

	DAI HUNG OPERATIONS	Document No.: DH/SM/202 Approved by: Deputy Director  Verified by: One CA Signed by: TÀNG VĂN Checked by: Operation Manager Signed date: 05/10/2026 16:02:00 
TERMINAL REGULATIONS for BUNKERING OPREATION		Originated by: Marine Division Verified by: One CA Signed by: LUYEN KHANG Signed date: 05/10/2026 15:41:54   Verified by: One CA Signed Date: 05 Oct 2026 TROY LONG Revision No.: 3 Signed date: 05/10/2026 14:49:42

FOREWORD

Nam Con Son Petroleum Exploration Production Branch - PetroVietnam Exploration Production Corporation Limited (PVEP-NCS) is the Operator for the Dai Hung (Big Bear) oilfield, block 05.1a offshore of the Socialist Republic of Vietnam. The Facilities, which are located approximately 240 km South-East of Ho Chi Minh, include the Terminal. To ensure the orderly, safe, efficient and pollution-free operations at the Terminal, PVEP-NCS has compiled this Terminal Regulation which must be strictly observed by Vessel visiting for purposes of bunkering HFO to the Terminal.

DISCLAIMER

This Terminal Regulation has been compiled for the benefit of Master, Charterers, Vessel Owners and their agents. While believing the information contained herein to be correct, PVEP-NCS makes no warranties in respect of and accepts no responsibility for its accuracy or completeness (regardless of its purpose of use) or for any action or comission taken in reliance on the information. As the Terminal Regulation may be amended from time to time, the user must ensure that he has the latest edition issued by PVEP-NCS.

Purpose

This document describes the requirements, regulations and conditions applicable to Vessel visiting the Facilities.

Scope

This document applies to the Facilities and to any Vessel visiting or proposed to visit the Facilities for the purpose of bunker fuel transfer to the Terminal for its own use, by tandem mooring and loading techniques.

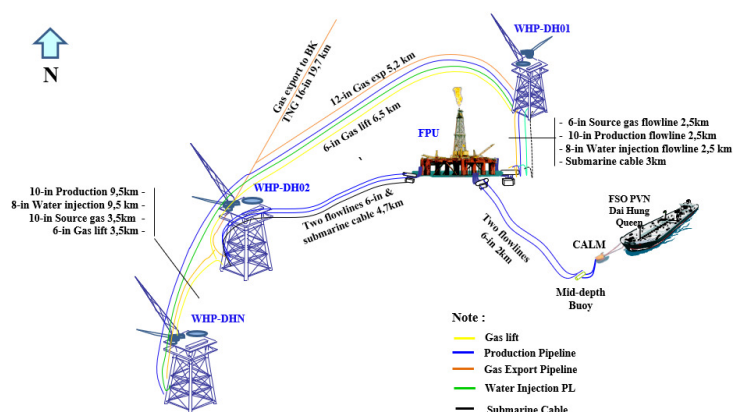


Figure 1: General lay out of Dai Hung oil field

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INTRODUCTION

This Terminal Regulation includes all Annexures attached thereto and made an integral part of the Terminal Regulation.

Annexure A provides general descriptions and some information relating to the Facilities which Master, Charterers, Vessel Owners and their agents may find useful.

Important Notice

Master, Charterers and Vessel Owners of the Vessel visiting Dai Hung oil field for bunker fuel transfer shall take every precaution to ensure that no oil of any kind is discharged or allowed to escape to the sea.

If there is any such discharge or escape, any resultant loss or expense to the company shall be to the Vessel Owners' account.

DEFINITIONS AND INTERPRETATION

In this Terminal Regulation, the following words have the following meanings:

"Company"	means Nam Con Son Petroleum Exploration Production Branch - PetroVietnam Exploration Production Corporation Limited (PVEP-NCS).
"CALM Buoy"	means the Catenary Anchor Leg Mooring (CALM) Buoy equipped with mooring hawsers and floating hose string for loading fuel to the FSO.
"DWT"	means total cargo plus bunkers and stores that a ship can carry up to her Plimsoll Line or Marks, here stated in metric tons.
"ETA"	means the estimated date and time of arrival at the Terminal of the Vessel in question.
"Facilities"	means the FPU, WHPs, CALM buoy, Terminal, plus any dedicated support vessels, including the Field Vessel.
"Facility Services"	means all and any services of any description and nature provided or performed by or on behalf of Company at or on or about the Facilities and/or the Vessel or within 10 nautical miles of the Terminal directly or indirectly in connection with bunkering fuel oil to the Terminal including, without limitation, pilotage, navigation, berthing, mooring, communications, watch or other service, assistance, direction, advice, instruction or conduct whatsoever.
"Field Vessel"	means the Vessel referred to in Clause 7.6.
"FPU"	means the Floating Production Unit, a converted Aker H3 semisubmersible drilling rig, which receives and processes well fluids and transfers stabilised crude oil to the FSO moored to the CALM Buoy.
"FSO"	means the Floating Storage and Offloading Vessel.
"ICS"	means the International Chamber of Shipping.
"IMO"	means the International Maritime Organisation.
"Inspector"	means an independent inspector appointed by Operator or a Bunkering Party to observe the bunkering operation.
"ISGOTT"	means the International Safety Guide for Oil Tankers and Terminals.
"ITOPF"	means the International Tanker Owners Pollution Federation Limited.
"Bunkering Party"	means one or more sides which bunker the fuel oil to the Terminal in respect of Block 05.1a offshore Vietnam.
"MEZ"	means the Marine Exclusion Zone as declared in Annexure A.
"MARPOL"	means the International Convention on Marine Pollution 1973 as modified by the Protocol 1978.
"Master"	means the Master of the Vessel.
"OCIMF"	means the Oil Companies International Maritime Forum.
"Shall"	a mandatory instruction.
"Should"	a recommended instruction.
"SOLAS"	means the International Convention for the Safety of Life At Sea 1974 and it's Protocol of 1978.
"SWL"	means Safe Working Load, herein expressed in tonnes.

"Terminal"	means Floating Storage and Offloading Vessel (FSO).
"Terminal Regulation"	means this Terminal Regulation - Dai Hung Project, and all the Annexures and diagrams which are attached hereto and made a part of the Terminal Regulation, including any amendments made from time to time.
"Vessel"	means the oil tanker which requires facility services to be provided or performed in connection with the bunkering of fuel oil to the Terminal by that oil tanker.
"Vessel Owners"	Means Jointly And Severally The Vessel, Its Owners, Charterers (Demise or Otherwise), Owners of Cargo and/or Bunkers Aboard The Vessel, And Their Respective Directors, Officers, Employees, Servants (Including Master And Crew), Agents and Contractors, as Applicable.
"WHP"	means Well Head Platform which receives well fluids and transfers to FPU for processing.

DAI HUNG FIELD OPERATION ORGANISATION FOR FUEL OIL BUNKERINGS

"Company Deputy Director "	Based in Ho Chi Minh City – PVEP-NCS office. The Deputy Director has overall responsibility for production, lifting operation and bunkering operations in the Dai Hung Field.
"Company Representative"	The person who is appointed by PVEP-NCS to supervise bunkering operation with special responsibility for signing the bunkering operation documentation at Terminal.
"Field Superintendent"	Based on the Floating Production Unit "Dai Hung 1", the Field Superintendent has immediate responsibility for all Facilities activities in the Dai Hung Field.
"Bunkering Co-ordinator"	Based in Ho Chi Minh City. The Bunkering Coordinator acts independently for the benefit of all Bunkering Parties and co-ordinates the processing of nominations for vessel nominated to bunker the fuel oil to the Terminal and acts as a single point of contact for Bunkering Party for operational matters related to their fuel oil bunkering.
"Mooring Master/ Loading Master"	The qualified person is responsible to the Company for bunkering activities at Dai Hung Field and proceeds offshore to supervise all bunkering operations. The Mooring Master/ Loading Master, when at the Dai Hung Field are responsible to the Field Superintendent for the safety of bunkering operations. During tandem bunkering operations, Loading Master is normally located on the bunkering vessel.
"Terminal Supervisor"	The Terminal Supervisor is based on the Floating Storage and Offloading Vessel and is responsible to the Loading Master during bunkering operations for the safe operation of the Terminal.
"Assistant "	A qualified person who assists the Mooring Master/ Loading Master during bunkering operations.

In case of ambiguity or dispute with respect to the meaning of any words, phrases or provisions of this Terminal Regulation excluding the Conditions of Use (Annexure B), such ambiguity or dispute shall be resolved by the Field Superintendent or, in his absence, the Loading Master and his interpretation shall be final and conclusive.

SUMMARY OF THE MOST ESSENTIAL REQUIREMENTS TO BE MET BY VESSEL BUNKERING FUEL OIL AT DAI HUNG OIL FIELD

1. Compliance with Vietnamese Laws

The Facilities including the Terminal are located in Vietnamese territorial waters, within a Marine Exclusion Zone. Sea traffic shall keep a distance of 5 nautical miles or more from the Marine Exclusion Zone. Vessels shall only enter the Marine Exclusion Zone at the request or permission of Company.

The Terminal has been classified by the Vietnamese authorities as a "non-seaport" export terminal residing within a Maritime Zone over which the Ho Chi Minh Port Authority has jurisdiction. Vessels visiting the Terminal shall comply with the provisions of the Vietnamese Maritime Laws, as they apply to the Terminal in this context, and other applicable Vietnamese Laws and Regulations. Where there is no specific regulation in Vietnamese Law, Vessel shall follow good international practices.

