

The proposed changes to EPR/FP3433DX/T001 is as follows;

Proposed change

The loading, unloading, handling or storage of Oil/Water mixture 130802 to be added to EPR/FR3433DX/T001.

Please note that Navigator Terminals North Tees is an upper tier COMAH site. The storage, handling, loading and unloading of vessels for this activity to permit number EDR/FR3433DX/T001 will be in line with the 'Control Of Major Accident Hazards Regulations 2015 (COMAH)'. Under these regulations Navigator Terminals is required to produce a terminal safety report that is submitted every 5 years as does the Environmental Risk Assessment. This change will be included in full for the 2021 submission due in December which is currently going through the process for submission.

4 storage tanks have been identified along with the infrastructure required, 2 x 5,000m³ tanks, marked with red circles, 1 x 35,000m³ larger of the yellow circled tanks and 1 x 15,000m³ smaller of the yellow circled tanks, highlighted below. The lines and tanks highlighted in yellow are customer tie in options.



The two proposed tanks are connected to each, indicated by the red line running from the two red circled tanks to jetty 4. In order to facilitate possible future expansion allowing the two yellow tanks to be used, enabling tie ins (valved and blanked tee's) will be installed.

Please note that should the contingency plan for the customers future expansion not be realised then one or both tanks will revert back to duty on another product.

There will be two pumps installed, duty and standby, to allow export to the jetty from the two red tanks. The line from the pumps to the jetty will be a combination of 12 to 24" sections. Should the option for the smaller yellow tank be taken a new line would be installed as shown and the existing pumps would be utilised. Should the option on the larger yellow tank be taken new pumps would be

installed by the that tank, additionally due to the proposed pipework configuration we would be able to transfer from the cluster of three smaller tanks into the larger optioned tank.

All tanks will be lined, have overflow protection and a recirculation system fitted.

Tank	Maximum Working Volume (m3)	Colour indication
N2012FA	5,000	Red
N2021FB	5,000	Red
P154F	35,000	Yellow
N2102FA	15,000	Yellow

How we intend to operate (overview not technical)

Any movement of product is only undertaken from written instruction from the customer.

Unloading a vessel

A Vessel would berth at Jetty 4 with cargo onboard. A shipping book would be completed between Navigator Terminals and the vessel. Once completed the vessel would be connected to a 12 inch hose and the route to the tank(s) from the vessel would be opened. Once satisfied that the route was correct the Control Room Operator would contact the vessel and give the authority to start off loading the product. The vessel would use their own pumps for this process. Tank levels would be monitored in the control room and coming to the end of the unloading process the Control Room Operator would connect the ship, request for the shipping rates to be reduced and finally stopped. The tank side valves would be shut as would the vessel's manifold valve. The vessel would disconnect and make ready for sailing.

Loading a vessel

A Vessel would berth at Jetty 4. A shipping book would be completed between Navigator Terminals and the vessel. Once completed the vessel would be connected to a 12 inch hose and the route from the tank(s) to the vessel would be opened. Once satisfied that the route was correct the Control Room Operator would contact the vessel and give the authority to start loading the product. Navigator own pumps would be used to control the product move . When the parcel size was nearing completion, the pumps would be reduced and then stopped. Tank side valves and vessel's manifold would be closed. The vessel would disconnect and make ready for sailing.