

GENERAL INSTRUCTION MANUAL

ISSUING ORG. TERMINAL OPERATIONS DEPARTMENT

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SUBJECT SHIP EMERGENCY RESPONSE PLAN

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This Instruction outlines the reporting procedure, responsibilities, and governs Saudi Aramco response to Ship Emergency occurring within and outside Saudi Aramco Port Limits. It covers the following scenarios:

1. Ship Emergency within Saudi Aramco Ports Limit, at berth, at anchor or underway.
2. Ship Emergency outside Saudi Aramco Ports limit:
 - A. Imposing potential risk to Saudi Aramco Facilities
 - B. Imposing no potential risk to Saudi Aramco Facilities

For emergency response related to a tanker alongside Saudi Aramco Marine Terminals berths at Yanbu, refer to Yanbu Offshore Instruction Manual No. 5669.47 "Emergency Control Plan for Tankers at Berths".

This instruction consists of the following sections:

1. ABBREVIATION AND DEFINITION
2. RELEVANT INSTRUCTIONS AND EMERGENCY RESPONSE PLAN
3. CONTACTS
4. COMPANY POLICY
5. PURPOSE OF INSTRUCTION
6. SAUDI ARAMCO OPERATIONAL WATERS (PORT LIMITS)
7. SHIP EMERGENCY WITHIN SAUDI ARAMCO OPERATIONAL WATERS
8. SHIP EMERGENCY OUTSIDE SAUDI ARAMCO OPERATIONAL WATERS

Appendix:

CONTACTS**1. ABBREVIATIONS & DEFINITIONS:**

ERP: Emergency Response Plan
 JRD: Jeddah Refinery Department
 JRIM: Jeddah Refinery Instruction Manual
 PIM: Pilotage Instruction Manual
 PME: Presidency of Meteorology and Environment
 PCC: Port Control Center
 SEAPA: Saudi Sea Port Authority
 TIM: Terminal Instruction Manual
 TOD: Terminal Operations Department
 TPOD: Terminal Pilotage Operations Division
 WRDD: Western Region Distribution Department

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2 OF 17**2. RELEVANT INSTRUCTIONS AND EMERGENCY RESPONSE PLAN:**

Instruction/Plan	Title	Issuing Org.
G.I. #02.104	Offshore Oil Spill Reporting Procedure	Marine
G.I. #86.010	Claims Against Third Parties for Damage or Loss and Exceptional Marine Assistance	TOD
JRIM #02.000	Jeddah Refinery Emergency Response Plan	JRD
JRIM #10.002 (Section 2)	Ship Disaster Control Plan	JRD
PIM #21003, #25003 & #27003	Ship Disaster Control Plan	TOD
Saudi Aramco Ports and Terminals Booklet	Saudi Aramco Ports and Terminals rules & regulations and general information booklet	TOD
Section IX A&B	Arabian Gulf Regional Oil Spill Contingency Plan	PME
Section IX A&B	Red Sea Regional Oil Spill Contingency Plan	PME
TIM #100001 & #100003	Terminal Emergency Response Plan	TOD
TIM #100011	Ship Emergency Control Plan	TOD
TIM #5669.47	Emergency Control Plan for Tankers at Berths	TOD
WRDD ERP	WRDD Emergency Response Plan	WRDD

3. CONTACTS:

Please refer to appendix 1

4. COMPANY POLICY:

Saudi Aramco is committed to accept international best marine practices in all aspects of ship/terminal operations. All ships operating at any Saudi Aramco Port or Terminal are required to similarly adopt this policy. However, due to the size and scope of operations, ship-related incident(s) may occur. To this end, Saudi Aramco has developed a "SHIP EMERGENCY RESPONSE PLAN" as a contingency to minimize the effects of such incident/emergency. The distressed ship's Master/Owner has the responsibility to undertake timely and effective salvage activity.