The Master, Charterers, Vessel Owners and their agents shall comply with all directions by the Government of the Socialist Republic of Vietnam and all its authorities or agencies having jurisdiction over the Facilities, this Terminal Regulation, or controversies arising from acts done upon or relating to the sea or continental shelf. Procedures specified by the Vietnamese Government whether relating to health, customs and immigration or otherwise shall be strictly adhered to.

2. Compliance with International Laws, Codes

Vessel shall comply with the latest SOLAS and MARPOL conventions and protocols and other relevant conventions of the IMO. They shall be in possession of valid certificates as required by above conventions, including a Safety Management Certificate and Document of Compliance as specified in the International Safety Management (ISM) Code.

Operations at the Terminal are to be conducted by Vessel calling at terminal in accordance with the recommendations of the current issue of the "International Safety Guide for Oil Tankers and Terminals" (ISGOTT).

3. Compliance with Terminal Regulation Provisions**3.1 Conditions for Provision of Facility Services**

All Facility Services are provided or performed by Company strictly subject to the terms and conditions of this Terminal Regulation. Compliance with Terminal Regulation provisions is mandatory for all Masters, Charterers, Vessel Owners and their agents who wish to bring Vessel to the Terminal for the purpose of bunkering fuel oil. By entering the Terminal and generally accepting the Facility Services, Masters, Charterers, Vessel Owners and their agents, and all persons on board the Vessel agree or are deemed to agree to comply with the Terminal Regulation provisions.

Notwithstanding anything to the contrary in this Terminal Regulation, if at any time Company or the Loading Master forms the reasonable judgement that the Vessel has breached the Terminal Regulation provisions or is likely to compromise the safety or environmental integrity of the Terminal or is likely to adversely affect the operational efficiency or capability of the Terminal, then Company or the Loading Master shall have the right to immediately reject the Vessel or terminate the provision of any Facility Services including the loading of fuel oil. All and any cost incurred by the Vessel by such rejection or termination shall be to the Vessel Owners' account.

3.2 Signing Conditions of Use

The Master of a Vessel shall:

- obtain from Company or ensure that he has a copy of the latest edition of the Terminal Regulation on board and is conversant with its provisions;
- signify his agreement to comply with the Terminal Regulation provisions by signing the Conditions of Use (see Annexure B) which is required before the Notice of Readiness is accepted by the Terminal, and
- transmit or pass the signed Conditions of Use to the Loading Master for his signature on behalf of Company.

A Vessel whose Master fails to comply with the procedures specified in this Terminal Regulation shall be refused permission to approach or berth at the Terminal. All and any costs incurred by such refusal shall be to the Vessel Owner's account.

4. Compliance with Drugs and Alcohol Policy

A Vessel made fast to the Terminal, its crew and passengers shall comply in every respect with OCIMF Guidelines for Drugs and Alcohol. No alcohol or non-prescription performance affecting drugs may be consumed under any circumstances by any Facilities or Vessel personnel whilst at or in the vicinity of the Facilities.

Company may cease oil transfer operations and disconnect the Vessel for failure to comply with this requirement. All and any costs incurred by such failure shall be to the Vessel Owners' account.

5. Standard of Vessel

5.1 Vessel Size

The Terminal normally only accepts Vessel from 15,000DWT up to 40,000 DWT class. Vessel shall be required to carry out tandem moored to the Terminal with the bow of Vessel being made fast to the stern of the Terminal. Vessels more than more than 40,000 DWT may be considered on vessels' individual merits and can be accepted at the sole discretion of the Terminal.

5.2 Vessel Vetting

First stage of Vetting

Is based on valid Vessel Questionnaire version 3 (Q.88) and submitted clear copy of the Bow Mooring Arrangement plan. OCIMF standards are basis for compatibility assessment.

Within 24 hours of receipt of a Vessel nomination for a bunkering which includes a properly completed Vessel Questionnaire and the required plan(s), Company shall advise the Party(ies) of acceptance or rejection the Vessel.

If the particulars given in the Vessel Questionnaire change in any respect or otherwise become inaccurate, the Master or Vessel Owner shall promptly notify the Co-ordinator in writing. Without prejudice to any other consequence of such inaccuracy or change, failure to so notify may cause delay or rejection at the Terminal, and all and any cost incurred shall be to the Vessel Owner's account.

Second stage of Vetting – Final acceptance

Vessel is accepted at the Terminal subject to the final inspection by Mooring Master on arrival at the Terminal.

Mooring Master shall inspect the physical layout and equipment on the Vessel, Manifold, Forecastle Head, and Stern area for securing the static tow. The Mooring Master shall also vet the Vessel whilst completing the Safety Checklist.

After consultation with Company (Field Superintendent), the Mooring Master shall be the final arbiter in the acceptance or rejection of a Vessel at the Terminal.

5.3 Vessel Age

The following guidelines govern Vessel acceptance:

- Vessels up to fifteen (15) years may be accepted on the basis of a current SIRE report.
- Double-hull Tankers between fifteen (15) and twenty (20) years may be accepted on the basis of a current SIRE report.
Note: SIRE inspection within last 6 month is considered as valid for vessel age of more than 15 years old.
- Tankers of more than fifteen (15) years of age must have passed the CAP conducted by Recognized Organizations. A current minimum CAP rating of two (2) is required for Vessel acceptance.
- Combination carriers over fifteen (15) years of age are not acceptable.
- Vessels over 20 years of age are not acceptable.
- The maximum period of validity of a CAP rating is three years from the last day of the CAP survey. CAP ratings and reports issued by Lloyd's Register, Det Norske Veritas, American Bureau of Shipping, Bureau Veritas, Nippon Kaiji Kyokai, Germanischer Lloyd, Registro Italiano Navale and Korean Register of Shipping are acceptable provided they include fatigue analysis.

5.4 Tandem Moored Bunkering

Vessel for planned tandem moored bunkering shall be fitted with the appropriate equipment in accordance with the latest OCIMF's "Recommendations for Equipment employed in the Mooring of Ships at Single Point Moorings" and "Mooring Equipment Guidelines". The equipment shall include a 200T SWL chain stopper designed for use with 76 mm chain, regardless of OCIMF Category.

Without derogating from the above OCIMF recommendations, winches or capstans used to handle moorings shall be capable of bunkering at least 10 tonnes. The bow windlass or winch to be used for mooring shall be capable of picking up the mooring hawser and chafing chain which shall have a combined weight of not more than 3.2 tonnes. When assessing the capabilities of the windlass/winch, allowance shall be made for the efficiency loss due to friction, and change of direction of the mooring messenger line between the bow fairlead and the windlass/winch. The winch drum shall have a good hauling lead without acute angles (less than 90°) and with not more than 3 deck rollers from the bow fairlead directed initially through the chain stopper in order to retrieve the hawser and chafing chains. The windlass/winch shall have one drum empty capable of accepting at least 150m/350m of polypropylene rope (including of 80m of 80mm rope connected to 70m of 44mm rope connected to 200m of 22mm rope), on arrival at the Terminal.

Under no circumstances shall the drum end be used to heave in the mooring system.

A winch drum ONLY is acceptable.

5.5 Bunkering and Other Equipment

The Vessel shall have manifolds and associated equipment conforming to OCIMF" Recommendations for Oil Tanker Manifolds and Associated Equipment", and a manifold crane rated at 10 tonnes SWL as a minimum. The crane shall:

- be able to lift the hose ten (10) meters above the deck;
- has maximum outreach outboard of the ship's side at least is 4.0 meters;
- be fitted with a safety hook complete with a safety latch or self-locking hook and be fitted with a stinger to keep the block clear of personnel.

The Vessel shall be able to handle the hose rigging on the Starboard side and shall be able to lift and swing safely 10 tons over and above ship's rail for connecting to the cargo manifold.

SWL of bollard on poop deck suitable for hold back vessel must be not less than 40MT.

Master and Vessel Owners shall ensure that Vessel mooring arrangements and equipment comply in all respects with the requirements of the Terminal Regulation before finalization of charter arrangements and before arrival at the Terminal. Without prejudice to any other consequence, failure to comply with these requirements may result in delays or rejection at the Terminal, and all and any costs incurred shall be to the Vessel Owners' account.

5.6 Discharging Rate

Vessel should be able to maintain at discharging rate of 200 m³/hrs for homogenous cargo per manifold connection.

5.7 Inert Gas System

The Vessel shall arrive at the Terminal with all cargo tanks and Clean Ballast Tanks (CBT) inerted, and the inert gas system shall be operable while the Vessel is at the Terminal. Company may check the condition of the Vessel's tanks at any time. If the system fails or the tank pressure or atmosphere is outside industry accepted limits, as per recommendations contained in the latest ISGOTT edition, the Vessel shall be unmoored from the Terminal, and all and any costs incurred shall be to the Vessel Owner's account.

5.8 Oil Pollution Insurance

The Owner of the vessel shall be a member of the International Tanker Owners Pollution Federation Limited (ITOPF) or INTERTANKO and have insurance covering liabilities under the International Convention on Civil Liabilities for Oil Pollution Damage 1969 and 1992 protocols; the cargo to be loaded shall be covered by the International Convention on the Establishment of International Fund for Compensation for Oil Pollution Damage 1992 or equivalent. Owner of the vessel shall have in place the maximum P&I Club Insurance for oil pollution liability.

