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FIUMICINO SEA TERMINALS	IP Industrial S.p.A.
	REVISIONE 22 DEL 16/11/2022 PAGINA 0 DI 25
FIUMICINO SEA TERMINALS	

Lista di distribuzione:

- **Dischi di Rete: G – HSEQ**
- **ITALIANA PETROLI S.p.A.**

Agenzie Marittime:

- **ITALNOLI**
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- **FIUMICINO SHIPPING AGENCY**

Modifiche apportate alla precedente revisione ***(evidenziate in carattere corsivo e sottolineate)*****:**

- **ISPS - PORT SECURITY: sostituiti riferimenti personale *PFSO, DPFSO***
- **Chapter 2.:** ***The R1 S.P.M. is utilised to unloading white products.***
- **Chapter 3.:** ***The R2 S.P.M. is utilised for loading or unloading white products***

Fiumicino Sea Terminals

REDATTO	VERIFICATO	APPROVATO
RESPONSABILE MARITTIMO	RESPONSABILE HSEQ	RESPONSABILE OPERAZIONI

FIUMICINO SEA TERMINALS

IP Industrial S.p.A. is pleased to offer the present publication in which the main features of its Terminals and useful advises for safe and timing loading/unloading operations are presented. It is hoped that the information reported will improve both installations safety and cargo operations efficiency. This publication is not intended to supersede or replace information included in Official publications and orders issued by Port Authorities, therefore IP Industrial S.p.A. declines all responsibilities in this respect.

USEFUL ADDRESSES

Raffineria di Roma S.p.A.

Main address: IP Industrial S.p.A.
P.O. Box 9075 Aurelio
00100 ROMA RM

Phone n°: 06/65598.1- Depot Pantano
Fax n°: 06/65.000. 977

Terminal
Address: IP Industrial S.p.A.
Reparto Marittimo
Viale della Pesca, 65
00054 FIUMICINO RM

Cable address: ROMARAFF FIUMICINO

Phone n°: 06/65598.350 - 65598.351

Port Authorities

Mail address: CAPITANERIA DI PORTO DI ROMA
Viale Traiano, 37
00054 FIUMICINO RM
Cable address: COMPAMARE ROMA

Phone n°: 06/65617.1

V.H.F.: Channel 16 - 24 hours watch service

Pilots' Office

Mail address: CORPORAZIONE DEI PILOTI DEL PORTO
Via Torre Clementina, 293
00054 FIUMICINO RM
Phone n°: 06/65.05.091
V.H.F.: Channel 16 watch during daylight only
Channel 12 working

Mooring group
Mail address: GRUPPO ORMEGGIATORI DEL PORTO
Via Torre Clementina, 286
00054 FIUMICINO RM
Phone n°: 06/65.06.582
V.H.F.: Channel 16 watch during daylight only

Ecolroma S.r.l. - Antipollution service
Mail address: ECOLROMA S.r.l.
Via del Molo di Levante
00054 FIUMICINO RM
Phone n°: 06/65.80.959
Fax n°: 06/65.20.276

Semarpo S.r.l. - Tugs'service
Mail address: SE.MAR.PO. S.r.l.
Via Torre Clementina, 224
00054 FIUMICINO RM
Phone n°: 06/65.07.795 - 06/65.06.587
Telex n°: 614324 SEMAPO I
Fax n°: 06/65.05.883

Fiumicino Harbour Service – Boat Service
Mail address . F.H.S
Via Torre Clementina,184
00054 FIUMICINO RM
Phone n° : 06/65.047.626
Fax : 06/65.049.077

ISPS - PORT SECURITY

Port Facility Security Officer (PFSO)

PFSO	Sabatino NERI
Mail address:	IP Industrial S.p.A. Deposito Costiero Via della Pesca, 65 54 FIUMICINO RM ITALY
Phone n°:	+39 06 65598710
Mobile	+39 345 3611862
e-mail	s.neri@italianapetroli.it

DPFSO	Stefano PELLEGRINI
	+39 06 65598364
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Loading Masters on duty

Phone n°:	+39 06 65598351
Mobile	+39 327 8784223
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Mobile	+39 342 3602747
Mobile	+39 388 4904793
Mobile	+39 346 6757150
Fax n°:	----------
VHF	Channel 16
W/T	Private Terminal Channel

Booster Station Control Room (H24)

Phone n°:	+39 06 65598350
W/T	Private Terminal Channel

IP Industrial Boat Service on duty

Boat	RAFFROMA
W/T	Private Terminal Channel
VHF	Channel 16

Chapter 1. General description

IP Industrial terminals are formed by two single point mooring platforms placed offshore Fiumicino Canal-Port.

