



STS MARINE
SOLUTIONS

INTERNATIONAL SPECIALISTS IN MARINE OPERATIONS

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INVESTMENTS



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What We Do

www.stsmarinesolutions.com

Responsive, Reliable and Cost Effective

STS Marine Solutions believes in building long-term, mutually beneficial relationships with its customers founded on total dependability and technical know-how.

Oil and gas companies and tanker owners rely on our team of specialist supervisors and mooring masters. These are backed by state of the art new series of ships with unique design features for critical support during crude oil, oil products, LPG and LNG shipment and transfer.

Total Capacity, Total Compliance

Customer Benefits

- Complete project assurance - more than 40 years' transfer experience
- Unmatched experience in project planning and execution
- Outstanding safety and environmental track record
- Operational experience provides timely and cost-effective solutions

F – First (Choice, Class, Positive Change and Technology)

I – Integrity (Transparency, Honesty and Collaboration)

R – Responsibility (Performance, Cost, Effective Spending and Prudent Investment)

S – Safety and sustainability (Innovation, Committed Workforce, Environment and Equipment)

T – Trust (People, Reliability and Ethics)

Safety

STS Marine Solutions regards safety as one of its core values. By investing in regular simulator training for our fully employed mooring masters, training for shore-based employees, annual equipment maintenance and equipment renewal programmes, we provide clients with the right option for every STS operation.

The Right People, the Best Experience

Complementary Services

STS Marine Solutions includes identification and supply of ancillary equipment and third party assistance where required to complete operations:

- Fender and hose maintenance
- Fender sales
- Fender and hose hire
- Mooring masters

History & Milestones

40 years of global ship-to-ship support service experience

We believe in long-term and mutually beneficial relationships with our customers founded on total dependability and technical know-how.

Our specialised mooring masters (POAC) deploy our worldwide services across 26 global locations. These highly trained individuals meet with the stringent MARPOL requirements and the ship-to-ship transfer guide through our rigorous recruitment and training programme.

Our mooring masters (POAC) can be deployed for the full ship-to-ship service or for berthing/unberthing operations for floating storage and offloading (FSO), floating production storage and offloading (FPSO), tandem moors and other projects.

We are prepared and ready for mobilisation 24/7 and offer decisive response plans to meet your unique requirements. Our turnkey oil ship-to-ship solutions support you from concept to implementation.

Milestones

- 1981 – Founded by Jahre/Kosmos Shipping
- 1982 – Performed first lightering operation in the Gulf of Mexico
- 1989 – Jahre Shipping was acquired by I.M. Skaugen and branded Skaugen PetroTrans
- 2003 – Teekay Shipping acquires 50% of Skaugen PetroTrans
- 2005 – First LPG lightering
- 2005 – First LNG STS transfer conducted underway & provided management and O&M services for the world's first offshore LNG receiving facility
- 2006 – Skaugen PetroTrans acquired Melbourne Marine of the UK – renamed SPT Marine Services
- 2007 – First full commercial LNG STS and the commissioning of Teesside Gas Port
- 2008 – Commission Bahia Blanca LNG Regas terminal
- 2009 – SPT commission the Mina Al-Ahmadi Gas Port, Kuwait
- 2010 – SPT opens for Oil STS business in Asia and the Middle East
- 2011 – First LNG breakbulk operations carried out in Tomakomai, Japan
- 2014 – Emergency STS consisting of the largest quantity of LNG to be transferred in one period - Singapore
- 2015 – Teekay Tankers acquires SPT Marine Services – renamed Teekay Marine Solutions
- 2015 – O&M of Jordan's first LNG import terminal
- 2016 – Jamaica: Break Bulk STS operation from FSU to small scale vessel. Small scale vessel replenishes the world's first 'Micro' LNG terminal
- 2017 – Emergency STS of grounded Suezmax tanker with severe hull breach - Egypt
- 2018 – LNG Transshipment project Norway, involving simultaneous cargo transfer operations from Arctic-classed LNG tankers to conventional LNG tankers
- 2020 – Hili Ventures acquired Teekay Marine Solutions – renamed STS Marine Solutions
- 2021 – Commissioning of Portland with the Ports first ever Ship to Ship Transfer



LNG

Single Source Commercial Benefits



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STS Marine Solutions is an ISO 9001:2015, ISO 14001:2017 and 45001:2018 certified company certified by DNV.

Our project teams have extensive seagoing operational experience along with import/export terminal experience. STS Marine Solutions offers full operational and technical support for Ship-to-Ship/Shore operations, terminal management, and project consultancy.

The combination of STS Marine Solutions' operational history, personnel expertise and equipment capability ensures clients have the peace of mind required to deliver the multi-discipline 'one-stop-shop' support they need. Previous LNG Operations include:

- Scapa Flow
- Jamaica
- Subic Bay
- Lomé
- Jordan
- Bahrain
- United Kingdom
- Aruba
- Cameroon
- Gibraltar
- Lampung
- China
- Dubai
- US Gulf
- Norway
- Singapore
- Egypt
- Indonesia
- Lithuania
- Mediterranean
- Labuan
- Nigeria
- Japan
- Turkey
- United States



Ship-to-Ship Services

- Gas up and cool down services
- Alongside existing berth STS
- Provision of experienced, certified personnel
- STS procedural development
- STS equipment procurement and supply

Project Services

STSMS offer a wide range of industry-leading project capabilities including but not limited to