5.9 Accommodation

It is preferred that Vessel should be covered by a current ITF certificate to ensure a basic standard for crew working and living conditions. While at the Terminal, a Vessel shall be required to provide accommodation, where available, for all or some of the following personnel, as advised by the Loading Master:

- 1 x Loading Master
- 1 x Assistant
- 1 x Independent Inspector
- 1 x Shipping Agent (Vessel Owners)
- 1 x Pilot (Vietnamese Government)
- 1 x Bunkering Co-ordinator
- 2 x Vietnamese Custom Officers (if any)

5.10 Classification Society

The Vessel's Classification Society shall be a member of the International Association of Classification Societies.

5.11 Officer Qualifications

At least two of the Vessel's Deck Officer Complement shall be familiar with fuel oil carrying operations and shall have Tanker Endorsements to their current Deck Officer Certificates.

Senior Vessel personnel who will be required to liaise with the Mooring Master/ Loading Master and Assistant during any part of the bunkering operation shall be fluent in spoken and written English.

5.12 Deck Equipment

All equipment used on deck shall be either explosion-proof or intrinsically safe, to avoid introducing potential ignition sources.

5.13 Manifold Hose Adaptors

For Tandem moored bunkering, the Vessel's manifold hose adaptors or reducers shall be compatible with 16 inch (400 mm) ANSI # 150 flat face "Cam-lock" quick release coupling, as used on the Terminal's floating or connecting hoses.

5.14 Ballast System Configuration

Segregated Ballast Tanks (SBT) is the preferred standard. If the Vessel is not thus configured the Clean Ballast Tanks (CBT) configuration as defined by MARPOL is the only acceptable alternative, and the Vessel shall have undergone and passed physical examination within the last 12 months by a professionally qualified surveyor acceptable to Company. CBT ballast discharges shall be monitored using Oil Discharge Monitor Equipment (ODME) that complies with latest MARPOL.

5.16 Helicopter Operations

The Vessel shall comply in all relevant respects with ICS Guide to Helicopter / Ship Operations requirements relating to any helicopter operations advised as a contingency. Company shall endeavour to advise the Bunkering Party that such a contingency capability is required prior to nomination of a Vessel by the Bunkering Party. Should such a contingency requirement be thus notified after a nominated Vessel is already accepted under Company's Vessel Vetting procedure, helicopter operations shall only be performed if the Vessel is able to comply in all relevant respects with ICS requirements. The standard helicopter operations contingency is Public Transport Helicopter Winching. Company shall state helicopter model and type of activity planned when advising of the need for helicopter operations.

5.17 Vessel History

Vessel with a history of major safety and environmental incidents such as fire on board, spill of fuel oil cargo, non-conforming effluent disposal, serious injury / loss of life, or reported violations of marine law, shall be reviewed with particular care before acceptance by Company, shall be subject to similar careful review prior to Vessel acceptance.

6. Vessel Safety Check

On arrival at the Terminal, the Vessel shall undergo a safety check by Company. The Vessel Safety Checklist (Annexure C) is based on the ISGOTT Ship/Shore Safety Checklist. Vessels shall comply with latest SOLAS and MARPOL conventions and protocols.

The Terminal may refuse to allow a Vessel to berth or order a Vessel away from the berth, or otherwise suspend or terminate provision or performance of services to the Vessel if Company considers that the Vessel fails to meet the requisite safety standards and all or any costs incurred shall be to the Vessel Owner's account.

7. Approach to and Berthing at the Terminal

7.1 Advice of Arrival

Incoming Vessel shall advise the Bunkering Co-ordinator and the Company of their ETA 72, 48, 24 and 12 hours before intended arrival and give the following information required by Company and the Vietnamese authorities:

- Name of master.
- Quantity of cargo.
- Arrival draught and trim.
- Numbers of crew members, passengers on-board and their nationality.
- Last port of call.
- Volume and types of cargoes on-board.

The Vessel Master shall promptly notify the Co-ordinator and Company of the new arrival time if the ETA changes by more than 3 hours following the 12 hour ETA notice.

On approaching within 10 nautical miles of the Facilities, the Master of the Vessel shall contact the Dai Hung Marine Control Room on VHF Channel 06 or 16 for instruction.

7.2 Anchoring

As subsea flow-lines and wellheads exist within the Marine Exclusion Zone, no anchoring is permitted therein or within 5 nautical miles of the Marine Exclusion Zone.

7.3 Draft & Trim

Vessels shall make every endeavour to arrive with propeller fully submerged and in association with a trim by the stern of not greater than 0.015 x ship's length overall. Masters shall note that in event of arrival with excessive trim or too light a draught, berthing may be refused, and all and any costs incurred shall be to the Vessel Owner's account.

7.4 Vessel's Arrival and Notice of Readiness

Arrival time is considered as the time when the Mooring Master boards the Vessel, or the time the Vessel arrives at the Terminal, if not berthing immediately.

The Terminal should make every effort to moor the Vessel upon its arrival in daylight hour, weather and other circumstances permitting. Night time berthing shall not only be permitted.

If the Vessel tenders its Notice of Readiness (NOR) during its Loading Range but within the last two (2) hours of the Terminal being open, then it shall be deemed to have tendered its NOR at 06:00hrs of the next opening day, if berthing has not been completed and loading not commenced prior to the Terminal closing time.

Provided the Mooring Master is satisfied that the Vessel is in all respects ready to moor and load, the Mooring Master will act on behalf of Company to sign acknowledgement of the Vessel's NOR. Such notice of readiness shall be in the English language.

Notice of readiness will not be accepted during a period when the Terminal is closed due to adverse weather.

Notice of Readiness shall only be accepted when the Vessel is securely moored to the Terminal, and after signing of THE CONDITION OF USE (Annexure B of the Terminal Regulation).

7.5 Pilotage

Pilotage is mandatory. The Pilot shall act as Pilot during approach to and mooring at the Terminal, and upon initial departure from the Terminal. The Pilot is an adviser to the Vessel Master who while piloting the Vessel remains under the command of the Vessel Master.

7.6 Supply Vessels

The Facilities shall include one or more vessels of supply boat configuration. They may be utilised during bunkering for personnel transfer, offloading hose deployment, static towing to keep the FSO / Vessel straight and off the CALM Buoy, and for emergency response. All Vessels to be Tandem moored for the bunkering operation shall be taken under static tow by Supply Vessel from prior to mooring until after the Vessel is released from mooring.

The Supply Vessels is not intended to push as a tug.

7.7 Safe Access

The Master shall provide safe access to and from his Vessel at all times in accordance with the latest SOLAS conventions and IMO recommendations. Failure to comply may result in delay in berthing or sailing, and all and any costs incurred shall be to the Vessel Owner's account.

In normal operation, weather permit, Bunkering Team will board Vessel at 2nm from the FSO's stern.

7.8 Tandem Mooring

Berthing normally starts not later than **14:30hrs** provided that the Vessel passed the final inspection mentioned in **5.2 Vessel Vetting**, "*Second stage of Vetting – Final acceptance*" by that time.

Unmooring will be carried out at any hour, weather and other circumstances permitting.

Unless as provided in Clause 7.9.1, the Mooring Master/ Loading Master, Pilot, Assistants, other persons and equipment shall be transferred to the Vessel by the Supply Vessel. Boarding location is normally 2nm from stern of the Terminal. The person acting as Pilot shall bring the Vessel to a position astern of the Terminal, when the mooring hawser shall be made fast.

The approach of the Vessel to the stern of the Terminal shall not commence until one Supply Vessel is secured to the stern of the Vessel. This should be accomplished at a distance of 1.5nm, but not less than one mile, from stern of the Terminal.

Another Supply Vessel shall standby at the port quarter of the Terminal, ready for static towing the Terminal to prevent the Terminal creeps the CALM buoy.

During the Vessel approach, the pick-up messenger line (200m of 22mm rope) shall be deployed onto sea by crews on the Terminal.

The Vessel's crews shall retrieve the pick-up messenger line by hook. When the pick-up messenger is on board the Vessel, it shall be led through the Panama chock then to the winch barrel via the chain stopper. The pick-up messenger, followed by the 44mm intermediate pick-up rope (70m) and 80mm main pick-up rope (80m) shall then be heaved in as the Vessel is moved very slowly ahead towards the stern of the Terminal.

During the final approach, the Vessel should be maneuvered with minimum speed to a distance of 65m from Terminal's after peak (50m from the rear end of Helicopter's deck) for making fast the chain and secure.

The mooring operations are the responsibility of the crew of the Vessel acting under the direction of the Mooring Master or his delegate.