If the ship's Master, ship owner or his agents fail to take timely and effective action to safeguard the ship and Saudi Aramco facility, Saudi Aramco, under the provisions of "Instructions to Masters and Conditions of Use of Port" may be required to initiate an emergency response. All lawfully recoverable costs and charges will be directed to the ship principals for payment.

In the event of a ship incident, Saudi Aramco's actions will be dictated by the following priorities:

1. The primary concern, during all phases of a ship incident within the port, is the protection of human life.

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2. The 2nd priority is to protect the vital Saudi Government and Saudi Aramco facilities, such as water desalination and power plants, import and export facilities, navigating channels, etc.
3. The 3rd priority is to minimize the disruption of safe operation of Saudi Aramco oil/gas export terminals and critical production facilities.
4. Saudi Aramco will pursue the most environmentally sound measures possible in limiting the environmental impact of any ship incident / ship salvage operations.

5. PURPOSE OF INSTRUCTION:

- 5.1 This instruction provides guidance for emergency situations on board ships moored at a Terminal facility, at anchor, or underway within Saudi Aramco operational waters. It also applies to the management of a shipboard emergency that result in vessel movement from a berth within the Port.
- 5.2 This instruction describes actions during the earliest stages of a shipboard emergency. Additional guidance for dealing with a serious tankship incident may be found in Section IX A & B of the Arabian Gulf Regional Oil Spill Contingency Plan & Red Sea Regional Oil Spill Contingency Plan.
- 5.3 This instruction provides guidance for dealing with a ship which is approaching the port while the ship is on fire or in danger of sinking, or has sustained damage during a voyage.

6. SAUDI ARAMCO OPERATIONAL WATERS (PORT LIMITS):

- 6.1 Includes Saudi Aramco operational waters for the following areas:
 - 6.1.1 Ras Tanura Port
 - 6.1.2 Jeddah Refinery Department Terminal
 - 6.1.3 Jizan, Saudi Aramco Bulk Plant Terminal including two SPM's, exclusion zone, jetty and one mile clearance for the sub-sea pipeline running from shore to the SPM's.
 - 6.1.4 Duba, Saudi Aramco Bulk Plant terminal and exclusion zone two (2) miles from the Duba Fixed Jetty.
 - 6.1.5 Saudi Aramco operates four facilities in Yanbu however all marine emergencies are the responsibility of Saudi Sea Port Authority (SEAPA) and Local Government Agencies. Saudi Aramco will be updated with the emergency status and progress through SEAPA Hotline Tel: 0143920581 / 0143967177 as stated in TIM 5669.47.

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4 OF 17**7. SHIP EMERGENCY WITHIN SAUDI ARAMCO OPERATIONAL WATERS:**

This section supplements the applicable Relevant Instructions and Emergency Response Plans on board ships moored at Company facilities, at anchor or underway.

7.1 SHIP AT BERTH:**7.1.1 Ship Raising the Alarm:**

The concerned personnel onboard the ship shall signal an emergency by the sounding of ten (10) short blasts on the ship's whistle, or other emergency signal if the whistle is disabled. They shall also report the emergency as follows:

7.1.1.1 Inform the pilot on board and/or the facility personnel on the berth.

7.1.1.2 Contact the applicable Port Control Center (PCC) on VHF: Give a short message stating name of ship, location of ship, type of emergency, and location of emergency on the ship and whether any casualties have occurred or are likely to occur. The type of emergency must be communicated to the PCC/shore personnel by stating whether the emergency is Explosion, Fire or Toxic hazard and then indicate its location. In addition, the Master or his Deputy shall report any loss of ship's emergency firefighting capability.

a. Ras Tanura, call on VHF Channel #16/13/10 (Call Sign: Ras Tanura Port Control Center).

b. Jeddah, call on VHF channel #11/16 (Call Sign: Saudi Aramco Port Control Center).

c. Jizan and Duba, call on VHF Channel #11/16 Inform the Duty Harbor Pilot and Saudi Aramco Operations, who shall inform Jeddah Port Control Center and Senior Harbor Pilot.