- LNG Terminal Development
- Construction Oversight
- Commissioning
- Preparation of Manuals and Procedures
- Training
- Terminal Operation and Maintenance
- LNG Bunkering Solutions

Ship-to-Shore Services

- Project Assurance
- Operational Experience
- LNG STS Transfers
- Onshore terminal management
- Offshore terminal management

LNG Marine Assurance Services

- Vessel to Vessel Compatibility
- STS Marine Solutions internal process to ensure vessel compatibility
- Suitability of mooring arrangement and equipment



Emergency LNG STS

STS Marine Solutions are experts in Emergency STS response and planning. With our fully-owned LNG STS equipment stored in strategic locations, with one set always ready for immediate use, clients who wish to benefit from our Emergency LNG STS cover have confidence in a service which offers global response in a timely manner with professional execution.



Scapa Flow

58° 54.5'N 003° 03'E

Cargo Restrictions: None
Night Berthing Restrictions: None

Orkney's renowned harbour provides 50 square miles of sheltered deep water designated anchorage – a safe and protected position strategically located almost exactly halfway between Saint Petersburg and Nova Scotia, on the main shipping routes linking Russia, Northern Europe, the US Eastern Seaboard and the Gulf of Mexico.



From Handymax vessels to VLCCs, the port infrastructure is equipped to support STS operations of any size and with STS Marine Solutions' impeccable safety and environmental track record backed by 30 years' experience in pilotage and towage crews, your project is assured to be in the most expert hands.

A new era in ship-to-ship transfers was heralded in 2007 when the first commercial transfer of LNG was conducted by STS Marine Solutions (formerly SPT Marine Services) as the vessels MT Excelsior and Excalibur lay at anchor in Scapa Flow.

Fendering, berthing and cargo transfer operations are all carried out at anchor with the assistance of port pilots and tugs.



Southwold

52° 18'N 002° 05'E

Cargo Restrictions: None
Night Berthing Restrictions: None

Southwold's location close to the English Channel and its proximity to all the ports of Europe makes it ideally situated for conducting ship-to-ship transfer operations and as a floating storage location. In addition, Southwold can offer a comprehensive service of inspection, testing and surveying facilities for a range of distillate cargoes from heavy to light.



STS Marine Solutions owns and operates sufficient equipment in Southwold to allow the company to conduct a multiple of STS operations simultaneously with vessels ranging in size from 10,000 SDWT up to and including VLCCs. What's more, all STS operations are conducted in international waters off the UK coast so there are no extra port costs.

Working alongside MCA, STS Marine Solutions ensures that all arrangements are in place for STS operations with a 48-hour notice requirement prior to commencement.

Fendering operations are carried out 5nm east of the Barnard Buoy. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed to anchor in order to conduct cargo transfer.



Portland

50 35'N 002 23'W

Cargo Restrictions: LPG & MARPOL Annex II only
Night Berthing Restrictions: None
Draft Restrictions: Inner "C6" Anchorage 11m
Outer "G6" Anchorage 19.3m

STS Marine Solutions are Portland Harbour Authorities' approved and licensed Ship-to-Ship transfer company. We have the capabilities to transfer LPG and MARPOL Annex II cargoes at the outer anchorage, inner anchorage and 4 operational berths.

The location is ideally situated for trade transiting the English Channel inbound or outbound to areas such as ARA, North Sea and European ports.

At Portland, STS Marine Solutions provides opportunities for break bulk STS, single spot operations or floating storage projects. Portland as an STS location provides greater protection from the elements associated with offshore STS sites and competitive port charges in comparison to other STS ports. To complement our STS activity the port also provides a range of services such as bunkering, provision, crew relief and hull cleaning. Full details can be found on the Portland Harbour website www.portland-port.co.uk.

Ship-to-Ship operations at Portland are conducted at anchor utilising the ports harbour tugs and pilots in conjunction with our Mooring Master/POAC.

The port operates a 24/7 facility requesting 36 to 48 hours' notice for a ship-to-ship operation to take place.