Tandem limits and contingency plan

Parameters	Approaching & Mooring		Limits during bunkering	
	Take action if	Action to take	Take action if	Action to take
Wind speed	>30 knots	Mooring Master and	> 35 knots	Stop pumping & disconnect hose then un-berth unless Mooring Master & Vessel Master & FSO Master & Field Superintendent all agree
Hs	> 3.5 m		> 4.5 m	
Hmax	> 4.5 m		> 5.0 m	

Visibility	< 1,000 m	Vessel Master delay berthing	No visual contact	safe to continue on joint evaluation of current & forecast weather
Hawser tension	NA		> 100 T once	Stop pumping and Mooring Master & Vessel Master evaluate whether to disconnect
			3 x 75 T in 1 hrs	Stop pumping, disconnect hose & un-berth
			> 110 T	Stop pumping, disconnect hose & un-berth
Vessel heading/ position and/ or hawser angle	Inside the prohibited zone	Mooring Master and Vessel Master delay berthing	Inside the Alert Sector(s)	1. FSO CCR, Vessel CCR and Mooring Master to be advised 2. Stop Cargo transfer 3. Vessel engine to be ready to be used to regain safe position 4. FSO & Vessel crew is ready for hose disconnect and cast off 5. FSO Aft Quick Release Hook (QRH) is ready for emergency cast off
			Inside the Unsafe Sector(s)	1. Immediate disconnect of the hose followed by immediate un-berth 2. Activate FSO Aft QRH then Marine Breakaway Coupling if required to avoid imminent collision with FSO
Movement of CALM buoy (Offset)	> 18m	Mooring Master and Vessel Master delay berthing. If vessel already berthed, delay hose connection, monitor the offset in 30 minus, un-berth if the offset was not reduced	> 18m once	Stop pumping & standby, monitor the offset in 30 minus, disconnect hose and un-berth if the offset was not reduced
			> 22m once	Disconnect hose & un-berth

Notes:

- “Safe Berthing Sector”: A sector of 15° on either side of FSO center line
- “Safe Off-take Sector”: A sector of 30° on either side of FSO center line
- “Alert Off-take Sector”: A sector of 30° – 45° on either side of FSO center line
- Unsafe Off-take Sector”: A sector beyond 45° either side of the FSO center line
- The above criterion does not relieve the ship or Terminal from their obligation to use their best judgment when assessing the suitability of conditions for loading.
- When using the tanker engine to regain alignment, cargo transfer must be stopped

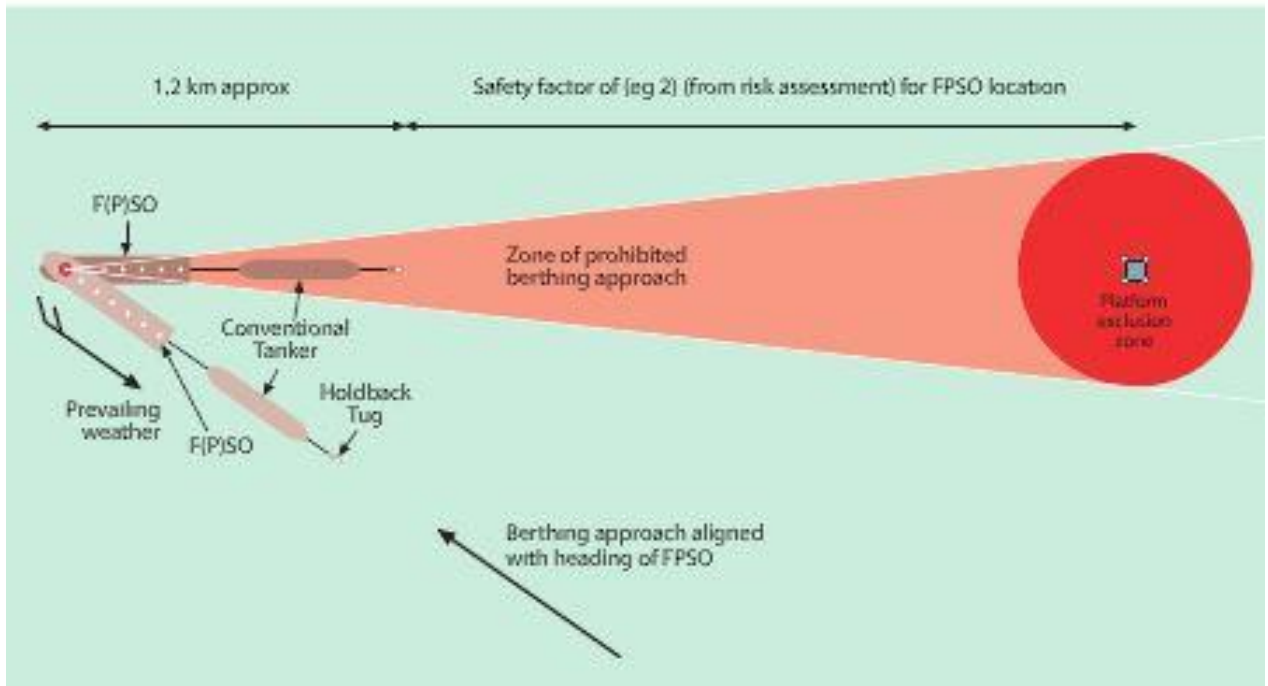


Figure 2: Prohibited sectors for berthing

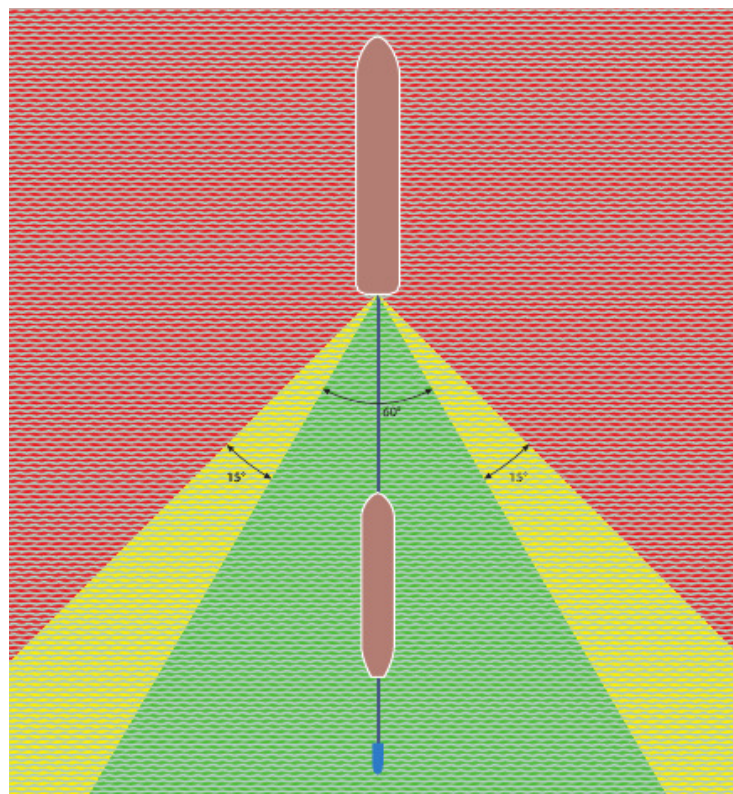


Figure 3: Off-take safe and alert sectors

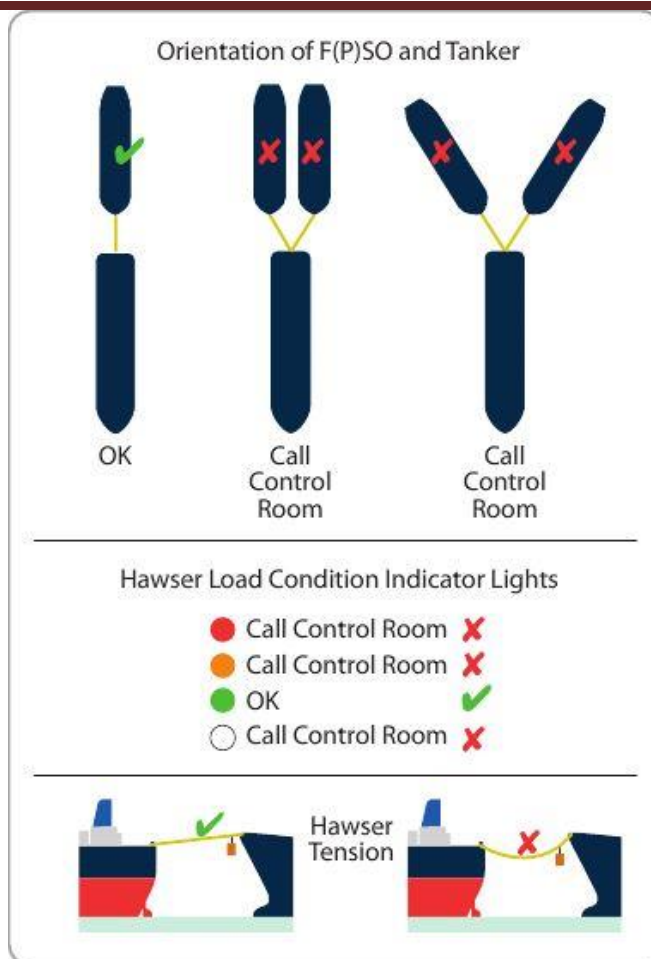


Figure 4: Monitor and Call CCR situations during off-take operation

7.9 Mooring/ Un-mooring in Marginal Weather Conditions

Marginal weather conditions are when the weather conditions are not safe for personnel transfer by Supply Vessel at Facilities, but within the parameters of normal tanker loading operations. Terminal is normally considered closed for in-field personnel transfer when the weather conditions are excess of the following criteria:

- Wind speed > 20 knots or;
- Significant Height of wave (Sig. Ht.) > 2.0 meters.

Berthing however, may take place in excess of this condition subject to Field Superintendent, Mooring Master, Master of Supply Vessels and Vessel Master, FSO Master is confident that berthing operation can proceed safely.

