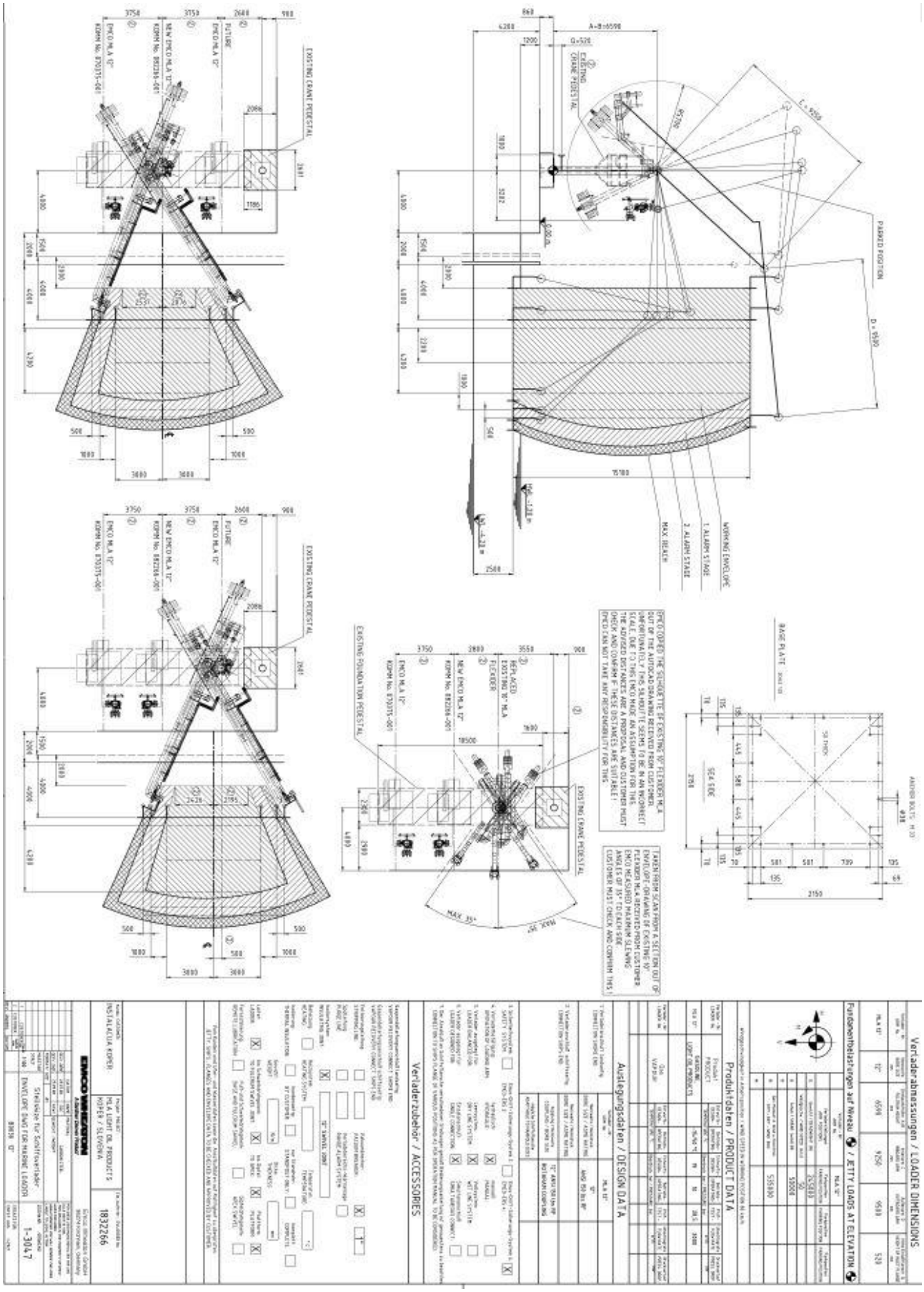
Appendix 8



Appendix 9



Appendix 10



Appendix 11

PETROL

Petrol, Slovenian Energy Company d.d., Ljubljana
Dunajska cesta. 50, 1527 Ljubljana, Slovenia
VAT ID: SI80267432, registry number: 502796

Terminal Instalacija Sermin
Sermin 10a, 6000 Koper, Slovenia
Tel.: 00 386 5 668 2100

No._____

Potrdilo o prevzemu vode
Fresh water receipt

Potrjujemo dobavo/prevzem naslednje količine pitne vode za: This is to certify the supply/receipt of the following quantities of fresh water

Ladja Ship «MT«	Vez : Berth: PETROL TERMINAL
Pomorski agent: Port Agent:	Datum prevzema: Date :
Št. števca: Counter No.:	Začetno stanje števca: Starting state of counter:

Končno stanje števca End state of counter								
Začetno stanje števca Starting state of								
Celotna količina Total quantity								

Za terminal/ For terminal/ Name _____ Signature _____	Za ladjo/ For ship/ Name _____ Signature _____ Stamp

Appendix 12