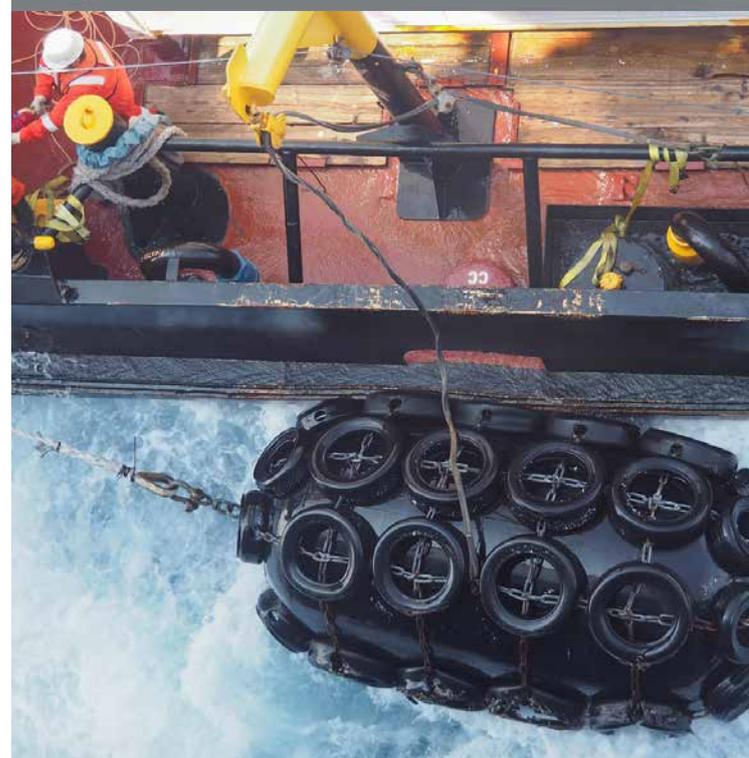
Kalundborg

55° 42.75'N 010° 55.40'E

Cargo Restrictions: None
Night Berthing Restrictions: None

STS operations are conducted inside and outside of Kalundborg Fjord depending on vessel drafts (max. draft 17-metre brackish water). This is a sheltered and protected location. The STS Marine Solutions team offers a comprehensive service with fully experienced and qualified operational staff. Innovative operating procedures ensure we meet all current industry standards and regulations as well as observing environmental demands.

All operations are conducted under the supervision of the Danish Maritime Authority. Berthing is conducted at anchor with the assistance of port pilots and tugs.





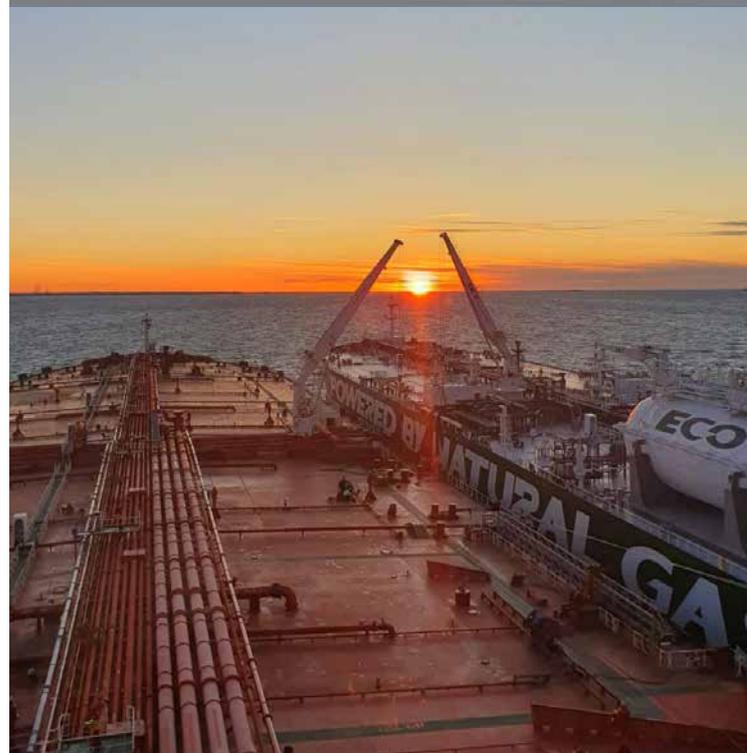
Skaw

57° 25'N 010° 46'E

Cargo Restrictions: None
Night Berthing Restrictions: None

Because of the available depth of water at Skaw, it is an excellent alternative location to Kalundborg. Charterers can send smaller tonnage vessels into the Baltic to load and bring them to Skaw to discharge and top-up a VLCC or Suezmax thereby bypassing the draft restrictions in place in the Great Belt. With close proximity to the North Sea, STS Marine Solutions can provide clients with an alternative location for loading deep-drafted vessels.

Berthing operations are undertaken at anchor with the assistance of port pilots and tugs. All STS Marine Solutions' mooring masters are Danish Maritime Authority-approved, an essential requirement for STS operations in Danish waters.





Norway

Honningsvåg

70° 58' N 025° 45' E

Cargo Restrictions: None
Night Berthing Restrictions: None

At Honningsvåg, STS Marine Solutions undertook the first-ever LNG transhipment mega-project in the Arctic Circle with the capability to accommodate simultaneous cargo transfer operations from Arctic-classed LNG tankers to conventional tankers.

The driving force for the project is that during the winter months conventional vessels are not able to reach the LNG terminal in Sabetta, due to the location being icebound. This necessitates the utilisation of Arctic-classed tankers. In order to maximise the ice utilisation of the Arctic-classed tankers Honningsvåg has been identified as a prime ice-free location for conventional vessels to reach and enable the further distribution of LNG allowing the Arctic-classed vessels to return to their specialist operating area.

Honningsvåg is situated at a bay on the south eastern side of the large island of Magerøya. The locations utilised for the STS operations are designated areas, selected based on their geographical location to provide sheltered, ice-free waters with sufficient depth and good holding ground, close to Honningsvåg port services. The locations are also selected based on consultation with the port authority and the NCA, including local pilots and have previously been used to tranship oil/condensate from tankers.

Even though Honningsvåg is located at the northernmost extreme of Europe, it has a subarctic climate due to the Gulf Stream. There is no permafrost because the mean annual temperature is 2 °C (36 °F). Weather in winter is softened by the ice-free ocean, and the average temperature is not as low as that of most other locations around this latitude. The mean temperature is 6.68 °C.