Contrary to traditional mooring, the mono-mooring enables tankers to carry out unloading or loading operations, always with the head to the wind and sea, in other words always showing their section of minimum resistance.

From the centre of the mono-mooring two corner arms branch out at 90°; they can both swing 360°around; one of these arms ends with a bitt at base of which the mooring rope is fixed; the other arm bears the pipes connecting the mono-mooring centre to flexible hoses, branching from the water level and connecting the mono-mooring to the tanker's Manifold.

The centre of the mono-mooring is formed by a coaxial rotating coupling through which passes the cargo the tanker is loading or unloading and which is in direct connection with the sea-line going to the shore tanks.

Every platform is supported by 18 steel piles driven into the sea bottom; the diameter of the platforms is 15 meters and the height above the sea level is about 10.5 meters, rotating part included. On one rotating arm there is a little post 1.5 meters high, bearing the light.

The platforms are marked by letters "R1" and "R2" visible from all around.

Chapter 2. R1 S.P.M. - Technical Information

Coordinate: Lat. 41° 45' 01" N - Long. 012° 09' 03" E.

The R1 S.P.M. is utilised to unloading white products.
On top an orange light with the following characteristics is placed:

Light 0.5 seconds
Eclipse 1.5 seconds
Visibility 5 miles

A fog signal with following characteristics is also placed:

Whistle 4 seconds
Silence 2 seconds
Whistle 2 seconds
Silence 22 seconds
Range 2 miles
(letter "N" of Morse Code every 30 seconds)

Mooring is allowed to tankers with a SDWT ranging from 35.000 to 150.000 Metric Tons, but a maximum displacement of 180.000 Metric Tons is allowed.
Distance Bow-Manifold : 453 Feet or 138 Meters Max.
Draft : 51 Ft. or 15.55 Meters Max.

All vessel must be fitted with chain bow stopper OCIMF 76mm standard

Cargo Temperature : 60°C or 140°F Max
Pour Point : 13°C or 55°.5 F Max
Viscosity at 20°C : 60°E Max

The mooring arrangements are:

N° 1 Mooring Rope - 18" circ.- 45 meters long - 435 Tons Breaking strength.

N° 27 Links Chain - 8,2 meters long - 438 Tons Breaking strength.

N° 1 Pick up line - 80 mm. dia.- 100 meters long - 115 Tons Breaking strength.

Chapter 3. R2 Platform - Technical Information

Coordinate: Lat. 41° 44' 06" N – Long. 012° 10' 01" E.

The R2 S.P.M. is utilised for loading or unloading white products.

On top an orange light with following characteristics is placed :

Light : 0.5 Seconds	Eclipse : 0.5 Seconds
Light : 1.0 Seconds	Eclipse : 2.0 Seconds

Mooring is allowed to Tankers with a SDWT ranging from 20.000 to 70.000 Metric Tons, but a maximum displacement of 105.000 Metric Tons is allowed.

All vessel must be fitted with chain bow stopper OCIMF 76mm standard

Distance Bow-Manifold	: 386 Ft or 118 meters max.
Draft	: 45 Ft or 13.72 meters max Cargo
Temperature	: 55°C or 131°F max
Pour Point	: 27°C or 80°.5F max
Viscosity at 50°C	: 50°E max.

The Tankers calling at Fiumicino for discharging are requested to maintain on board the following cargo temperature:

Range of Viscosity at 50°C	Temp. not less than
Up to 12°E	35°C or 95°F
From 12°E to 20°E	40°C or 104°F
" 20°E " 30°E	45°C or 113°F
" 30°E " 50°E	50°C or 122°F

The mooring arrangements are:

N° 1 Mooring rope - 18" circ. - 45 Meters long - 435 Tons Breaking strength.

N° 27 Links Chain – 8,2 meters long - 438 tons breaking strength.

N° 1 Pick up line - 80 mm.dia.- 100 meters long - 115 Tons Breaking strength.

Chapter 4. Weather information

In Fiumicino Road the strongest winds come from south-west, but all winds coming from south-east to north-east can cause such a storm that can be dangerous both for moored ships than anchored ones.

Northerly winds, being partially weakened from the coast, are dangerous when exceptionally strong only.

