



Port of Fujairah
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ميناء الفجيرة
ص.ب : ٧٨٧ - الفجيرة
الإمارات العربية المتحدة
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٩-٢٢٢٨٣١٢ (الهندسة)
٩-٢٢٢٨٠٢٢ (بحرية)

To:	All Agents / Bunkering Companies / De-Sloping Companies / UAE Maritime Administration / Hydrographic Office-UK		
Attn:	General Manager / Operations Manager		
From:	Capt. Tamer Masoud – Harbour Master		
Facsimile No.:	City: Fujairah	Country:	U.A.E
Ref. No.	MD/FAX/21/025	Date:	17 January 2021
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Notice To Mariner No. 148

(Version 6)

SUBJECT : PORT INFORMATION & REGULATIONS FOR VESSELS CALLING PORT OF FUJAIRAH, OIL TERMINALS, SPMs & ANCHORAGE AREA

As part of our on-going process to improve the Safety & Security standards of vessels calling at Port of Fujairah, Oil Terminals, SPMs & Anchorage Area, we introduce this Revision of our notice to Mariner No. 148 (**Version 5**) with inclusion of new port developments and regulations.

All Equipment, Mechanical, Electrical Devices & Inert Gas System must be in full working condition and shall maintain readiness status consistent with SOLAS, MARPOL regulations and ISGOTT and OCIMF guidelines.

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I. GENERAL INFORMATION

1. *Time Zone*

GMT + 4

2. *Fujairah Port Information*

Port Name	:	Port of Fujairah, United Arab Emirates
Status	:	Port Open
Port ID Number	:	20624
UN Locator Code	:	AEFJR
Port Facility Name	:	Fujairah
Assigned Port Facility Number	:	0904
Description of Port Facility	:	Commercial Port
Latitude	:	25 ⁰ 10.2' N
Longitude	:	056 ⁰ 21.6' E

3. *Definitions*

7 MQ	:	7 Meter Quay
A.C.R	:	ADNOC ONSHORE Control Room
ADNOC Onshore:		Abu Dhabi National Oil Company Onshore
AIS	:	Automatic Identification System
CCR	:	Cargo Control Room
CDI	:	Chemical Distribution Institute
CD	:	Chart Datum
CSO	:	Company Security Officer
CT	:	Control Tower “a building in port having the necessary equipment and personnel to observe and regulate vessel traffic movements within Port and its Oil Terminals and the implementation of the Harbour Master’s instructions pertaining to the management of the Port.
DWT	:	Dead Weight Tonnage – The carrying capacity of a ship in Metric Tons
ECR	:	Emergency Control Room
EEZ	:	Exclusive Economic Zone

Port of Fujairah – Marine Department

ERC	:	Emergency Release System
ESD	:	Emergency Shutdown
ETA	:	Estimated Time of Arrival
ETD	:	Estimated Time of Departure
FOAA	:	Fujairah Offshore Anchorage Area
HM	:	Harbour Master. The person appointed by Fujairah Port Authority to execute on behalf, the duties of the Harbour Master and shall include his assistance or subordinates who are, or any be, duly authorised to act on behalf.
HP	:	High Pressure
HW	:	Hot work. The work involving sources of ignition or temperatures sufficiently high to cause the ignition of a flammable gas mixture. This includes any work requirement, below torches, some power driven tools, portable day electrical equipment that is not intrinsically safe or contained within an approved explosion proof housing and internal combustion engines.
ICS	:	International Chamber of Shipping
IG	:	Inert Gas
IMO	:	International Maritime Organisation.
ISM	:	International Safety Management Code.
ITF	:	International Transport Federation.
ISGINTT	:	International Safety Guide for Inland Navigation Tank-barges and Terminals
ISGOTT	:	International Safety Guide for Oil Tankers and Terminals.
ISO	:	International Organization for Standardisation
ISPS	:	International Ship and Port Facility Security Code
LOA	:	Length Overall.
LM	:	Loading Master. The Loading master person- in- charge is the marine transfer operator at the marine terminal who supervises the movement of petroleum products between tanker and the terminal while the oil cargo operation.
LNG	:	Liquefied Natural Gas