Gibraltar Bay

Gibraltar Bay Inner Anchorage

Cargo Restrictions: LPG not currently permitted
Night Berthing Restrictions: Daylight only

STS Marine Solutions' operations in Gibraltar are licensed by the Gibraltar Port Authority and regulated by an approved Safety Management System (SMS). A Det Norske Veritas (DNV) certified ISO9001:2008 quality assurance system combined with co-operation with local business partners Global Agency Company (GAC) Gibraltar ensures a reliable, professional service and an impeccable environmental and safety track record.

Innovations including vapour balancing ensure permission from the Gibraltar Port Authorities to transfer crude oil and other by-products with zero emissions and zero impact on the local environment. STS Marine Solutions conducts STS operations in Gibraltar with vessels ranging in size from 5,000 SDWT to 300,000 SDWT and all operations are supported by highly skilled, dedicated shore-based staff with over 40 years' seagoing experience.

Upon arrival, vessels will anchor at Gibraltar Western Anchorage. Prior to commencing operations, the larger vessel (Mother Vessel) is brought into Gibraltar Bay where they anchor and are fendered (starboard side). Thereafter, the Daughter Vessel is brought into Gibraltar Bay and brought alongside the Mother Vessel. Berthing operations are carried out with the Mother Vessel at anchor with assistance of port pilots and tugs.





Ceuta

(Spain)

35° 52'00 N 005° 01'05 W

Cargo Restrictions: None
Night Berthing Restrictions: None

A new addition to our operational bases, Ceuta provides a useful strategic alternative to Gibraltar Bay operations; especially when faced with potential night-term berthing restrictions or congestion. STS Marine Solutions can conduct STS transfers of LPG, CPP and DPP cargoes at Ceuta, with all STS operations are conducted in international waters off Ceuta so there are no extra port costs.

In association with our Gibraltar-based business partners Global Agency Company Ltd, STS Marine Solutions is able to handle everything from equipment mobilisation, recovery, STS cargo transfer and all your agency requirements.

The entire operation from fendering through to berthing and un-rigging of equipment will be carried out with the vessels underway, without the need for additional tugs or pilot support.





Augusta

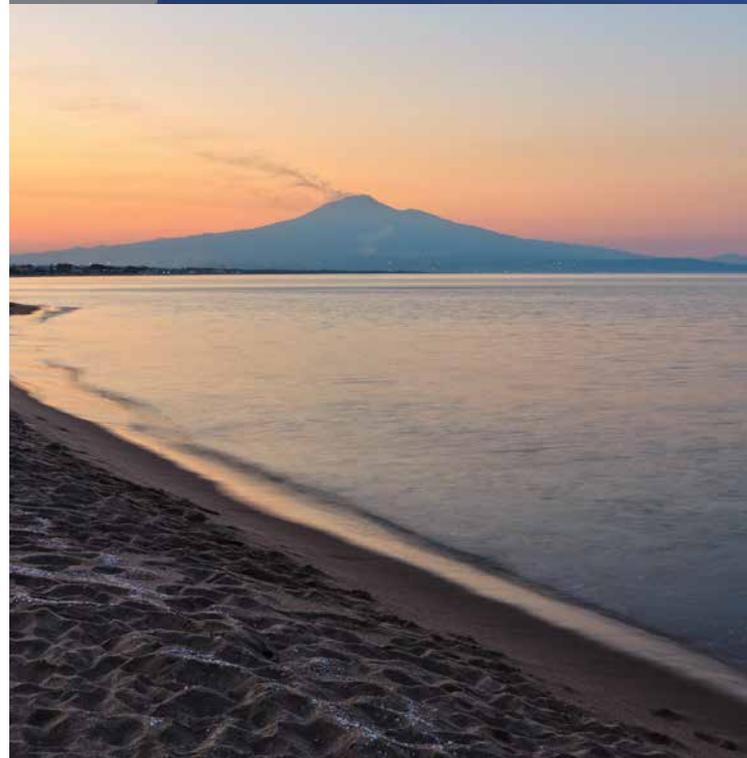
(Italy)

37° 12'00 N 015 33'00 E

Cargo Restrictions: None
Night Berthing Restrictions: None

Augusta is returning to our portfolio of bases, offering operations to be conducted either IPL or OPL. With the associated port costs of conducting operations within the port limits, the favored option when permissible is to proceed outside of the port limits for the STS operation.

Augusta provides an ideal alternative to Malta, particularly in the winter months when Malta can be more exposed to the adverse weather conditions. The more sheltered location of Augusta can provide a more suitable option for STS operations to be conducted safely and efficiently.





Malta

35° 54'N 014° 51'E

Cargo Restrictions: None
Night Berthing Restrictions: None

Malta's central location in the Mediterranean and its proximity to all of the main international shipping routes makes it ideally situated for conducting ship-to-ship transfer operations. In addition, Malta can offer a comprehensive service of inspection, testing and surveying facilities for a range of distillate cargoes from heavy to light.



STS Marine Solutions owns and operates sufficient equipment in Malta to conduct a multiple of STS operations simultaneously with vessels ranging in size from 5,000 SDWT to and including VLCCs involving varying cargoes. What's more, all STS operations are conducted in international waters off Malta so there are no extra port costs.

In association with our Malta-based sister company Carmelo Caruana Company Ltd, STS Marine Solutions is able to provide turnkey solutions for all your requirements in Malta. The relationship between the companies allows us to handle everything from equipment deployment, recovery, ship-to-ship transfer and all your agency needs.

Fendering operations are carried out off Valletta Fairway Buoy. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed to anchor at Hurd Bank in order to conduct cargo transfer.