Usually, a storm begin with south-easterly wind, then veer to south-westerly, reaching their maximum force; then wind veer northerly or north-westerly, finally weakening. This cycle can endure from three days up to more than one week. However, the above cycle does not always develop in such a manner, since the peculiar characteristic of this zone is the quickness by which wind can change both in force and direction, as well as the possibility of sea to become rough in a very short time.

The stream almost always goes from south-east towards north-west, at a speed of 0.5 to 1 knot. Owing to the Tiber's mouth, the stream can exceptionally increase in intensity, but due to the distance of Platforms from shore, up to date no example of intensity increased to such a point to become dangerous for moored or anchored ships is known.
Tides are practically negligible; in fact the maximum difference between high and low tide is of about 0.40 meters.

Chapter 5. Depths and Anchorage

Water depth at R1 platform is of 75 feet or 23 meters, while at R2 platform water depth is of 64 feet or 19.5 meters. Taking into account a sufficient manoeuvring space and a safe draft allowance, the maximum allowed draft results:

Platform R1 : 51 Feet or 15.55 meters

Platform R2 : 45 Feet or 13.72 meters

Anchorage instructions

On arrival vsl direct to check point area (lat. 41° 40,8'n - long 011° 59,1'e with range 1nm) and contact harbour master/pilots on vhf ch 16 for anchoring instructions and every 30 minutes advise them with lat, long, course and speed.

Approaching course to anchorage areas:

- for vsl direct in north area (alfa zone): echo1 point (lat. 41° 46,2'n long 012° 02,5'e with wide 0,3 nm)
- for vsl direct in south area (beta zone): echo0 point (lat. 41° 41,82'n long 012° 07,9'e with wide 0,3 nm)
- for vsl coming from anchorage zone: uniform0 (lat. 41° 43,5'n - long 012° 05,8'e with wide 0,3nm).

Upon arrival to points e1/e0, vsl contact harbour master/pilots, on vhf ch. 16 giving following infos:

- vsl's name/call sign
- flag
- time
- route
- cargo's quantity/quality (if in ballast last cargo carried)
- anchorage area
- draft/gt

Anchorage's zone:

- for vsl over 30.000 gt

alfa zone: a) lat 41° 48,4' N long 012° 06,2'E
b) lat 41° 48,4' N long 012° 07,1'E
c) lat 41° 46,2' N long 012° 07,1'E
d) lat 41° 46,5' N long 012° 08,1'E

anchorage points: f1 lat 41° 48,3' N long 012° 06,6'E
f2 lat 41° 47,5 'N long 012° 07,4'E
f3 lat 41° 46,5' N long 012° 07,4'E

- for vsl up to 30.000 gt

beta zone: e) lat 41° 43,3' N long 012° 09,4'E
f) lat 41° 43,3' N long 012° 10,4'E
g) lat 41° 41,6' N long 012° 11,0'E
h) lat 41° 41,9' N long 012° 12,1'E

anchorage points: f4 lat 41° 43,0' N long 012° 09,8 E
f5 lat 41° 42,4'N long 012° 10,6' E
f6 lat 41° 42,0' N long 012°11,5 E

Upon vsl anchored vsl inform harbour master/pilots on vhf ch. 16 with following infos:

- anchoring time
- anchoring position (lat- long)
- length (shackle) on the chain at sea

In case weather/sea conditions doesn't allow safe anchorage vsl's must enforce watching to ensure safe stay at anchorage for vsl's and marine environment.
Furthermore harbour mater can dispose vas (vessel anchorage and approach service).

Chapter 6. Pre-arrival arrangements

Vessels arriving at Fiumicino Terminals must arrange before arrival the followings:

- the port side crane;
- pilot ladder on both side in accordance with Chapter V, regulation 17 of SOLAS, in order to allow the Pilots and Terminal staff to board the vessel throughout the mooring period.

Hereafter regulation 17 chapter 5 of SOLAS is summarised:

- Steps of pilot ladder must be horizontal and well fixed;
- Ropes of pilot ladder must be of manila rope;
- Spreaders of pilot ladder must be long not less than 1.80 meters and at a distance that ladder cannot turn;

When the height of the main deck from the sea level is 9 (nine) meters or over, the access on board must be arranged through a combination ladder.

Chapter 7. Sanitary free pratique

The ships calling at Fiumicino may grant the sanitary free pratique by radio, if the ship's Master require it by cable between 12 and 4 hours before arrival at Fiumicino.

