	Shipping Non-ISO Procedures COSMAR STYRENE PLANT	Procedure:	MDSP-01
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Marine Dock Procedure for Low and High River Stages			

Scope:

To ensure safe mooring at the Total Petrochemicals and Refining USA, Inc.'s Cos-Mar Styrene Plant Marine Dock during low and high water conditions on the Mississippi River (river stage of 12 ft. and below and 30 ft. and above on the Baton Rouge gauge), the following steps will be taken. This procedure is to be sent to the various barge companies, fleeting services, tankering companies, inspectors, mooring companies, and ships agents, in addition to the personnel responsible for scheduling marine shipments for TOTAL and SABIC.

Under no circumstances should any barge be moored with less than 7 mooring lines which are in good condition, regardless of the river stage, and if necessary, more lines are to be added if deemed necessary to safely moor the barge. Towboats are required to supply and use their own mooring ropes (industry standard as a minimum).

Under no circumstances should any ship or oceangoing barge 600' and greater in length be moored with less than 16 mooring lines which are in good condition, regardless of the river stage, and if necessary, more lines are to be added if deemed necessary to safely moor the ship or oceangoing barge. Under no circumstances should any ship or oceangoing barge less than 600' in length be moored with less than 14 mooring lines which are in good condition, regardless of the river stage, and if necessary, more lines are to be added if deemed necessary to safely moor the ship or oceangoing barge.

Standby towboats are required to have qualified personnel in the wheel house and the towboat maintained in a manner so that it can be mobile on an emergency basis, if required, at all times.

Ships and oceangoing barges are required to be assisted by 2 harbour tugboats when docking to or sailing from the marine dock, regardless of the river stage.

Procedure:

PHASE I:

At 12 ft. and below on the Baton Rouge gauge:

1. At least 1 standby towboat will be required when any barge is moored on the river side or outside of the marine dock.
2. No standby towboat will be required for barges moored on the levee side or inside of the marine dock.

PHASE II:

At 30 ft. and above on the Baton Rouge gauge:

1. At least 1 standby towboat will be required when any barge is moored on the river side or outside of the marine dock.
2. No standby towboat will be required for barges moored on the levee side or inside of the marine dock.
3. All barges must be moored with the bow rake in the upstream position.

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PHASE II (continued):

At 30 ft. and above on the Baton Rouge gauge:

4. The use of “box barges” is prohibited.
5. All ships and oceangoing barges will require 1 standby harbour tugboat to be in attendance during the entire time the ship or oceangoing barge is moored at the dock.
6. At times of high Mississippi River water level (typically 32.5’-33’ on the Baton Rouge gauge) when the water crosses the access road to the dock parking lot, parking to access the dock is restricted to the turnaround area near the end of the Gate 2 entrance road at River Road. At this time, life jackets must be worn when accessing the dock walkway at the top of the levee and the dock stairs by the gate can no longer be used and should be barricaded off.

PHASE III:


At 35 ft. (flood stage) and above on the Baton Rouge gauge:

1. At least 1 standby towboat will be required at all times there is a barge moored at the marine dock, regardless of where the barge is moored.
2. All barges must be moored with the bow rake in the upstream position.
3. The use of “box barges” is prohibited.
4. All ships and oceangoing barges must have a minimum of 2 harbour tugboats in attendance when docking, during the time the ship is moored to the marine dock for loading and discharging, and when sailing from the marine dock. Ships and oceangoing barges should only be scheduled if absolutely necessary. Ships and oceangoing barges will be evaluated on a case by case basis depending on active river conditions and the expected duration of the ship at the marine dock.
5. River conditions and incidents such as collisions, break a ways, docking problems, and delays in getting barges to the dock in a timely manner, will be monitored to provide data which will be used to determine the need for a chartered towboat to stand by at the dock on a 24 hour a day basis. This towboat would be in dedicated service to handle Cos-Mar’s needs.

PHASE IV:

At 40 ft. and above on the Baton Rouge gauge:

1. If not already accomplished, a towboat will be chartered to stand by Cos-Mar’s dock on a 24 hour a day basis to assist in the marine activities and provide protection for the marine dock structure.
2. Only 1 barge on the river side and 1 barge on the levee side of the marine dock will be allowed at the same time. At 42 ft and above, any barge rake that is above the Dolphin #6 structure on the levee side, will not be allowed to moor. In this case, the barge must be relocated to the river side.
3. All barges must be moored with the bow rake in the upstream position.
4. The use of “box barges” is prohibited.
5. A standby towboat will be required for each barge which is moored at Total’s Cos-Mar Styrene Plant Marine Dock.
6. Ships and oceangoing barges will not be serviced at Total’s Cos-Mar Styrene Plant Marine Dock.
7. High Water Reading Sheet, SF 01:24, to be completed every day.

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Revision History

Revision Date	Reason For Revision	Approved By
5/11/09	Revised Step 3 – Box barges prohibited and Raked barges should have barge rake upstream if possible.	KJM
12/30/2015	Added header; changed title from High River Stage to River Stages; changed Project/Procedure Description to Scope, added new paragraph 3 under Scope; added Procedure above phases; renumbered phases I, II and III to II, III, and IV, respectively and added new phase I for 12 ft and below; broke up step 3 under Phase II into steps 3 & 4 and changed wording in step 3 from “Barges should be” to “All barges must” and deleted “if possible” at end of sentence and changed wording in step 4 from “should be discouraged” to “is prohibited” and deleted “If possible” at start of sentence; and broke up step 3 under Phase IV into steps 3 & 4 and changed the wording in step 4 from “not allowed” to “prohibited”.	KEP
2/17/2016	Added “Low and High” to title; added steps 5 and 6 to Phase II; deleted “It is suggested that” in 2 nd sentence and added 3 rd sentence in step 4 of Phase III; deleted “and the cost would be split by the Partners” from last sentence in step 5 of Phase III (this is standard); added 2 nd and 3 rd sentences in step 2 and changed “should” to “will” in step 6 of Phase IV; and deleted “and ocean going barges” in step 4 in Phase III and step 6 in Phase IV.	KEP
5/2/2017	Added towboats required to supply and use their own mooring ropes sentence in paragraph 2 of Scope section; added “and above” after 30 ft. for Phase II description; added “and above” after 35 ft. for Phase III description; added “and oceangoing barges” in paragraphs 3 and 5 of Scope section, step 5 in Phase II, step 4 in Phase III and step 6 in Phase IV; and added step 7 in Phase IV.	KEP