7.1.2 Shore Personnel Raising the Alarm:

Shore personnel shall proceed as follows:

7.1.2.1 If an emergency is declared, personnel ashore shall be guided by the relevant instructions and the concerned department ERP.

7.1.2.2 If an emergency is not declared, local instructions for sounding the alarm shall be followed. Not all incidents require a 110 Emergency Notification due to special circumstances and the unique nature of shipboard emergencies. In every instance, the Chief Harbor Pilot and the Port Captain shall be immediately advised.

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7.1.2.3 In circumstances where due to explosion, collision, or structural failure occurred onboard a ship, and there is any possibility that an oil spill may subsequently occur, the Senior Person at the site is to immediately report the situation to the Saudi Aramco Marine Shift Coordinator at the concerned area.

7.1.3 Emergency Response Plan shall be activated in whole or in part for all incidents involving:

7.1.3.1 Any fire on board a ship at a berth or explosion.

7.1.3.2 In all cases where oil cargo or flammable vapor has entered the Engine Room or Pump Room.

7.1.3.3 Uncontrollable gas leak/uncontrollable tank pressure on a Gas Carrier.

7.1.3.4 Oil leaks and/or spills that require activating the Ship Emergency Response Plan.

7.1.4 Actions to be taken by Ship's Master:

7.1.4.1 The Master shall be responsible for taking all immediate steps to safeguard his ship when the alarm is raised.

7.1.4.2 In case of fires and/or other types of emergency situations, the Master should designate a senior ship's officer to remain in communication with the Chief Harbor Pilot or his deputy and should request the use of firefighting tugs (or other emergency assistance, e.g., shore based firefighting facilities) to best complement the efforts of the ship's personnel.

7.1.4.3 The Master shall prepare his ship to safely move away from the berth. All cargo, deballasting, bunkering and tank preparation operations shall be immediately suspended and shore hoses or loading arms shall be disconnected.

7.1.4.4 The Master shall assess the ability to safely maneuver his ship from the berth to the nearest beaching area or protected location as identified in section 7.1.8.

7.1.4.5 The Master shall ensure that regular and frequent reports on the progress of the incident are communicated to the Emergency Post Center (PCC) or mobile Ship Emergency Post.

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The Chief Harbor Pilot or his Deputy shall communicate with the Ship's Master to ensure that the Master is in control of his ship and that the actions listed in Para. 7.1.4 of this GI are followed.

The Chief Harbor Pilot or his Deputy (at the PCC / Emergency Post Center or at mobile Ship Emergency Post) shall coordinate all actions with those on the scene to provide whatever aid is necessary.

After consultation with the Master and/or the Owner's Agent and the Offtaker's (customer's or vendor's) representative as appropriate, the Chief Harbor Pilot or his Deputy shall decide what steps should be taken to safeguard the ship and the Port.

For any emergency to which this instruction applies, an investigation team shall be dispatched to the vessel involved as soon as practicable after the incident to gather relevant information prior to its departure.

7.1.6 Stop All Cargo Operations:

7.1.6.1 All cargo, deballasting, bunkering, and tank preparation operations shall be stopped on the ship involved. All cargo hoses and loading arms shall be disconnected.

7.1.6.2 All cargo, deballasting, bunkering, and tank preparation operations shall be stopped on other ships at the same loading facility. If an emergency is declared, all operations on all ships in the port shall be stopped, cargo hoses and loading arms shall be disconnected and each ship shall prepare for sea. Ships shall not get underway or be moved without the approval of the Port Captain or his Deputy, except when an imminent threat to a ship exists and the Port Captain or his Deputy cannot be contacted.

7.1.6.3 Operations shall not be resumed without the specific approval of the Incident Commander after consultation with the Port Captain.

7.1.7 Removing Damaged Ship from Berth:

The course of action to be followed by the Incident Commander will be guided by the following principles:

7.1.7.1 In the event of a security breach, Incident Commander shall order security launches to patrol the emergency area and to control shipping as considered necessary. The need for additional launches or tugs shall be determined by the Chief Harbor Pilot or his Deputy.