Cable to be sent to the following address:

Ministero della Sanità
Ufficio Sanimare
Viale della Civiltà Romana, 7
00144 ROMA RM

Chapter 8. Mooring and Unmooring

The mooring and unmooring operations are regulated by rules contained into Ordinances issued by the Port Authorities, hereunder summarised:

- Mooring is allowed during daylight only, weather permitting, with the assistance of a Pilot. Second Pilot is compulsory for all Vessel over 10.000 gross tonnage.
- Tugboat during mooring/unmooring manoeuvres is compulsory.
- Irrespective of size and cargo, all vessels must have a tugboat made fast on stern, throughout loading and unloading operations, pulling at slow speed in order to keep the vessel clear from the Platform.
- Unmooring is allowed day and night, Pilot is compulsory.
- **Berth to be vacated within one hour after hose(s) disconnecting.**
- Characteristics of mooring rope are described into n° 2 and 3 of this publication.
- Nearby the Platforms the use of anchors is strictly prohibited. During manoeuvres and while at berth anchors to be firmly secured by stoppers.
- As per Harbour Master regulation (Ord. 76/03) the operative limits have been fixed as follow:
  Wind coming from 3rd and 4th quarter (Beaufort 6) associated with a swell of 2,0 mt all operations should be stopped leaving the berth.
  Wind coming from 1st and 2nd quarter (Beaufort 7) associated with a swell of 2,0 mt all operations should be stopped leaving the berth.

Chapter 9. Loading and Unloading Operations

The loading and unloading operations are regulated by rules contained into ordinances issued by the Port Authorities.

Responsibilities of connection/disconnection of hoses and of loading/unloading operations belong to the ship's Master or his Deputy and to the Terminal's Representative in the range of their proper competence.

Connection and disconnection of cargo hoses is carried out by ship's crew. The operation shall be carried out following the OCIMF recommendation "SPM Hose Ancillary Equipment Guide" and/or "Single point mooring maintenance and operations guide", with the exception of the use of wire pullers in place of the "Hose supporting chain": sketches reporting the hoses connection operations sequence are included in Attachment n° 2.
The use of wire pullers instead of the hose supporting chain is compulsory.
Vessel will also supply the necessary crew as requested for operating crane. It is requested that all Vessels are equipped with crane having a minimum safe working load (SWL) as recommended by OCIMF guide "Recommendations for Oil and Chemical tanker manifolds and associated equipment" 1st Edition 2017.

Vessels have to lighten the main deck, particularly the manifold area and the surrounding waters.

A Loading Master will board the Vessel before mooring, he will remain on board throughout loading/unloading period and he will leave the vessel before the unmooring operations. As Terminal's Representative he will supervise the cargo measurements, the loading/unloading operations, the weather's conditions, the safety precautions and the ISGOTT safety check list.

Loading/unloading operations will start only when all safety requirements have been performed.

Vessels are kindly requested to co-operate fully with the Loading Master, who will be lodged in a suitable accommodation.

The Loading Master will be assisted by another Terminal employee. Bed accommodation is requested also for both Terminal's representatives.

Vessel must be in condition to vacate the platform under her own power at any time; therefore, repairs to engine, steering gears or any other mooring equipment are not allowed at berth.

If an unavoidable situation occurs which would preclude the unmooring of the vessel, the Loading Master shell be informed immediately.

Safety drills are not allowed at berth, without obtaining the Harbour Master's authorisation and prior that the Loading Master on board has been informed.

Chapter 10. Notice of readiness and discharging rate

The vessels can tender the notice of readiness at any moment during day and night, irrespective if free pratique has been granted or not.

The IP Industrial S.p.A., acting as Receiver/Shipper, will receive the notice of readiness at the time when the fax is received.

The notice of readiness will be accepted as per Charter Party.

Upon berthing the Loading Master will require in writing to the ship's Master the following information:

- the maximum discharging/loading rate;
- the maximum back pressure to maintain at the ship's manifolds;
- the cargo quantity requested for the loading vessels.

Up to date, the minimum discharging rates are established as follows:

SPM R1	
■ Product vessels up to 60.000 DWT	3000 M3/H
■ Product vessels over 60.000 DWT	4000 M3/H
SPM R2	
■ Product vessels over 20.000 DWT	1000 M3/H
■ Loading product vessels	800 M3/H

For safety reasons, the maximum back pressure allowed at the hip's manifolds can be:

Platform R1	8,0 Bar
Platform R2	8,0 Bar

Chapter 11. Vessels fitted with inert gas system

Vessels which are fitted with an inert gas system shall confirm to the Terminal prior to arrival that the system is fully operational and that all cargo tanks have been fully inerted and have an oxygen content of 8% or less.