7.9.1 Transfer of Personnel

Limiting criteria for personnel transfer is more stringent than criteria for Vessel mooring/un-mooring, to avoid prolong waiting for weather to calm down below the limiting criteria for personnel transfer by boat, in benefit of Vessel operator/owner as well as of seller the Vessel shall be required embark or disembark Bunkering Crew at Ho Chi Minh Pilot Boarding Ground in position 10°15'N, 107°05'E. Time and cost to be to seller's/vessel owner's account.

7.9.2 Mooring Hawser and Floating Hose

After equipment has been transferred by supply vessel, the person acting as Pilot shall position the vessel approximately 300m astern of the Terminal. Pick up messenger shall be retrieved on board Vessel by hook. The mooring hawser shall then be made fast and the floating hose secured to the manifold. These operations shall be undertaken according to Company procedures and under the direction of Mooring Master or his assistant or other persons as delegated by the Mooring Master.

7.9.3 Marginal Weather Mooring/Un-Mooring

Via a recognised forecasting service and local observation, Company continually monitors weather conditions. In the event of deteriorating weather conditions or the approach of a typhoon, mooring may be delayed or if the Vessel is already moored, shut down operations shall be implemented in a timely manner and the Vessel unmoored.

The criteria for un-mooring of tandem-moored Vessel will be advised by the Mooring Master during the mandatory pre-mooring briefing.

8. Bunkering progress

8.1 Engines on Standby

While the Vessel is made fast, it shall always be ready to respond to requests for engine movements immediately. When requested by the Mooring Master or his delegate the Vessel shall be required to run main engines astern for extended periods of time on low engine revolutions per minute.

Tandem moored Vessel may be required to move astern to prevent creeping or jack-knifing (as necessary). All engine movements shall be made with due care.

The Mooring Master shall be informed immediately of a main engine failure.

8.2 Static Tow

As stated in 7.6, the Master of Supply Vessel shall take his Vessel on stern - to - stern static tow in order to prevent unwanted movement of the Vessel and to provide extra control during Vessel mooring and un-mooring operations. Company shall provide the static tow pennant line.

8.3 Ballasting/De-ballasting Operations

The Vessel's ballasting/de-ballasting plan shall be approved by the Loading Master. The Vessel shall not commence ballasting/de-ballasting operations without prior consultation with, and agreement of, the Loading Master. At no time shall the propeller immersion be allowed to become less than on arrival (refer to clause 7.3). Cargo tanks containing ballast (CBT - Clean Ballast Tanks) shall be inerted upon arrival and inert gas replenished during de-ballasting operations.

8.4 Watch

A qualified officer of the Vessel with the authority to manoeuvre the main engines shall keep a watch continually for the period the Vessel is made fast. Reliable radio communications shall be established and maintained at all times with the Terminal and the Loading Master. All communications shall be in English and the qualified officer must be fluent in the language.

8.5 Connection of Hose

After the Vessel is securely moored, the Supply Vessel will tow the end of the hose clear the starboard side of the FSO then slowly move toward the Vessel. The Supply Vessel shall then alongside the starboard side of Vessel and transfer the pick-up line of the hose.

Heave on the pick-up line by Vessel's winch until the lifting strop can be placed on the crane hook. Hoist the lifting strop until the lifting wire can be secured to the chain stopper. Disconnect the pick-up line from the lifting strop.

Connect the crane hook to the master link of lifting chain and take the weight of the lift. Disconnect the lifting wire from the chain stopper. Slowly lift-up the tanker rail hose till the lower master link of the hang-off chain can be pick-up through the panama chock. Secure the hang-off chain to the chain stopper. Let the hang-off chain get weight.

The crane wire should then be slackened to allow the hose end to come within reach of the manifold flange. Chain blocks may be necessary to allow the final connection to be made.

The hose is connected to the manifold of the Bunkering Vessel by means of a cam-lock. This may be backed up if considered necessary by bolting the flanges together. The condition of the cam-lock "O" ring shall be checked before the connection is made.

Before leaving the manifold the Loading Master or his assistant shall ensure that all securing arrangements are correctly rigged.

The lifting, connection, disconnection of the hose is the responsibility of the Vessel's crew, under the guidance of the Loading Master or his delegate. Either the Vessel Master or his assigned deck officer shall be present and shall direct his crew in all handling. The Vessel maybe rejected for unsatisfactory hose handling.

8.6 Pollution Control

The Vessel shall comply fully with all relevant provisions of the MARPOL Convention, and with all applicable Vietnamese environmental laws.

Any oil leakage or spillage shall be immediately reported to the Loading Master.

All loading operations shall be suspended until the cause of the spill is established and remedied, and cleaning completed to the satisfaction of Company and any relevant Vietnamese governmental agency.

All and any cost incurred by the Vessel by such suspension of operations shall be to the Vessel Owners' account.

Without derogating from the Terminal Regulation provisions, liability for any pollution caused by oil which has passed the first flange of the inlet manifold of the Vessel shall be for the account of, and recoverable from, the Vessel Owners.

8.7 Control of Transfer Operations

The Vessel shall control the transfer of fuel oil according to instructions received from the Loading Master on the Vessel. The Vessel's officers shall be responsible for ballasting the vessel and monitoring the tank levels.

8.8 Suspension of Transfer

The Terminal shall halt transfer operations when:

- radio communication between the Terminal and the Vessel is lost,
- instructed to do so by the Vessel Master,
- instructed to do so by the Loading Master or his delegate,
- an emergency situation concerning the Terminal, mooring or floating hose occurs,
- helicopter operations to the Terminal or to the Vessel are in progress, or
- weather conditions exceed safety limits.

or at any other time as may be determined by Company under these Terminal Regulation provisions.

8.9 Actions in an Emergency

The Facilities have in place an Emergency Response Plan which is coordinated with Company's office in Ho Chi Minh City. Through this plan, shore based emergency support can be initiated and controlled. Nonetheless, the Vessel Master remains ultimately responsible for the Vessel, its crew and passengers at all times.

If an emergency situation arises on the Facilities, the Loading Master shall inform the Vessel Master of the situation and advice of actions the Vessel should take. If an emergency situation arises on the Vessel, the Master shall immediately inform the Loading Master or his delegate of the situation and the actions being taken, who shall advise the Facilities.

In case of fire or explosion aboard the Terminal, the bunkering of fuel oil shall immediately cease and the Vessel shall be released from the mooring as expeditiously as possible, steering clear of the area under her own power after being released from the Supply Vessel static tow where relevant.

In case of fire or explosion aboard the Vessel the bunkering of fuel oil shall immediately cease and the Vessel shall be released from the mooring as expeditiously as possible, maintained clear from other Facilities via assistance from the Supply Vessel or other attendant craft as necessary.

Where feasible the Mooring Master/ Loading Master shall coordinate these and ensuing emergency response procedures with the Masters of the various vessels concerned, who retain legal ultimate responsibility for the safety of their ships, crew and other persons on board. Each such vessel shall follow the emergency response procedures already in place for that vessel, but retaining inter-facility coordination so as not to prejudice the safety of any other facility, if applicable..

9. Terminal Fees and Charges

9.1 Terminal Charge

A nominal charge shall be made by Company for berthing services supplied by the Terminal. This charge is currently US\$ 50,000.00 per bunkering not including 10 percent of VAT. The terminal charge will be subject to periodical review and may be varied.

9.2 Charge for Visitors

Visitors who are not Company's personnel or normally required to attend the bunkering operations, regardless of their purposes for the visits, shall reimburse or pay Company for all costs incurred in connection with the visits.

ANNEXURE A

1. DESCRIPTION OF DAI HUNG FACILITIES

1.1 FPU DH01

The FPU DH01 is a converted Aker H3 semisubmersible drilling rig, fitted with well fluid processing and water injection facilities. It is connected to the subsea wellheads by subsea flow-lines and umbilical hoses. Stabilised fuel oil is not stored on the FPU but pumped via subsea flow-lines to the CALM Buoy. The FPU DH01 is permanently anchored in approximately 110m water depth using an 8-point mooring system and it cannot readily be moved from the site. The process equipment includes a fiscal metering system, and up to approximately 6360 m³/day (40000 barrels per day) may be pumped to the CALM Buoy.

1.2 WHPs

The WHP DH02 was launched in 2011 and situated 5 km southwest of the FPU DH01. The fuel oil is transferred to FPU DH01 via subsea flow-lines for processing then pumped via subsea flow-lines to the CALM Buoy.

The WHP DH01 was launched in 2024 and situated 1.5 km north of the FPU DH01. The crude oil is transferred to FPU DH01 via subsea flow-lines for processing then pumped via subsea flow-lines to the CALM Buoy.

1.3 CALM Buoy

The CALM Buoy is situated 2 km southeast of the FPU and is moored on an 8-point anchor system. It is equipped with a soft mooring system and 150 mm floating hose extended from the CALM Buoy turntable for berthing of an FSO, or a directly moored Vessel acting as a tanker of convenience. No fuel oil is stored on the CALM Buoy.

1.4 FSO

When utilised, the FSO is soft moored to the CALM Buoy and loads stabilised fuel oil via the 150 mm floating hose. It has approximately 715,000.00 bbls total fuel oil storage capacity. Bunkering performed, with the FSO on the CALM Buoy mooring, utilise a tandem mooring configuration rated at 100 tonnes SWL. Tandem bunkering utilise a 20" floating hose tapered to 16" at the Bunkering Vessel end. This will give a loading rate of approximately 3000 M3/hour.