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7.1.7.2 The location, type and extent of the fire, explosion, or other emergency on the ship. The berth location and proximity of other ships and the tidal, current, sea and wind conditions.

7.1.7.3 The potential reduced ability to properly combat the emergency on the ship, if the ship is removed from the berth.

7.1.7.4 The ability to safely move the ship from the berth in its present condition. The Chief Harbor Pilot or his Deputy, as Incident Commander, shall advise the Emergency Control Center Commander on all matters concerning the ship itself, based on his consultation with the ship's Master or designated ship's Officer.

7.1.7.5 A burning ship or a ship in danger of sinking will usually not be permitted to remain at the berth. A decision to remove the ship from the berth shall be made by the Chief Harbor Pilot or his Deputy, as Incident Commander, after consultation with the Emergency Control Center Commander, the Port Captain and the Ship's Master.

7.1.7.6 The ship shall be released or cut free and removed from the berth in the safest manner as dictated by the prevailing weather and sea conditions in a strictly controlled operation.

7.1.7.7 Although a ship may have no power it may be released or cut free from the berth if, in the opinion of the Incident Commander after consultation with the Port Captain, it is a greater hazard at the berth than drifting free.

7.1.7.8 Ships in danger of sinking shall not use or cross a fairway unless directed to do so by the Port Captain.

7.1.8 Ship Beaching and Beaching Areas:

7.1.8.1 It may be deemed necessary to beach the vessel to avoid the possibility of the ship sinking and large quantities of oil being released.

7.1.8.2 Beaching Areas:

- a. **Ras Tanura** has three (3) beaching areas, the locations of which are described in the Saudi Aramco Ports & Terminals booklet. The Port Captain will specify the procedures and the route to follow to a designated beaching area.
- b. **Jeddah** - The Senior Harbor Pilot or his deputy, acting in accordance with the Chief Harbor Pilot and management, will specify procedures and route to follow to a designated Beaching area if required.

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c. **Jizan & Duba** have no beaching areas; however, the anchorage area can be utilized once permission is obtained from the Port Captain.

7.1.8.3 Situations may arise when it would be impractical to use the identified beaching areas. In such situations, the Port Captain or his deputy shall designate an alternate location.

7.1.9 Control of Other Shipping Movements:

7.1.9.1 All decisions regarding the movement of ships from the berths, anchorages or approaches during an emergency shall be made by the Port Captain or his deputy, and, where necessary, he shall decide the order in which ships are to be moved.

7.2 SHIP AT ANCHOR OR UNDERWAY IN SAUDI ARAMCO OPERATIONAL WATERS:

This Section supplements the relevant instructions with regards to emergency situations on board ships while at anchor or while underway within the Port limits.

7.2.1 Declaration of Emergency:

In the event of a major fire, explosion, collision, grounding, machinery failure, structural failure, large oil spill, or if there is a danger of major fire, explosion or large oil spill, an emergency can be declared in the Terminal. The decision to declare an emergency shall be made by the Senior Harbor Pilot, Chief Harbor Pilot, Port Captain, Fire Operations Superintendent or any other Senior Operations Representative present on the scene or in the PCC.

7.2.2 Ship Raising The Alarm:

As outlined in section 7.1.1

7.2.3 Shore Personnel Raising The Alarm

Comply with requirements of the relevant instructions and the concerned department ERP:

7.2.3.1 If an emergency is declared, personnel ashore shall be guided by relevant instruction and the concerned department ERP.

7.2.3.2 If an emergency is not declared, local instructions for sounding the alarm shall be followed. The Chief Harbor Pilot or his deputy and Port Captain must be immediately advised.

7.2.4 If the Port Captain or his Deputy questions the Master's ability to promptly contain the emergency, or when a ship Master, or a principal acting on behalf of the ship, requests services which Saudi Aramco does not have immediately available, the Port Captain shall alert the Oil Spill Committee through Global Oil Spill Director.