Prior to start discharge, the ship's Master will be required to confirm the equipment is capable of producing inert gas have an oxygen content not exceeding 5 % .

Where it is established that the vessel does not comply with these regulations, the discharging operations will be stopped immediately or not started at all and the vessel will be required to leave SPM and return to sea until an assurance can be given to the Terminal that the required oxygen level has been achieved.

In such an event notice of readiness will have to be re-tendered prior to be re-moored.

Chapter 12. Ballast operations

The ballast quantity that vessels calling at Fiumicino for loading shall have on board is fixed by rules contained in ordinance issued by the Port Authorities.

For safety reasons, Terminal gives also the following suggestions:

Discharging vessels: During all discharging time, vessels shall maintain a mean draft not less than the formula :

2.0 + 0.02L (Length in meters)

and a trim not in excess of the formula:

0.015L (Length in meters)

Chapter 13. Safety for Vessels and Shore Installations

The ship's Master is fully responsible for safety on its own vessel during the call at Fiumicino Platforms, in accordance with the international safety regulations and the port safety rules issued by the Port Authorities.

The ship's Master will receive weather's report and inform the Loading Master of any important change in weather conditions.

In case of bad weather, the vessel may be requested to stop the loading/unloading operations and to leave the Platform.

It is not possible to establish the operative limits, being this dependent from variable factors, like tonnage, drafts, trim and the working conditions of floating hoses in rough sea. For this reason, the Loading Master, in case of bad weather, can decide to suspend the operations and to unmoor the vessel, irrespective of the ship's Master agreement.

In this case the ship's Master will accept the Loading Master's decision. On the other hand, the Loading Master will accept the ship's Master decision, if the suspension is decided from the ship's Master, against the agreement of the Loading Master.

However, in every case, the ship's master must vacate the berth within one hour after hose(s) disconnection, according port regulations.

Chapter 14. Sea pollution

The rules containing the precautions and the interventions against the sea pollution are set forth in ordinances issued by the Port Authorities.

In case of pollution, all operating vessels shall immediately stop the operations; time so lost from the other vessels will be debited to the vessel retained responsible of the sea pollution.

IP Industrial S.p.A. is entitled to refuse the mooring of those vessels that, due to the bad conditions of the hull or other deficiencies, would cause a sea pollution such as to be retained unacceptable from the Port Authorities.

Vessels must strictly follow the instructions established in the "Ship/Shore safety check list" to be filled jointly before starting loading/unloading operations.

The Loading Master, in case of infringements to the said requirements, will take all appropriate measures, including not starting or stopping the operations. Time so lost will be debited to the vessel.

Fiumicino, ...

The undersigned .....