Laconia Bay

36° 38.0' N
022° 41.0' E

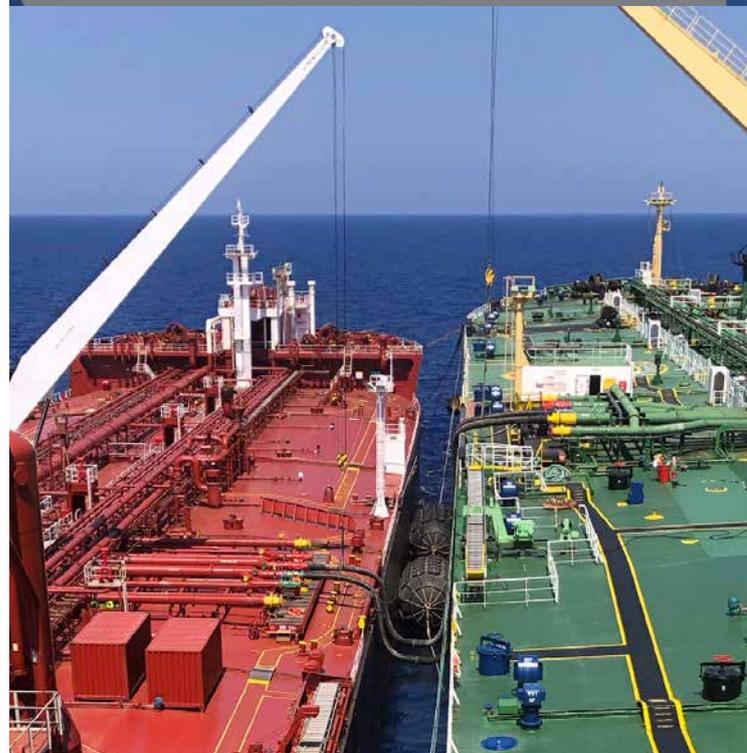
Cargo capabilities: Crude, CPP, DPP & LPG
Night time berthing: No restrictions

Laconia Bay is strategically positioned to capture passing trade out of the Black Sea and or Adriatic/Ionian Sea heading East or West.

The location generally provides more sheltered conditions to that of its neighbour locations giving greater opportunities to execute operations in line with seasonal weather conditions for the region.

Due to the available depth of water in Laconia bay there are no draft restrictions giving way to a variety of operations and vessel sizes including but not limited to break bulk, back loading, blending and floating storage.

Operations at Laconia Bay are carried out underway and cargo transfer whilst drifting.





Cyprus

34° 30' N 033° 17' E

Cargo Restrictions: None
Night Berthing Restrictions: None

An important and strategic STS location, Cyprus with its nexus position in the North Eastern Mediterranean, is a very efficient STS location being a stepping stone to Asia and African continents.

Operations are conducted in international waters so there are no port fees. With excellent proximity to the Dardanelles (only 42 hours' sailing) and only 10 hours steaming time from Suez Canal at 14.5 knots, Cyprus gives clients the option to deliver to eastern Mediterranean markets and the opportunity to trans-ship larger parcels of cargo east avoiding inherent delays to larger vessels transiting the Turkish Straits.

Fendering, berthing and cargo transfer operations are all carried out underway/ adrift.