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7.2.5 Furthermore the Global Oil Spill Director shall alert the Oil Spill Committee, in the following situations, but not limited to:

7.2.5.1 Life threatening situations.

7.2.5.2 When a fire or explosion occurs onboard a ship.

7.2.5.3 When a ship suffers a major structural failure or damage.

7.2.5.4 When there is a threat of a ship sinking, capsizing, or any other condition related to loss of stability and or extensive flooding.

7.2.6 Port Captain or his Deputy shall notify Saudi Aramco Law Organization about the emergency and advise them about the planned response to mitigate the situation.

7.2.7 Law Organization shall notify Risk Management

7.2.8 Global Oil Spill Director shall be immediately informed in all circumstances whereby an oil spill has occurred or is threatening as detailed in General Instruction 2.104, "Offshore Oil Spill Reporting Procedure".

7.2.8 Response to Emergency Alarm:

It shall be as outlined in the concerned department ERP.

7.2.9 Emergency Control Organization:

All concerned organizations should be located and function as described in the relevant instruction manuals and ERP except as modified and supplemented by the following:

7.2.9.1 Emergency Control Center (ECC):

- a. The location, management, manning, and communication capabilities of the ECC is described in the relevant instructions and ERP
- b. Responsibility for managing ship salvage situations shall be evaluated by the Port Captain and TOD Manager. The results of which will be communicated to Law, Risk Management and Senior Management for their concurrence.
- c. The Global Oil Spill Director and the Regional Oil Spill Response Team will use the facilities and communications equipment of the ECC and Support Services Center as they deem appropriate.

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7.2.10.1 In case a ship at anchor or underway within Saudi Aramco operational waters is involved in an emergency, the Emergency Post shall be set up in the PCC, with, if circumstances require, a mobile Ship Emergency Post in a suitable marine craft or in a helicopter as determined by Chief Harbor Pilot or his Deputy who shall be the Ship Incident Commander. The mobile Ship Emergency Post shall be positioned within sight of the emergency and must always be kept up wind and at a safe distance from the ship. The mobile Ship Emergency Post shall be identified by a yellow flag during daylight hours and blinking blue light at night.

7.2.10.2 Ship Incident Commander as follow:

- a. Ras Tanura Port - Chief Harbor Pilot or his Deputy
- b. Jeddah Refinery Terminal - Senior Harbor Pilot or his Deputy
- c. Jizan& Duba Bulk Plant Terminal- Duty Harbor Pilot

7.2.10.3 Until the arrival of the Chief Harbor Pilot, the Senior Harbor Pilot or his Deputy shall establish the Emergency Post in the PCC and shall initially command the Emergency Post. The Senior Harbor Pilot on duty in the PCC shall be responsible for taking appropriate actions to control the emergency.

7.2.10.4 The Incident Commander shall direct all of the emergency scene activities and has overall emergency scene authority. His decisions and orders are final, subject only to review by the ECC Commander and/or the Port Captain.

7.2.10.5 All individuals listed in the relevant instructions and ERP shall report to the Field Support Forces Center except as noted here:

- a. The area Fire Operations Superintendent and Fire Chief shall report to the ECC/PCC and the Mobile Emergency Post.
- b. One telephone installer and one radio repairman shall be dispatched to the MCC/PCC. These individuals shall identify themselves to the Incident Commander upon their arrival.

7.2.11 Special Considerations:**Early actions of Ship Owner and Saudi Aramco:**

7.2.11.1 When a ship at anchor or underway within the Port experiences an emergency or potential emergency, it is the responsibility of the ship's Master, ship's agent and ship owner to take immediate and effective action to contain and eliminate the emergency.

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7.2.11.2 Saudi Aramco will assist in eliminating an immediate threat to the ship, to other ships or to Saudi Aramco personnel or facilities. Examples of possible actions in the initial stages would include the evacuation of personnel, providing first aid treatment, applying water from harbor tugs or towing a disabled ship to safer location.