1.5 Location

The PPU DH01 location is:

- Latitude 8° 29'3 N
- Longitude 108° 40'6 E

The CALM Buoy location is:

- Latitude 8° 28'5 N
- Longitude 108° 41'4 E

The WHP DH02 location is:

- Latitude 8° 27'8 N
- Longitude 108° 38'8 E

The WHP DH01 location is:

- Latitude 8° 29'3 N
- Longitude 108° 40'6 E

The WHP DHN (under installation) location is:

- Latitude 8° 26'10 N
- Longitude 108° 38'26 E

Marine Exclusion Zone (MEZ)

Border by co-ordinate respectively:

- 1 8°29'60 N; 108°37'00 E
- 2 8°34'12 N; 108°47'01 E
- 3 8°33'25 N; 108°47'19 E

- 4 8°30'39 N; 108°41'33 E
- 5 8°28'27 N; 108°42'44 E
- 6 8°26'26 N; 108°39'09 E

These locations, and that of the FPU DH01, are situated within a Marine Exclusion Zone. This Marine Exclusion Zone, which encompasses the Dai Hung oil field and Facilities, was declared to protect the Facilities from collision risk from passing traffic in the offshore sea-lane. Vessels should remain alert to avoid passing sea-lane traffic outside the Marine Exclusion Zone. Drilling rigs, installation vessels and associated support craft may be working in the Marine Exclusion Zone.

1.6 Communication with Facilities

Terminal - FSO “PVN DAI HUNG QUEEN”

VHF Radio Watch maintained 24 hours

Call sign: 3WNT9

Inmarsat number for telephone: 00870773162668

Inmarsat number for fax: 00870783916314

VHF Channels: 06

FPU DAI HUNG 01

VHF Radio Watch maintained 24 hours

Call sign: 3WEH

Telephone number: 00 84 28 5416 0618

00 84 28 5416 0619

Fax number: 00 84 28 5416 0620

Inmarsat F number for telephone: 00 870 773 189 213

Inmarsat F number for fax: 00 870 783 162 115

VHF Channels: 06 & 16

Vessel's communication with the Terminal shall be made to the Dai Hung 01 Marine Control room in the first instance. Contact by VHF Channel 06 should be established as early as possible. Vessel should report their bearing and distance relative to the Dai Hung 01 FPU as well as their course and speed.

1.7 Facilities Management

The Field Superintendent on the FPU Dai Hung 01 has overall field responsibility for the safe and efficient operation of the Facilities and vessels working or visiting infield.

The Terminal Supervisor (located on the FSO) is responsible to the Field Superintendent for the safe and efficient operation of the Terminal.

2. GENERAL INFORMATION

2.1 Charts

International Chart Series Pacific Ocean - South China Sea INT 508 and British Admiralty Chart 2660 (China Sea, Southern part, Western Sheet) both cover the general area.

2.2 Time

The time zone at the Facilities is UTC plus 7 hours.

2.3 Environmental Conditions

(a) Wind

Dominant wind directions are defined by the north easterly winter (November to March) and south westerly summer (April to October) Asiatic monsoons.

Typhoons generally are of only moderate intensity with average occurrence of 8 per year. The 100 year wind speed is estimated at 97 knots.

The winter months are subject to prevalent strong winds commencing sharply in October. This period is also subject to monsoonal surges which may be associated with winds up to 50 knots. This is likely to affect mooring and off-take operations.

Relatively calm periods occur during the inter-monsoonal transitions, approximately April and September.

(b) Wave

Wave response follows the wind pattern, with winter wave height generally remaining above 1.5 - 2.0 m significant, and reaching to greater than 5.0 m significant during monsoonal surges, when heavy swell patterns dominate.

(c) Current / Tide

The main current trends with the monsoonal wind direction, at up to 5 knots on the surface. The tidal range is +1.0 m to -1.4 m, and may act as a current modifier particularly during the inter-monsoonal transitions.

(d) Precipitation

The norm is 1200 - 1400 mm annually, mainly falling during summer. Cloud and storm activity may affect helicopter operations during this period, severely reducing visibility.

(e) Water Temperature

The minimum surface water temperature is 24°C and maximum 34°C.

(f) Air Temperature

The minimum air temperature is 21°C and maximum 38°C.

(g) Sea Bed Conditions

The bottom is gently undulating from 110 - 120 m, generally sandy.

2.4 Supplies and Services

The remote, deep-sea location of the Terminal severely limits the provision of services. Vessel should carry supplies adequate for a return journey.

2.5 Bunker Fuels

Bunker fuels are not available to Vessel visiting the Terminal.

2.6 Freshwater

Freshwater is not available to Vessel visiting the Terminal.

2.7 Stores

Stores are not available to Vessel visiting the Terminal.

2.8 Dirty Ballast, Slops or Refuse

Dirty ballast, slops or refuse cannot be accepted at the Terminal and under no circumstances can they be discharged to the sea except within compliance with Vietnamese Laws and MARPOL.

2.9 Medical and Dental Services

Medical and dental services are limited at the Facilities. In emergencies, medical evacuation to Ho Chi Minh can be arranged, which may take 4 hours or more. The FPU crew includes a qualified Medic, who can provide Masters with guidance on medical matters. In good weather conditions and if the circumstances are warranted a request may be made to the Field Superintendent for the Medic to visit a vessel.

2.10 Shore Leave

Shore leave is not possible from Vessel visiting the Terminal.

2.11 Repairs

Repairs to critical shipboard systems and hot work are not permitted whilst a Vessel is moored at the Terminal. Under no circumstances are the main engines to be disabled for any period of time while the Vessel is so moored.

2.12 Firefighting

The Facilities have only fire fighting equipment required for their own purposes. Only limited aid may be given to Vessel in the event of fire, utilising the Field Vessel if available.

2.13 Pollution Control

The Facilities hold a small quantity of dispersant for pollution control which can be dispensed from the Field Vessel or, subject to call-out delay, from an aircraft should this is necessary. A small quantity of equipment to contain and recover oil from the water shall be held on the Facilities.

2.14 Visitors to Facilities

Access to the Facilities is by a helicopter flight from Ho Chi Minh to the Facilities. Because of the limited capacity of scheduled flights, the difficulties in arranging extra flights and the severe accommodation constraints on-board the Facilities, the attendance of visitors is not normally possible. Twenty-four hours' notice, together with passport details, is required to obtain an offshore travel pass from Ho Chi Minh.

Persons required to visit for bunkering purposes will have arrangements made for their travel via the Company in Ho Chi Minh City.

Other persons intending to visit should seek permission via the Company at least four days before scheduled arrival of the Vessel. Earlier advice would be appreciated.

2.15 Fishing

Due to the presence of subsea facilities that are serviced by divers and Remotely Operated Vehicles, no fishing is permitted within the Marine Exclusion Zone.

2.16 Alcohol

Alcoholic drink is not permitted to be available to any person while vessels are in the vicinity or at the Dai Hung Oil Field.

6 PERSONNEL

All personnel employed or contracted by Company in connection with the provision or performance of Facility Services are supplied upon the condition that in so providing or performing, each shall be deemed a servant or contractor of the Vessel in every respect and not the servant or contractor of Company. The presence of such personnel in or about the Vessel and their provision or performance of Facility Services in no way relieves the Vessel (and in particular the Master of the Vessel) of any obligation, responsibility or liability in connection with the safety, condition, operations or proper navigation of the Vessel or of its personnel, property and cargo.

7 RESPONSIBILITY FOR VESSEL

Vessel Owners (and in particular the Master of the Vessel) shall at all times remain solely responsible for the safety, condition, operations and proper navigation of the Vessel and its crew, and all property and cargo on board the Vessel. Without limiting the generalities of the foregoing, the Master is solely responsible for navigation, berthing, mooring and unmooring, manoeuvring, connecting and disconnecting the Terminal's floating hose to the Vessel's manifold, ballasting, prevention and control of pollution or contamination, pollution or contamination remediation, and safety.

8 RESPONSIBILITY FOR POLLUTION

Vessel Owners shall at all times:

- remain responsible for any liability for pollution or contamination or the direct or indirect consequences of same (including, without limitation, death, injury or illness of any person, loss or damage to property, statutory and civil liability for penalties and/or damages, liability to all persons having a claim against the Facilities, Company and/or the Vessel Owners) where such pollution or contamination occurs as a result of the escape, for whatever reason, of fuel oil or any other pollutant from the Vessel; and
- indemnify and hold Company harmless against all actions, suits, proceedings, claims, demands, damages, liabilities, losses, costs or expenses of whatsoever nature arising in connection with any pollution or contamination occurring as a result of the escape of fuel oil or other pollutants from the Vessel.

9 POWER OF COMPANY TO DEAL WITH VESSEL

Subject to applicable Vietnamese Laws, the parties agree that if the Vessel or part thereof sinks, becomes a constructive loss, or otherwise becomes, in the opinion of PVEP-NCS, an obstruction or danger to any part of the Facilities, or the approaches thereto, or any subsea installations related or connected to the Facilities, and the Master or the Vessel Owners fail for any reason to remove such obstruction or danger within such reasonable time as may be required by Company, then Company shall be empowered to take all such necessary actions as may be required to effect removal of the obstruction or danger (or to otherwise deal with it to that end) at the sole risk, cost and expense of the Vessel Owners and such cost and expense shall be recoverable as a debt presently due, owing and payable to Company. Where the Vessel is abandoned by the Vessel Owners, the Vessel Owners shall still remain liable to Company notwithstanding such abandonment.

