MONTREAL REFINERY

SUNCOR

short inside berth, 110 West, which is not used for bulk oil or chemical transfers). Each of the two berths is fitted with hard arm transfer manifolds. The location of the shore manifolds and vessels bow to centre of manifold and stern to centre of manifold dimensions are key factors in determining if vessel shall fit to berth or not (See Section 3).

- Two vessels can be moored alongside the facility together. i.e. one at ***109*** and the other at ***110 East***. This is subject to an assessment of the two vessels dimensions, other criteria, and requires approval by Suncor Marine Department.

- Vessels are berthed starboard side to. (i.e. bow to the river current).

- There is no shore gangway and vessels must arrive at the facility with the vessels gangway ready to be deployed. The elevation of the dock is approximately 5.8 metres above the river level at chart datum.

1.3. WATER DEPTH

- The depth of water is published by the Port of Montreal which can be found on below link http://www.port-montreal.com/pmgeo/navires.do?action=getmap&mapname=installations&lang=en

- At a minimum, the vessel must follow their company ISM policies for under keel clearances and be guided by Canadian Coast Guard regulations. Masters are advised to be in full compliance with their ISM guidelines reference to net under keel clearance when alongside the terminal. Copies of the Coastguard regulations can be obtained from the vessels agents.

- Montreal is a fresh water, non-tidal port. Water levels do vary and are subject to climatic conditions such as long periods of sustained precipitation, periods of drought and the thawing of accumulated snow and ice in the spring.

- The Canadian Hydrographic Service (http://www.charts.gc.ca/index-eng.asp) provides mariners with continuous, real-time information on water levels at various locations in Montreal Harbour. Statistical data is also maintained to assist in forecasting water levels and aid mariners in voyage planning.

- Suncor advises all Masters, Owners, Operators, Brokers etc. involved in shipments to, from or within the Port de Montreal to secure information on water levels in advance of the vessel's actual dates of the vessels visit. The operation centre of the Port of Montreal interfaces with the Canadian Hydrographic Service, and is an alternative contact point for water level information ***(See Section 2, Communications).***

Part 9. Terminal: repetitive checks during and after transfer								
Item ref	Check	Time	Time	Time	Time	Time	Time	Remarks
Interval time:..... hrs								
18	Mooring arrangement is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
19	Access to and from the terminal is safe	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
29	Fendering is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
32	Spill containment and sumps are secure	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
33	Communications are effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
35	Supervision and watchkeeping is adequate	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
36	Sufficient personnel are available to deal with an emergency	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
37	Smoking restrictions and designated smoking areas are complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
38	Naked light restrictions are complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
40 41 47 51	Emergency response preparedness is satisfactory	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
54	Electrical insulation of the tanker/terminal interface is effective	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
55	Tank venting system and closed operation procedures are as agreed	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	☐ Yes	
Initials								