7.2.11.3 When a situation has stabilized and Saudi Aramco facilities or other ships are no longer seriously affected, Saudi Aramco expects the ship owner or his representatives to take responsible action to safeguard their personnel, the environment and their assets.

7.2.11.4 Under the provisions of the Instructions to Masters and Conditions of Use of Port, Saudi Aramco may take control to eliminate an emergency on a ship in the Port if Saudi Aramco is not satisfied with the actions taken by the owner or his representatives. All lawfully recoverable costs incurred by Saudi Aramco will be for the account of the ship owner according to GI 86.010. The decision to take such actions is the responsibility of the Port Captain.

7.3 Emergency Control Organization:

The Emergency Control Organization consists of the ECC, the Support Services Center, the Field Support Forces Center the Emergency Post (PCC) and if circumstances dictate a mobile Ship Emergency Post. These five (5) areas of organization shall be located and function as described in TIM No. 1000 01 except as modified and supplemented by the following:

7.3.1 Emergency Control Center (ECC):

7.3.1.1 The location, management, manning, and communication capabilities of the ECC is described in the concerned department ERP, except as noted below:

7.3.1.2 Responsibility for managing ship salvage situations has been assigned to the Port Captain, TPOD as outlined in TIM 100003.

7.3.1.3 Ship salvage situations may pose a very serious and continuing threat to the safety of the Port. The ECC Commander and the Chairman of the Oil Spill Committee shall consult with each other and jointly agree when it is appropriate to release persons who have reported to the ECC, the Support Services Center and the Field Support Forces Center. In making these decisions they shall consult closely with the Port Captain who has been made responsible for the technical direction and direct management of a ship salvage situation.

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7.3.1.4 The Global Oil Spill Director and the Regional Oil Spill Response Team will use the facilities and communications equipment of the ECC and Support Services Center as they deem appropriate.

7.3.2 Support Services Center:

The location, management, and manning of the Support Services Center shall be as described in concerned department ERP.

7.3.3 Field Support Forces Center:

The Field Support Forces Center shall be manned and managed as described in the concerned department ERP.

7.3.4 Emergency Post (PCC):

7.3.4.1 In case a ship at anchor or underway in Port is involved in an emergency, the Emergency Post shall be set up in the PCC, with, if circumstances require, a mobile Ship Emergency Post set up in a suitable marine craft or in a helicopter as determined by the Chief Harbor Pilot who shall be the Ship Incident Commander. The mobile Ship Emergency Post shall be positioned within sight and must always be kept upwind and at a safe distance from the ship. The mobile Ship Emergency Post shall be identified by a yellow flag during daylight hours and blinking blue light at night.

7.3.4.2 Until the arrival of the Chief Harbor Pilot, the Senior Harbor Pilot present in PCC shall establish the Emergency Post in the PCC and shall initially command the Emergency Post, in addition to the functions described in TIM No. 1000 01. The Senior Harbor Pilot present in the PCC shall be responsible for taking appropriate actions to control the emergency.

7.3.4.3 The Emergency Post Vehicle shall proceed to the PCC, the driver shall advise the Incident Commander of his arrival. The Emergency Post Commander will use the communications equipment contained in the Vehicle as he considers necessary, including placing the various radios or mobile telephones on a suitable marine craft he uses as a mobile Ship Emergency Post or on tugs or launches he dispatches for other purposes.

7.3.4.4 The Incident Commander shall direct all of the emergency scene activities and has overall emergency scene authority. His decisions and orders are final, subject only to review by the ECC Commander and/or the Port Captain.

7.3.4.5 All individuals listed in the concerned department ERP shall report to the Field Support Forces Center, except as noted here:

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- a. Area - Fire Operations Superintendent and Fire Chief shall report to the PCC.
- b. One telephone installer and one radio repairman shall be dispatched to the PCC from the Communications Building. These individuals shall identify themselves to the Incident Commander upon their arrival.

