

- g) loading and unloading of the tank/trailer should only be undertaken in calm weather conditions;
- h) the tug is manned with a properly qualified Master and Mate in addition to at least two other seamen, with either the Master or other crew member being capable of operating the machinery;
- i) all other relevant precautions for the safe transport by road tanker and transfer of the fuel on land are adhered to;
- j) the operation will also be conducted in accordance with any other requirements of the Port Authority, Civil Aviation Authority, Fire Services and the Department of Environment, subject to the approval of the Executive Council.

Made in Council this 2nd day of January, 1996.

MONA N. BANKS-JACKSON
Clerk of Executive Council

CAYMAN ISLANDS



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**THE PETROLEUM HANDLING AND TRANSPORTATION
(LICENSING) REGULATIONS
[REGULATION 2]**

THE PETROLEUM HANDLING AND STORAGE LAW

THE PETROLEUM HANDLING AND TRANSPORTATION (LICENSING) REGULATIONS [REGULATION 2]

L I C E N C E

This is to certify that Mr. James L. Tibbetts of Texaco Caribbean Inc., is licensed under the above Law to store, handle and transport petroleum within the area specified below, until the 31st day of December, 1996, upon the terms and conditions of the above Law and Regulations and the undertakings given and deemed to have been given by the said Texaco Caribbean Inc., in that behalf and subject further to the limitations and restrictions specified hereunder.

Licensed Area:

Transfer of Avgas LL100 and Avjet A-1 via a dedicated ISO tank/trailer combination with a tractor unit. The fuels will be transported by road from the Jackson Point Terminal to the Port Authority and loaded on a roll-on roll-off barge for transshipment to Cayman Brac. The fuels will then be transported via road to the Aviation Fueling Facility at Gerrard Smith Airport, where it will be transferred to the holding tanks there.

Limitations and Restrictions:

- a) the tank/trailer unit must be the "last on" and "first off" the barge;
- b) all other containers on the barge must be securely latched before the tank/trailer combination is loaded;
- c) the tank/trailer unit must be securely latched in place for the voyage;
- d) towing wires should be of sufficient strength and properly maintained;
- e) the tug and barge should be validly certified;
- f) the tug/barge operation should comply with any conditions attached to the Load Line Certificate;