10 COMPLIANCE WITH VIETNAMESE LAWS

Vessel Owners and Master undertake:

- that the Vessel, all its crew and passengers shall strictly observe, perform and comply with all applicable Vietnamese laws while they are in Vietnamese territorial waters; and
- to indemnify and keep PVEP-NCS indemnified and harmless against all actions, suits, proceedings, claims, demands, damages, liabilities, losses, costs or expenses of whatsoever nature arising as a result of a breach of Vietnamese laws by the Vessel or any of its crew or passengers.

11 APPLICABLE LAWS AND DISPUTE RESOLUTION

11.1 Applicable Law

Except for any matter which is necessarily subject to and exclusively regulated by the laws of the Socialist Republic of Vietnam, these Conditions of Use shall be governed by, construed, interpreted and applied in accordance with the laws of England, excluding any choice of law rules which would refer the matter to the laws of another jurisdiction.

11.2 Arbitration

Any dispute, controversy or claim arising out of or in relation to or in connection with these Condition of Use, including without limitation any dispute as to the construction, validity, interpretation, enforceability or breach of these Conditions of Use, shall be exclusively and finally settled by arbitration in London by three (3) arbitrators, in accordance with the Conciliation and Arbitration Rules of the International Chamber of Commerce.

The right to arbitrate disputes, controversies or claims shall survive the expiration of these Conditions of Use.

12 WARRANTIES BY MASTER

The Master represents and warrants and Company relies on his representation and warranty that the Master:

- is authorised by the Vessel Owners to bind the Vessel Owners and to accept, observe, perform and comply with the Terminal Regulation provisions including these Conditions of Use for and on behalf of the Vessel Owners;
- has a copy of the current Terminal Regulation on board;
- has read and understood the Terminal Regulation including these Conditions of Use; and
- accepts and agrees to observe, perform and comply with the Terminal Regulation provisions.
- while the Vessel is at or in the vicinity of the Terminal, shall grant an Independent Inspector access to the vessel's cargo tank gauging system for purposes of verifying the volume of cargo loaded at the Terminal.
- shall grant access to the Vessel for any or all of those persons and officials required to attend the Vessel for purposes associated with fuel bunkering operations at the Terminal, listed in clause 5.9 of the Terminal Regulation.

13 EFFECTIVENESS

These Conditions of Use take effect on signing by the Master and expire when the Vessel no longer requires Facility Services to be provided or performed, departs and is at least 10 nautical miles from the Terminal.

For the avoidance of doubt, the parties confirm that the signing of these Conditions of Use does not obviate the need for the Vessel to be vetted and accepted by Company in accordance with the Terminal Regulation provisions.

Dated:

Sign:

Master of Vessel.....

Sign:

For and on behalf of Company

ANNEXURE C - TERMINAL / VESSEL SAFETY CHECKLIST

Vessel's Name:

Date of arrival:

Time of arrival:

Location of Terminal: Dai Hung Field

The safety of operations requires that all questions should be answered affirmatively by clearly initialing the appropriate box. If an affirmative answer is not possible, the reason should be given and agreement reached upon appropriate precautions to be taken between the ship and the Dai Hung Terminal. Where any question is considered to be not applicable, then a note to that effect should be inserted in the Remarks column.

A box in the columns Ship and Terminal indicates that checks should be carried out by the party concerned. Shaded boxes in the Ship -Shore Safety Checklist do not require initials.

The joint declaration should not be signed until both parties have checked and accepted their assigned responsibilities and accountabilities.

NOTE: Guidelines for Completing the Ship-Shore Safety Checklist can be found on section 25.4 of ISGEXPORT TANKER Sixth Edition.

Part 1A. Tanker: Check pre-arrival			
Item	Check	Status	Remarks
1	Pre-arrival information is exchanged	☐ Yes	
2	International shore fire connection is available	☐ Yes	
3	Transfer hoses are of suitable construction	☐ Yes	
4	Terminal information booklet reviewed	☐ Yes	
5	Pre-berthing information is exchanged	☐ Yes	
6	Pressure/vacuum valves and/or high velocity vents are operation	☐ Yes	
7	Fixed and portable oxygen analysers are operation	☐ Yes	

Part 1B. Tanker: Check pre-arrival if using an inert gas system			
Item	Check	Status	Remarks
8	Inert gas system pressure and oxygen recorders are operational	☐ Yes	
9	Inert gas system pressure and associated equipment are operational	☐ Yes	
10	Cargo tank atmospheres' oxygen content is less than 8%	☐ Yes	
11	Cargo tank atmospheres are at positive pressure	☐ Yes	

Part 2. Terminal: Check pre-arrival			
Item	Check	Status	Remarks
12	Pre-arrival information is exchanged	☐ Yes	
13	International shore fire connection is available	☐ Yes	
14	Transfer equipment is of suitable construction	☐ Yes	
15	Terminal information booklet transmitted to tanker	☐ Yes	
16	Pre-berthing information is exchanged	☐ Yes	

Part 3. Tanker: Check after mooring			
Item	Check	Status	Remarks

17	Fendering is effective	☐ Yes	
18	Mooring arrangement is effective	☐ Yes	
19	Access to and from tanker is safe	☐ Yes	
20	Scuppers and savealls are plugged	☐ Yes	
21	Cargo system are connections and overboard discharges are secured	☐ Yes	
22	Very high frequency and ultra high frequency transceivers are set to low power mode	☐ Yes	
23	External openings in superstructures are controlled	☐ Yes	
24	Pumproom ventilation is effective	☐ Yes	
25	Medium frequency/high frequency radio antennae are isolated	☐ Yes	
26	Accommodation spaces are at positive pressure	☐ Yes	
27	Fire control plans are readily available	☐ Yes	

Part 4. Terminal: Check after mooring

Item	Check	Status	Remarks
28	Fendering is effective	☐ Yes	
29	Tanker is moored according to the terminal mooring plan	☐ Yes	
30	Access to and from terminal is safe	☐ Yes	
31	Spill containment and sumps are secure	☐ Yes	

Part 5. Tanker and Terminal: Pre-transfer conference

Item	Check	Tanker status	Terminal status	Remarks
32	Tanker is ready to move at agreed notice period	☐ Yes	☐ Yes	
33	Effective tanker and terminal communications are established	☐ Yes	☐ Yes	
34	Transfer equipment is in safe condition (isolated, drained and de-pressurised)	☐ Yes	☐ Yes	
35	Operation supervision and watchkeeping is adequate	☐ Yes	☐ Yes	
36	There are sufficient personnel to deal with an emergency	☐ Yes	☐ Yes	
37	Smoking restrictions and designated smoking areas are established	☐ Yes	☐ Yes	
38	Naked light restrictions are established	☐ Yes	☐ Yes	
39	Control of electrical and electronic devices is agreed	☐ Yes	☐ Yes	
40	Means of emergency escape from both tanker and terminal are established	☐ Yes	☐ Yes	
41	Firefighting equipment is ready for use	☐ Yes	☐ Yes	
42	Oil spill clean-up material is available	☐ Yes	☐ Yes	
43	Manifolds are properly connected	☐ Yes	☐ Yes	
44	Sampling and gauging protocols are agreed	☐ Yes	☐ Yes	
45	Procedures for cargo, bunkers and ballast handling operations are agreed	☐ Yes	☐ Yes	
46	Cargo transfer management controls are agreed	☐ Yes	☐ Yes	
47	Cargo tank cleaning requirements, including crude oil washing, are agreed	☐ Yes	☐ Yes	

48	Cargo tank gas freeing arrangements agreed	☐ Yes	☐ Yes	
49	Cargo and bunker slop handling requirements agreed	☐ Yes	☐ Yes	
50	Routine for regular checks on cargo transferred are agreed	☐ Yes	☐ Yes	
51	Emergency signals and shutdown procedures are agreed	☐ Yes	☐ Yes	
52	Safety data sheets are available	☐ Yes	☐ Yes	
53	Hazardous properties of the products to be transferred are discussed	☐ Yes	☐ Yes	
54	Electrical insulation of the tanker/terminal interface is effective	☐ Yes	☐ Yes	
55	Tank vetting system and closed operation procedures are agreed	☐ Yes	☐ Yes	
56	Vapour return line operation parameters are agreed	☐ Yes	☐ Yes	
57	Measures to avoid back-filling are agreed	☐ Yes	☐ Yes	
58	Status of unused cargo and bunker connections is satisfactory	☐ Yes	☐ Yes	
59	Portable very high frequency and ultra high frequency radios are intrinsically safe	☐ Yes	☐ Yes	
60	Procedures for receiving nitrogen from terminal to cargo tank are agreed	☐ Yes	☐ Yes	

Part 6. Tanker and Terminal: Agreement pre-transfer				
Part 5 item	Agreement	Details	Tanker initials	Terminal initials
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: Period of disablement (if permitted):		
33	Security protocols	Security level: Local requirement:		
33	Effective tanker/terminal communications	Primary system: Backup system:		
35	Operational supervision and watchkeeping	Tanker: Terminal:		
37 38	Dedicated smoking areas and naked lights restrictions	Tanker: Terminal:		
45	Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: Disconnect: Unberth:		
45 46	Limits for cargo, bunkers and ballast handling	Maximum transfer rate: Topping-off rates: Maximum manifold pressure: Cargo temperature:		