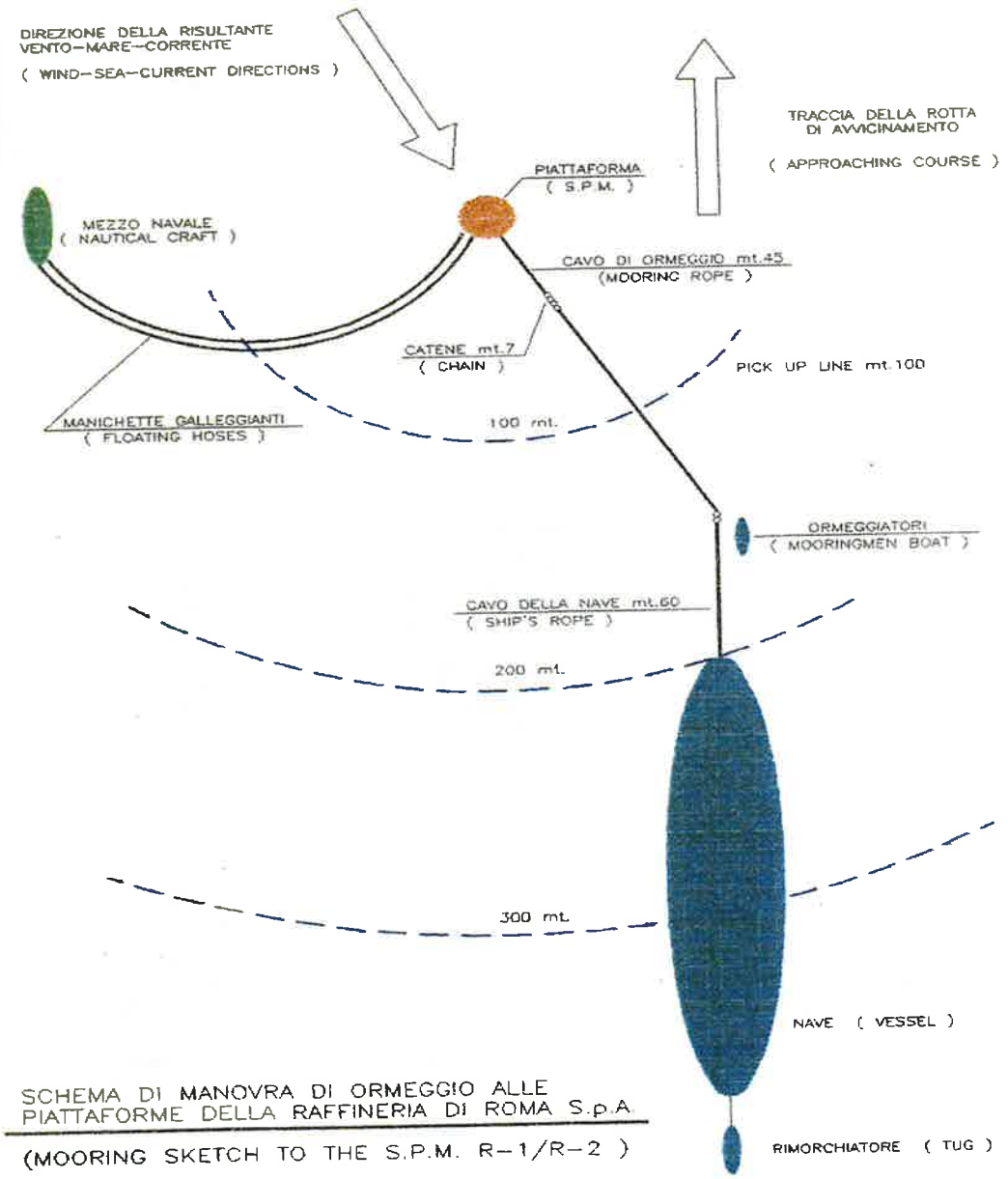
Master of M/T .....Agent .....

Acknowledges receipt of one copy of "Raffineria di Roma – Fiumicino Sea Terminals" publication and to understand instructions set forth in it.

MASTER

.....