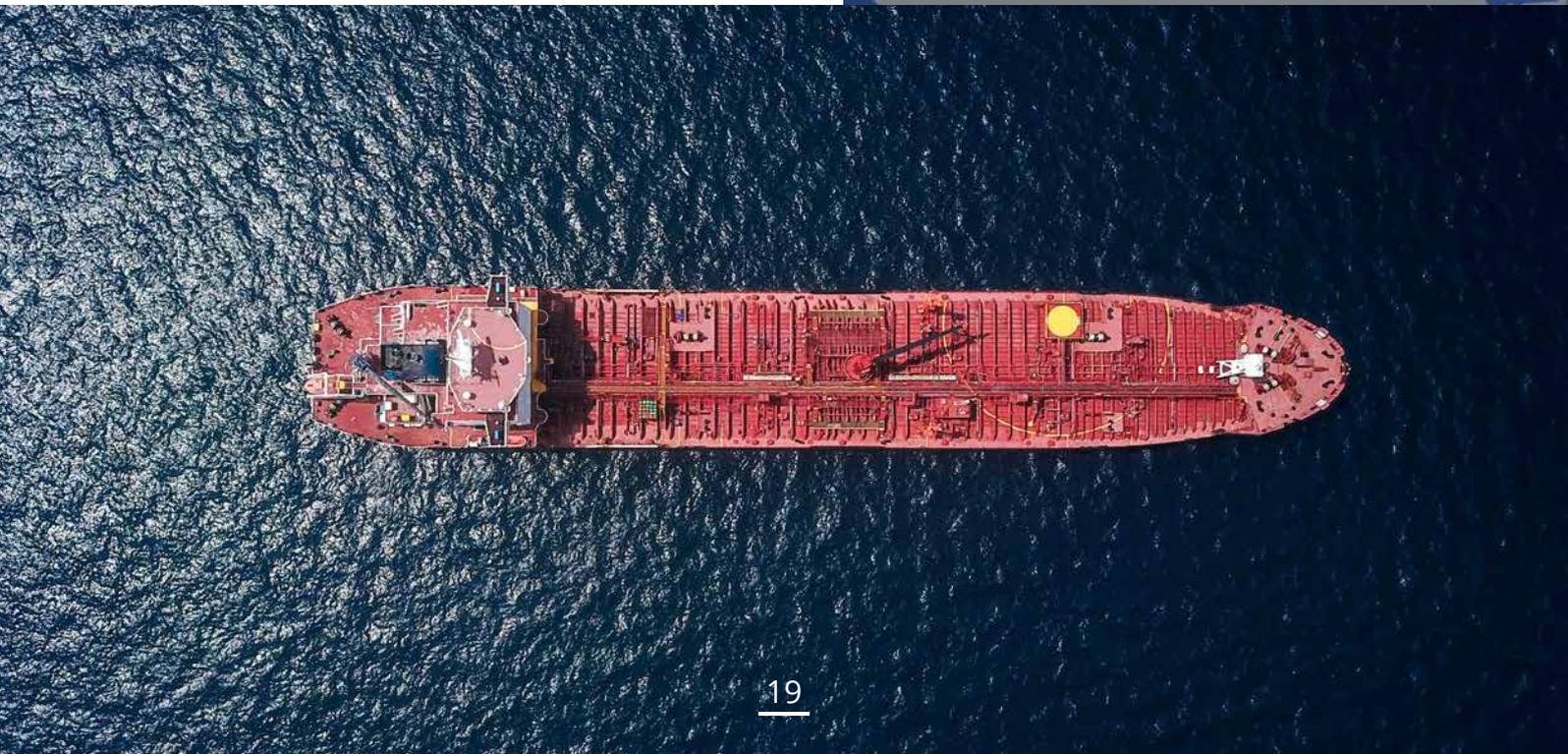
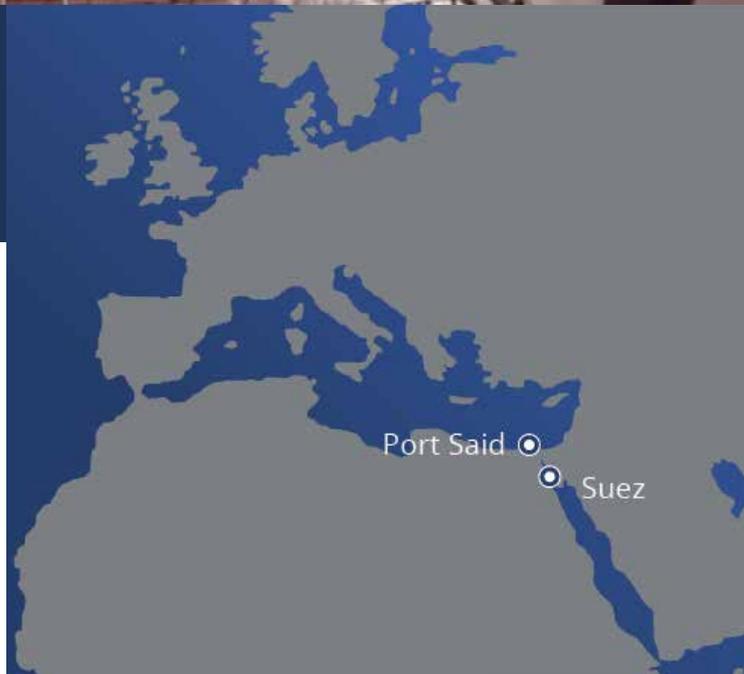


Port Said

31° 36'N 032° 15'E 31° 40'N 032° 15'E
31° 40'N 032° 20'E 31° 36'N 032° 20'E

Cargo Restrictions: None
Night Berthing Restrictions: None

Fendering, berthing and cargo transfer operations are all carried out underway/adrift within the designated STS location.





Suez

29° 43'N 032° 37'E 29° 43'N 032° 38'E
29° 42'N 032° 37'E 29° 42'N 032° 38'E

Cargo Restrictions: None
Night Berthing Restrictions: Daylight only

Fendering operations are carried out at the designated STS anchorage. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed back to the designated STS anchorage in order to conduct cargo transfer.





Dubai

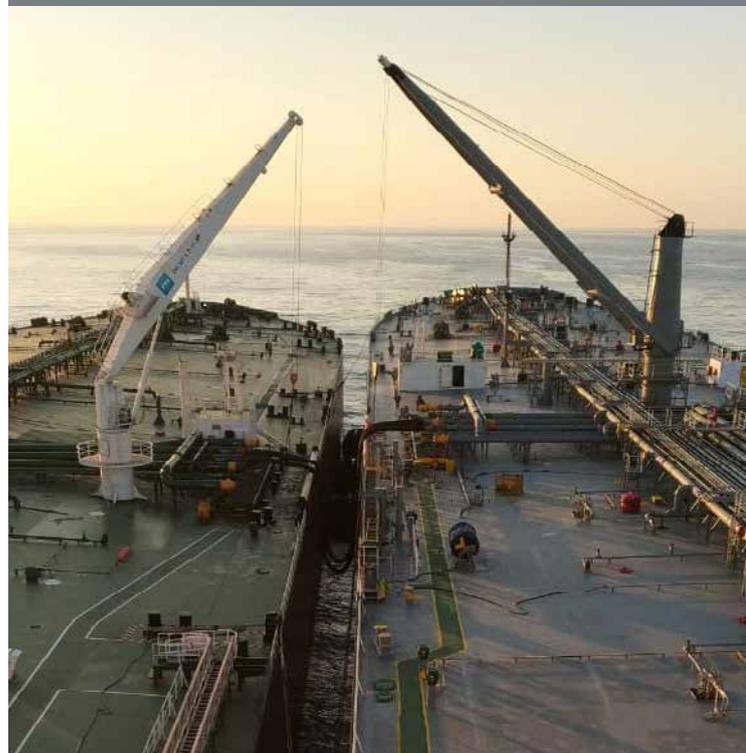
(United Arab Emirates)