		Other limitations:		
45 46	Pressure surge control	Minimum number of cargo tank open: Tank switching protocols: Full load rate: Topping-off rate: Closing time of automatic valves:		
46	Cargo transfer management procedures	Action notice periods: Transfer stop protocols:		
50	Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks:		
51	Emergency signals	Tanker: Terminal:		
55	Tank venting system	Procedure:		
55	Closed operations	Requirements:		
56	Vapour return line	Operational parameters: Maximum flow rate:		
60	Notrogen supply from terminal	Procedure to receive: Maximum pressure: Flow rate:		
XX	Exception and additions	Special issue that both parties should be aware of:		

Part 7. General Tanker: Check pre-transfer			
Item	Check	Status	Remarks
84	Portable drip trays are correctly positioned and empty	☐ Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan	☐ Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5%	☐ Yes	
87	Cargo tank high level alarms are operational	☐ Yes	
88	All cargo, ballast and bunker tanks openings are secured	☐ Yes	

Checks during transfer Ship/Shore Safety Checklist (SSSCL)

Part 8. Tanker: Repetitive checks during and after transfer						
Item	Check	Time	Time	Time	Time	Remarks
Interval time..... hrs						
8	Inert gas system pressure and oxygen recording operational	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
9	Inert gas system and all associated equipment are operational	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
11	Cargo tank atmospheres are at positive pressure	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
18	Mooring arrangement is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
19	Access to and from the tanker is safe	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
20	Scuppers and savealls are plugged	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
23	External openings in superstructures are controlled	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
24	Pumproom ventilation is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
28	Tanker is ready to move at agreed notice period	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
33	Communications are effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
35	Supervision and watchkeeping is adequate	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
36	Sufficient personnel are available to deal with an emergency	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
37	Smoking restrictions are designated smoking areas are complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
38	Naked light restrictions are complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
40,41, 42,51	Emergency response preparedness is satisfactory	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
54	Electrical insulation of the tanker/terminal interface is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
55	Tank venting system and closed operation procedures are as agreed	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
85	Individual cargo tank inert gas valves settings are as agreed	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
86	Inert gas delivery maintained at not more than 5% oxygen	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
87	Cargo tank high level alarms are operational	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
Initials						

Part 9. Terminal: Repetitive checks during and after transfer						
Item	Check	Time	Time	Time	Time	Remarks
Interval time..... hrs						
18	Mooring arrangement is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
19	Access to and from the terminal is safe	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
32	Spill containment and sumps are secure	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
33	Communications are effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
35	Supervision and watchkeeping is adequate	☐ Yes	☐ Yes	☐ Yes	☐ Yes	

36	Sufficient personnel are available to deal with an emergency	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
37	Smoking restrictions are designated smoking areas are complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
38	Naked light restrictions are complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
40,41, 47,51	Emergency response preparedness is satisfactory	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
54	Electrical insulation of the tanker/terminal interface is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
55	Tank venting system and closed operation procedures are as agreed	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
85	Individual cargo tank inert gas valves settings are as agreed	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
86	Inert gas delivery maintained at not more than 5% oxygen	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
Initials						

Declaration

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

Checked Parts	Tanker	Terminal
Part 1A. Tanker: Checks pre-arrival		
Part 1B. Tanker: Check pre-arrival if using an inert gas system		
Part 2. Terminal: Check pre-arrival		
Part 3. Tanker: Check after mooring		
Part 4. Terminal: Check after mooring		
Part 5. Tanker and Terminal: Pre-transfer conference		
Part 6. Tanker and Terminal: Agreement pre-transfer		
Part 7. General Tanker: Check pre-transfer		

In accordance with guidance in chapter 25 of ISGTT, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

We have also agreed to carry out the repetitive check noted in parts 8 and 9 of ISGTT Ship/Shore Safety Checklist (SSSCL), which should occur at intervals of not more than.....hours for the tanker and not more than.....hours for the terminal.

If, to our knowledge, the status of any item changes, we will immediately inform the other party.

	For Vessel	For Terminal
Name		
Rank		
Signature		
Date&Time		

ANNEXURE D - ARRIVAL REQUIREMENT FOR BUNKERING VESSEL

Welcome to DAI HUNG TERMINAL!

Dai Hung Terminal is operated in a safe and pollution free manner. We are highly appreciated for your co-operation in maintaining our standard.

You are requested to answer “Yes” to the following question:

1. Your propeller fully submerged and in association with a trim by the stern of not greater than 0.015 x ship's length overall:
2. Your engines and rudder are functioning correctly and there is no limitation on the manoeuvrability of your vessel:
3. Your cargo tanks are inerted that is with oxygen content less than 8%:
4. Lifting equipment relating to the tandem hawser/hose handling are to be well certified and inspected and make sure that they are ready and fit for purpose before use:
5. Alcoholic drink is not permitted to be available to any person while vessels are in the vicinity or at the Dai Hung Terminal:
6. You have prepared a discharging plan for presentation to the terminal:
7. You have enough 08 beds for terminal crew (including 02 Vietnamese customer officers) staying on your tanker during bunkering operation:

You should comply with the following:

1. Do not enter the Marine Exclusion Zone unless instructed to do so. Brief information of Terminal as below:

General Information	
Port name	Ho Chi Minh
Terminal name	Dai Hung
Time zone	GMT + 7
VHF channel	06 & 16
Position of CALM buoy - FSO	8°28'5 N; 108°41'4 E
Berth	FSO “PVN Dai Hung Queen”. The FSO is moored to CALM buoy by soft mooring system.
Type of mooring	Tandem. The length of tandem mooring system is 80 meters. Hawser tension measuring equipment is located on FSO.
Marine Exclusion Zone (MEZ)	Border by co-ordinate respectively: 1 (8°29'60 N; 108°37'00 E) 2 (8°34'12 N; 108°47'01 E) 3 (8°33'25 N; 108°47'19 E) 4 (8°30'39 N; 108°41'33 E) 5 (8°28'27 N; 108°42'44 E) 6 (8°26'26 N; 108°39'09 E)

Anchoring	As subsea flow-lines and wellheads exist within the Marine Exclusion Zone, no anchoring is permitted therein or within 5 nautical miles of the Marine Exclusion Zone.
Type of bottom	General sandy
Depth	110 meters average
Floating hose string	1 x 16 inches x 274 meters. Hose will be secured to vessel's manifold by 400mm Camlock.
Expected load/ discharge rate	Max 2,800m ³ /hr. through 1 x 16inch line
Manifold for hose connection	Starboard side

2. On approaching within 10 nautical miles of the Terminal, the Master of the Vessel shall contact the Dai Hung Marine Control Room on VHF Channel 06 for instruction.

3. All tankers are requested to keep safe distance (not less than 5nm) from MEZ.

You will be required to have/implement the following:

1. A starboard side crane for picking lifting crew and tool box up onboard tanker (Terminal had certified personnel transferred basket). In case tanker's crane is not certified for personnel transfer and/ or personnel transferred basket is not ready; a gangway will be rigged on the starboard side.
2. A winch barrel with direct lead to the chain stopper to be empty and of sufficient capacity to accept 200 meters of 22mm messenger and 60 meters of 44mm intermediate pick-up line and 60 meters of 80mm main pick-up line for taking up the tandem mooring system.

Messenger line is normally fishing up from water surface by hook. Vessel is required to prepare a small rope (about 10mm) that long enough for fishing (hooks is prepared by terminal). Chain will be made fast at link number 3.

3. You will be required to have a tow by holdback vessel secured to your stern from time approach commences. The towing line will be provided by the holdback vessel. You will be required to prepare have proper equipment (heaving line for picking the 44 mm messenger rope up onboard, winch and chain stopper line) for making fast the towing line to vessel's bollard.
4. Hose handling

The lifting, connection, disconnection of the hose is the responsibility of the Vessel's crew.

The field vessel will tow the floating hose string to vessel's starboard manifold. She will pass the hose pick-up line (about 80 meters of 60mm rope) then move away. The pick-up line will be connected to winch's rope and heaved up until the lifting string can be placed on crane's hook. Hose will be lifted up by crane only.

In order to have smooth operation before arrival terminal, please prepare the following:

- Aft spring winch (in front of accommodation block) or proper winch.
- Deployment the winch's rope to the starboard manifold.

5. Floating hose flushing

Not Applicable.

For your information:

Security level at Dai Hung terminal: To be informed for each lifting operation.

Personnel transfer:

Limiting criteria for personnel transfer is more stringent than criteria for Lifting Tanker berthing/un-berthing. To avoid prolong waiting for weather to calm down below the limiting criteria for personnel transfer by boat, in benefit of Tanker operator/owner as well as of buyer the Vessel shall be required to embark or disembark Lifting Crew at Ho Chi Minh Bad Weather Tanker Boarding Ground in position 10°15'N, 107°05'E. Time and cost to be to crude oil buyer's/charterer's/ship owner's account.

The Mooring Master will conduct a safety inspection of your vessel before mooring allowed to commence.

Overall authority for all operation in the Dai Hung field, block 05.1a is with the Field Superintendent who are on the FPU Dai Hung 01.

Please advise your 72, 48, 24 and 12 hours before arrival. ETA should be transmitted to the PVEP-NSC via Vessel's agency.

Sincerely Yours.