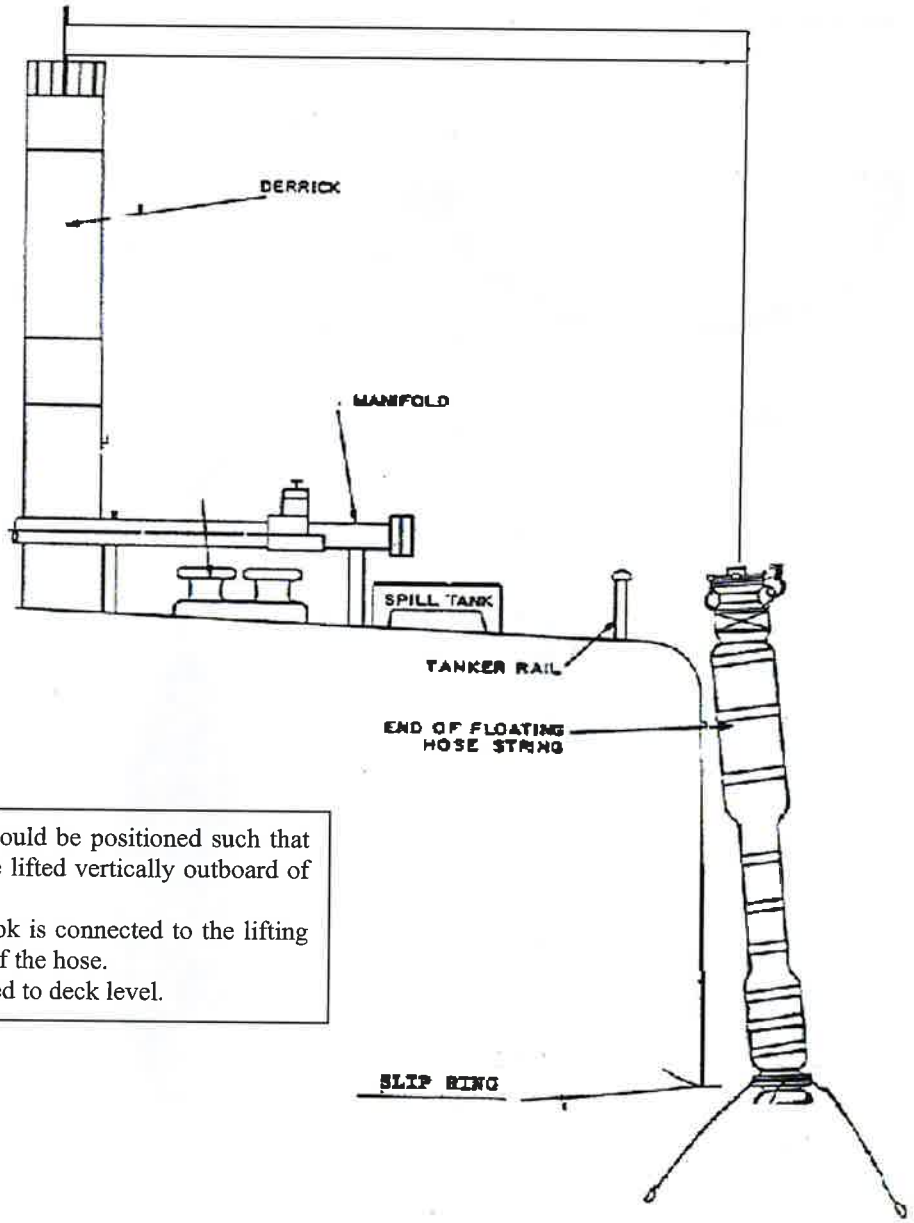
Figura n° 1:
Mooring sketch to the S.P.M. R-1/R-2



SCHEMA DI MANOVRA DI ORMEGGIO ALLE PIATTAFORME DELLA RAFFINERIA DI ROMA S.p.A.

(MOORING SKETCH TO THE S.P.M. R–1/R–2)

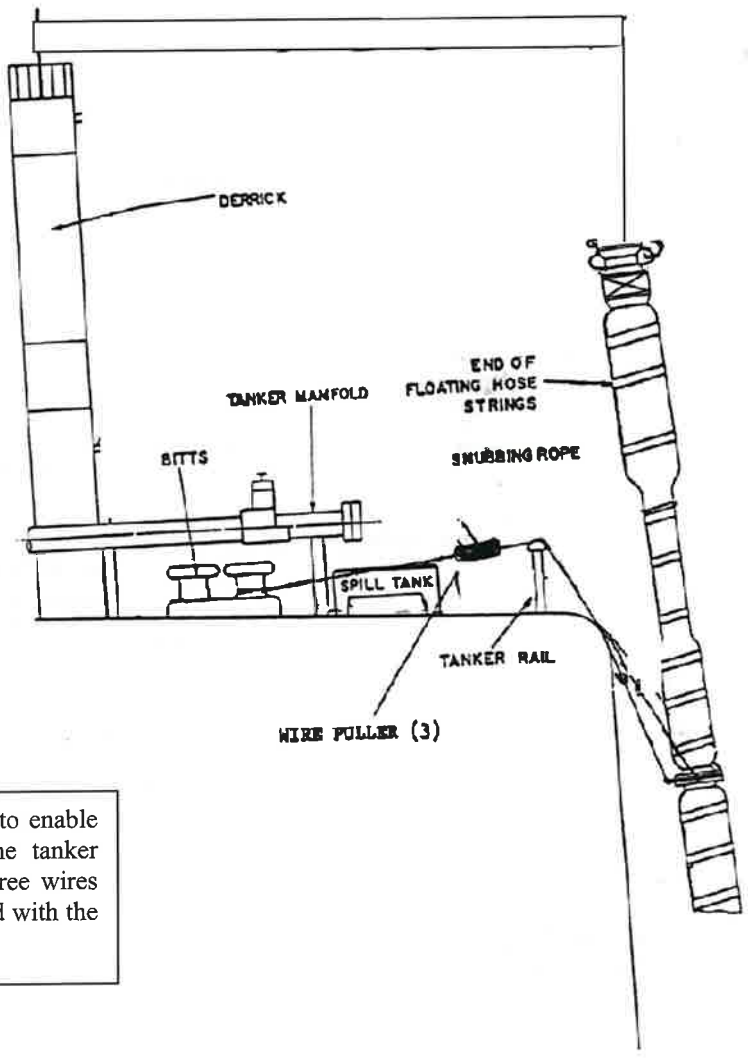
Figure n° 2:
Tanker hose connection: sequence 1



Ship derrick should be positioned such that the hose can be lifted vertically outboard of the ship rail.
The derrick hook is connected to the lifting eye at the end of the hose.
The hose is lifted to deck level.