7.3.5 Ship Emergency Post

7.3.5.1 The Chief Harbor Pilot may have reason to move the Emergency Post away from the PCC at any time and set up a mobile post referred to as the mobile Ship Emergency Post on a suitable marine craft or a helicopter, as circumstances require it. If a mobile Ship Emergency Post is set up, then the Emergency Post at the PCC shall act as a subsidiary post. In all of these cases, the Chief Harbor Pilot shall be in overall charge of the emergency scene activities in the capacity of the Ship Incident Commander.

7.3.5.2 The Senior Harbor Pilot present at the Emergency Post (PCC) shall supervise the Emergency Post as stated in TIM 100011, Para. 4.3.4 B.

7.3.5.3 If the Chief Harbor Pilot is not available to consider questions concerning the movement of other ships and similar matters. The Senior Harbor Pilot in the Emergency Post shall handle these matters as the deputy to the Chief Harbor Pilot.

8. SHIP EMERGENCY OUTSIDE SAUDI ARAMCO OPERATIONAL WATERS:**8.1 SHIP IN AN EMERGENCY IMPOSING RISK TO SAUDI ARAMCO FACILITY:**

This Section Provides guidelines and reporting procedures with regards to emergency-type situations on board ships outside the Port limit however the emergency could impose potential risk to Saudi Aramco facilities.

8.1.1 Raising the Alarm and Reporting:

It shall be as outlined in section 7.1.1 of this GI and the relevant instructions except as modified and supplemented by the following:

8.1.1.1 Port Captain or his Deputy shall notify the TOD Manager who will notify PD&T VP.

8.1.1.2 PD&T VP will notify Senior VP Downstream to obtain his approval prior to responding to such emergency.

8.1.1.3 The Port Captain or his Deputy shall notify the Law Organization and Marine Department. Law Organization will notify Risk Management.

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8.1.1.4 If Management approval is obtained, then the guidance in this GI and the other relevant instructions shall be complied with.

8.1.1.5 Port Captain or his Deputy shall verify with Law Organization and Risk Management the extent of Saudi Aramco involvement.

8.1.1.6 Law Organization shall advise on required documents that should be obtained from the vessel and/or its owners, including but not limited to Lloyd's Standard Form of Salvage Agreement in the case of intervention, prior to Saudi Aramco's response to a vessel emergency.

8.1.2 Declaration of Emergency:

It shall be as described in section 7.2.3 of this GI and other relevant instructions.

8.1.3 Emergency Control Organization:

All concerned organizations shall be located and function as described in section 7.3 of this GI and the other relevant instructions.

8.2. SHIP EMERGENCY NOT IMPOSING RISK TO SAUDI ARAMCO FACILITIES:

In some cases Saudi Aramco may receive a distress call or a request from local authorities such as the Coast Guard or Saudi Port Authority (SEAPA) to respond to an emergency outside the port limit imposing no potential risk to Saudi Aramco facilities.

8.2.1 Raising the Alarm and Reporting:

It shall be as described in para. 7.1.1.2 of this document and the relevant instruction manual except as modified and supplemented by the following:

8.2.1.1 Port Captain or his Deputy shall notify the TOD Manager who will notify VP PD&T.

8.2.2.2 VP PD&T will notify Senior VP Downstream to obtain his approval prior to respond to such emergency.

8.2.2.3 The Port Captain or his Deputy shall notify Law Organizations and Marine Department. Law Organization will notify Risk Management.

8.2.2.4 If the approval to respond is obtained then guidance in this GI and other relevant instructions shall be followed.

8.2.2.5 Port Captain or his Deputy shall verify with Law Organization and Risk Management the extent of Saudi Aramco involvement.

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8.2.2.6 Law Organization shall advise on required documents that should be obtained from the vessel and/or its owners, including but not limited to Lloyd's Standard Form of Salvage Agreement in the case of intervention, prior to Saudi Aramco's response to a vessel emergency.