25° 30.0'N 054° 58.0'E

Cargo Restrictions: None
Night Berthing Restrictions: Daylight only

Dubai is strategically positioned to ship-to-ship cargo coming out of the Arabian Gulf. All STS operations are reviewed and approved by the DMCA Authorities and operations are permitted only inside the dedicated "D" Anchorage. Night-time berthing is not allowed by authorities, however unberthing is permitted.

STS operations are underway, i.e No Tugs are required. Both vessels once moored drop anchor at "D" anchorage for the cargo transfer. Oil, chemical and gas STS transfers are permitted in Dubai. The maximum depth of water is around 30 metres and can easily accommodate vessels up to the size of VLCC and ULCC.





Khor Fakkan

(United Arab Emirates)

25° 21'N 056° 26'E

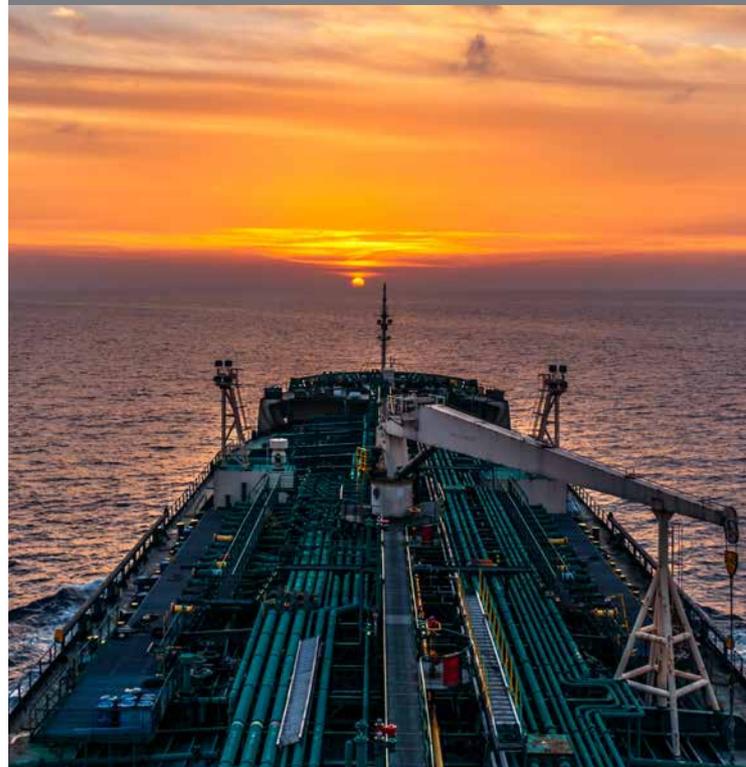
Cargo Restrictions: Chemical transfer not allowed

Night Berthing Restrictions: None

Khor Fakkan Port is operated by Sharjah Port Authority and is strategically located on Sharjah's Indian Ocean coast, outside the Strait of Hormuz and close to the main east-west shipping route. The Khor Fakkan Anchorage is only a few miles north of Fujairah Anchorage.

STS at Khor Fakkan is carried out at dedicated "A" anchorage with assistance of port pilots and tugs. The depths in the area exceed 60 metres and can easily accommodate larger vessels.

The Anchorage is located in sheltered waters and hence offer suitable weather conditions throughout the year, with minor weather disturbances during the shamal season.





Fujairah

(United Arab Emirates)

25° 09.7'N 056° 33.8'E

Cargo Restrictions: Chemical transfer not allowed

Night Berthing Restrictions: None

Fujairah Port is the largest port on the east coast of the United Arab Emirates and the world's second largest bunkering hub. The Fujairah Port Authority has strategically dedicated anchorages for all types of vessels and activities. Anchorage "S" is a dedicated anchorage for oil STS and "G" Anchorage is the dedicated anchorage for gas STS (LNG and LPG).

The Anchorage is located in sheltered waters and hence offers suitable weather conditions throughout the year with minor weather disturbances during the shamal season.

STS at Fujairah is carried out with assistance of port pilots and tugs at the dedicated anchorage. The depths in "S" Anchorage exceeds 60 metres and can easily accommodate vessels up to the size of a VLCC and ULCC.





Lomé

06° 06'N 001° 21'F

Cargo Restrictions: None
Night Berthing Restrictions: Daylight only

STS Marine Solutions operates in West Africa using a highly skilled team of experienced and qualified mooring masters to conduct ship-to-ship transfer of oil cargoes. Versatile in conducting STS safely and efficiently in a variety of demanding and diverse global environments, our team has undergone specialised simulator training. In West Africa, mooring masters have gained extensive local knowledge in each STS area, being fully conversant with weather patterns, sea conditions and individual cargo and vessel requirements.

Mooring masters, fenders, hoses and STS equipment permanently onboard our support vessel, Togo Venture, ensures a fast response time to prompt appointments.