Figure n° 3:

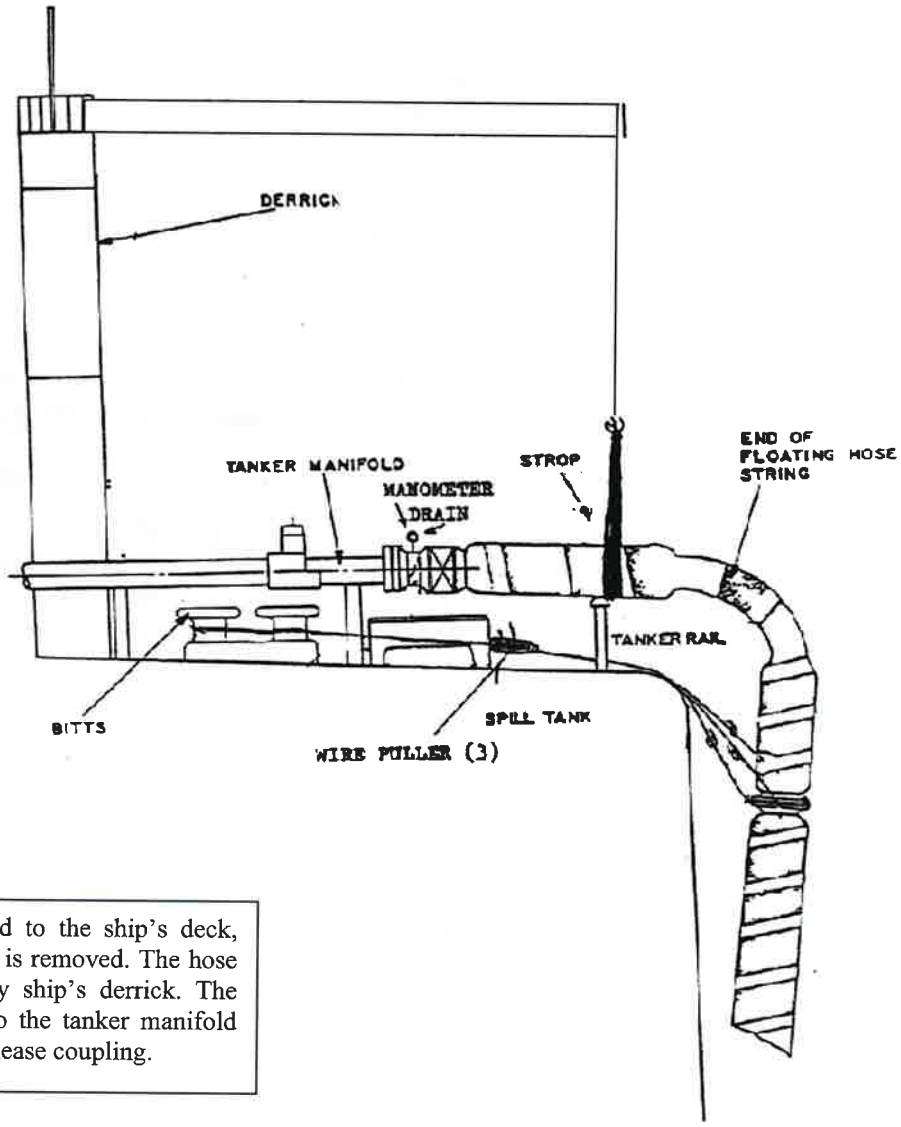
Tanker hose connection: sequence 2



The hose is lifted further to a height to enable the hose to reach the flanges of the tanker manifold in its final position. The three wires are connected to the bitts and tightened with the wire pullers.

Figure n° 4:

Tanker hose connection: sequence 3



The hose is lowered to the ship's deck, and the blind flange is removed. The hose is still supported by ship's derrick. The hose is connected to the tanker manifold through the quick release coupling.