8.2.2 Declaration of Emergency:

It shall be as outlined in section 7.2 of this GI and the other relevant instructions.

8.3 Action by the Fire Protection Department:

8.3.1 On receipt of a message from the PCC that a potential emergency, collision or fire has occurred, the Area Fire Protection Department shall immediately dispatch a senior officer to the relevant PCC where he shall report to the Chief Harbor Pilot or his Deputy. If the Chief Harbor Pilot has proceeded to the scene of the incident, the PCC shall arrange immediate transport of the Fire Protection Department officer(s) to the Chief Harbor Pilot's location.

8.3.2 The Fire Protection Department officer shall assist the Chief Harbor Pilot or his Deputy in evaluating the fire and explosion risk at the scene. The ship's Master shall be closely consulted in such cases.

8.4 Action by the Marine Department:

8.4.1 On receipt of a message from the PCC that a potential emergency, collision or fire has occurred, the Marine Department shall immediately dispatch a senior member to the relevant PCC where he shall report to the Chief Harbor Pilot or His Deputy. If the Chief Harbor Pilot or his Deputy has proceeded to the scene of the incident he shall report to the Senior Harbor Pilot in charge of the PCC.

8.4.2 The Marine Department shall take all steps necessary to dispatch all tugs, launches, and other support vessels as requested by the PCC. Unless otherwise directed, this shall include preparations to ensure that a total of four (4) fire fighting tugs and four (4) launches are available for immediate use by the PCC.

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SUBJECT SHIP EMERGENCY RESPONSE PLAN

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Organization/Units	Office/Mobile	VHF
Area IT (RT/Jeddah on Call)	WR: 012-4271115 RT: Mob #966 506824893	-
FrPD	RT: Mob #966 504809782 WR: Mob #966 555833281	-
Global Oil Spill Director	013-6784722 Mob #966 547699772	-
ISOD	RT: 013-673-5231 Mob #966 555737596 WR: 012-427-5555	-
Jeddah Port Control Center	012-4275561/5577	11/16
Juaymah NGL	013-6789900 Mob #966 505813422	13/10
Law Organization (on Call)	DH: 013-8747737 Mob #966 550500742	-
Loss Prevention Department	Jeddah: 012-4275607 Mob #966 503809734 Ras Tanura: 013-6732484 Mob #966 50682 5296 Tanajib: 013-379-6823 Mob #966 551783578	-
Marine Operation - Duba	014-4322088	11
Marine Operation - Jeddah	012-4275444	11
Marine Operation - Jizan	017-3213640	11
Marine Shift Coordinator - West Pier (RT)	013-6781405/1629	11
OSPAS (Shift Supt)	013-8743000/872-4401	-
Ras Tanura Port Control Center	013-6738787/1152	10/13/16
Risk Management (on call)	Mob #966 547745442 Mob #966 556000418	-
ROSC-ER	013-6781700 Mob #966504991524	-
ROSC-WR	012-4273999 Mob #966 504990436	-
SEAPA HOTLINE	014-3920581 / 014-3967177	-
YANBU Port Control Tower	014-3967188 / 014-3967177	10/11/16

SAUDI ARABIAN OIL COMPANY (Saudi Aramco)

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RECOMMENDED BY:

MANAGER

TERMINAL OPERATIONS DEPARTMENT

CONCURRED BY:

VICE PRESIDENT

PIPELINES, DISTRIBUTION & TERMINALS

APPROVED BY:

SENIOR VICE PRESIDENT

DOWNSTREAM

Signature Sheet:

Signature Sheet: GI 0086 012 SHIP EMERGENCY RESPONSE PLAN		
Signatory	Action	Date
Ghamdi, Saleh M (Saleem) [ghamsm1u] Mgr Terminal Operations, TERMINAL OPERATIONS DEPARTMENT (30001290)	AGREE	12/16/2014 2:34:37 PM

* CHANGE

** ADDITION

NEW INSTRUCTION ☐

COMPLETE REVISION ☐