Fendering operations are carried out at the designated STS anchorage. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed back to the designated STS anchorage in order to conduct cargo transfer. STS operations are conducted under the observation of the Togo Navy.





Linggi

(Malaysia)

02° 23.30' N 101° 58.20'E

Cargo Restrictions: None
Night Berthing Restrictions: None

Kuala Linggi International Port (KLIP) is located in the Malacca Strait, a few miles south of Port Dickson. Sungai Linggi commercially known as Linggi International Floating Transshipment & Trading Hub, is a transshipment area for liquid bulk and break-bulking for the western region from the Middle East to the eastern region or Australia. It is among the largest designated ship-to-ship cargo transfer areas in Malaysia.

The port authorities have dedicated anchorage to conduct STS operations. The depth of waters here is around 30 metres and can easily accommodate larger vessels. STS in this area is carried out with assistance of port pilots and tugs and a POAC.





Labuan

(Malaysia)

05° 16.0' N, 115° 07.0' E

Cargo Restrictions: No Oil or LPG
Night Berthing Restrictions: None

Labuan is a location currently being used by STS Marine Solutions for LNG operations. The port is known for being an offshore support hub for deep water oil and gas activities in the region, therefore has good infrastructure and support services. The weather is favourable through most of the year with the biggest impact to operations being squalls and thunderstorms which are more prevalent in May to September.

As Labuan is a known location for LNG STS operations it means makes this area one of the prime locations for the Asian market. There have been 10 -15 LNG STS operations completed in the area, with more operations scheduled in the near future, thus making the pilots and support services fully aware of the operations. Storage and other onshore facilities are of a good standard with known agents to STS Marine Solutions.

Each operational license is issued on a case by case basis, following the completion of the local authority approvals STS licences could be issued within a few months of application.





Subic Bay (Philippines)

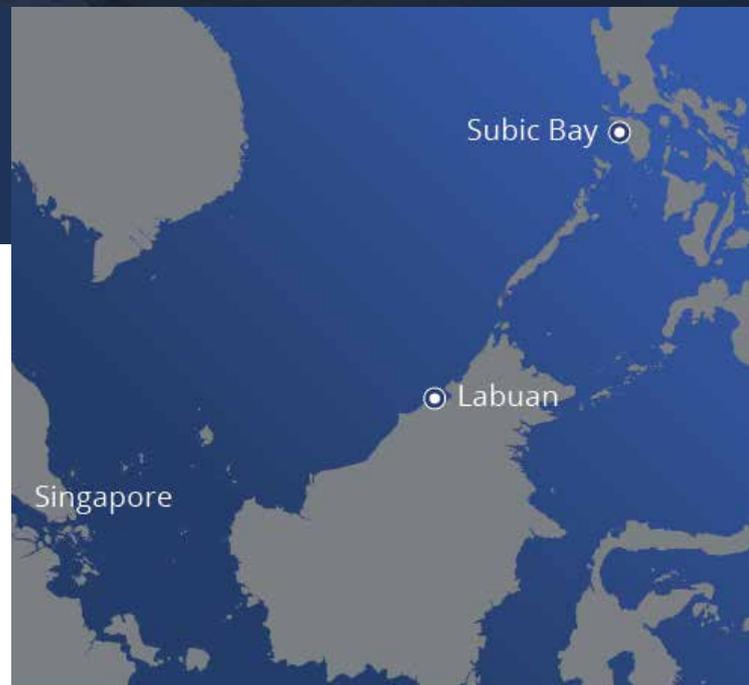
14° 48' N, 120° 16' E

Cargo Restrictions: None
Night Berthing Restrictions: No berthing at night

Subic Bay is a natural deep harbour with sheltered anchorages in a strategic location. The Port of Subic is a major seaport in the Philippines and South East Asia. Located about southwest of Luzon Island and about 100 kilometres northwest of Manila Bay, it has a deep natural harbour with an excellent and sheltered anchorage, naturally protecting it from typhoons. This same feature further sharpens its competitive edge for deep sea, short sea and inland shipping.

Subic Bay has a good infrastructure of support services which enables the operation to proceed smoothly. The weather is favourable most of the year, stronger winds have a higher percentage of occurrence in the winter months. Typhoons rarely pass over Subic Bay, which is seen as a refuge for cover from the accompanying winds and seas when typhoons form around the Philippines.

As Subic Bay is a known location for LNG STS operations, the pilots and support facilities have a high level of experience with more than 45 LNG STS operations having been conducted. Suitable equipment storage facilities are available. The Port of Subic is likewise an ideal logistics and transshipment hub, as its strategic location along major sea lanes makes it easily accessible to regional markets and international shipping ports.





Yosu

(South Korea)

34° 44' N 127° 46'E

Cargo Restrictions: Only CPP and DPP
Night Berthing Restrictions: Daylight only

STS Marine Solutions is operating in the Port of Yeosu (S Korea) with its local partners. The port authorities at Yeosu have dedicated anchorage for CPP and DPP.

The "C" Anchorage is for CPP cargo transfer and can accommodate max draft of 13 metres. The "W" and "D2" Anchorage is for DPP cargo transfer and can accommodate vessels up to 14.5 metres and 16 metres draft respectively.

The STS operation here is carried out with assistance of port pilots, tugs and our POAC. With very prompt TUG and other stevedoring services available at this location, the turnaround time for the vessels could be as short as 36 hours.