Port of Fujairah – Marine Department

LP	: Low Pressure
LPG	: Liquefied Petroleum Gas
MQ	: Main Quay
MARPOL	: International Convention for the Prevention of Pollution from Ships, 1973, as modified.
NLS	: Noxious Liquid Substances
NM	: Nautical Miles (Equals 1852 meters)
NOR.	: Notice of Readiness
OBO	: Ore/Bulk/Oil
OCIMF	: Oil Companies International Marine Forum
OT	: Oil Terminal
OTB	: Oil Tanker Berth
PLDA	: Pre-Load & Discharge Agreement
PEC	: Pilotage Exemption Certificate
PS	: “Pilot Station” Position at sea where pilots are boarding ships.
PW	: “Pilot Waters” Areas where the use of pilots is compulsory.
PPCO	: Port Pollution Control Officer
PSO	: Port Security Officer
P & I Club	: Protection and Indemnity Insurance Provider
PD	: Port Datum (10 cm deeper than CD)
PoF	: Port of Fujairah (Port Authority).
Pour Point	: Lowest temperature at which petroleum oil will just flow, under standard test conditions.
PPE	: Personal Protective Equipment
Responsible Officer	: A person appointed by the employer or the master of a vessel and empowered to take all decisions relating to a specific task, having necessary knowledge and experience for that purpose.
SBB	: South Break-water Berths
SBM	: Single Buoy Mooring
SBT	: Segregated Ballast Tanks.
SDWT	: Summer Dead Weight Tonnes
Significant Wave Height	: This refers to the average wave height to the largest one third of the waves.

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SIGTTO	:	Society of International Gas Tanker and Terminal Operators.
SOLAS	:	International Convention for the Safety of Life At Sea, 1974 and amendments.
SOPEP	:	Ship Oil Pollution Emergency Plan
SPM	:	Single Point Mooring
SSC	:	Ship Security Certificate
SSO	:	Ship Security Officer
SSP	:	Ship Security Plan
STS	:	Ship to Ship
SWL	:	Safe Working Load
TCR	:	Terminal Control Room
TSO	:	Terminal Security Officer
Tank Washing	:	Tank cleaning includes water washing on the SPM
VHFL	:	Vopak Horizon Fujairah Limited
VHFT	:	Vopak Horizon Fujairah Terminal
VCR	:	Vopak Control Room
VLM	:	Vopak Loading Master

Port of Fujairah – Marine Department

4. Focal Points

a) Port of Fujairah

You can reach us on these email addresses,

Location	Direct Line	Mobile	Email
Harbour Master	+971 9 2070 800	+971 50 4846778	hm_pof@fujairahport.ae
Dy. Harbour Master (Head of Section Marine Operations)	+971 9 2070 821	+971 50 9040407	dy.hm@fujairahport.ae
Dy. Harbour Master (Head of Section Marine Traffic & Safety)	+971 9 2070 826	+971 50 2744777	dy2.hm@fujairahport.ae
ISM & Training Officer	+971 9 2070 820	+971 50 3911286	asst2hm_pof@fujairahport.ae
Pilots Office	+971 9 2070 268		pilot_pof@fujairahport.ae
Marine Safety Officer	+971 9 2070 825	+ 971 50 489 2742	safety_pof@fujairahport.ae
Port HSE Officer			hse_pof@fujairahport.ae
Security Officer	+971 9 2070 824	+971 50 3911286	sec_pof@fujairahport.ae
Marine Office	+971 9 2070 802	Fax +971 9 2070 861	mo_pof@fujairahport.ae
(All Marine correspondences can be done on this address while office hours. After office hours urgent requests can be send to Control Tower for required action)			
Control Tower Radio Room	+971 9 2070 805	Fax +971 9 2070 862	ct_pof@fujairahport.ae
Vessel arrival / departure information can be sent to this address including ISPS forms. Enough notice should be given to Control Tower for any required services.			
Customer Service	+971 9 2070 811		
FOTT			ott_slead@fujairahport.ae
Tankers pre-arrival documents to be sent to this address.			

b) VOPAK Horizon Fujairah Limited (VHFL)

Fax No. + 971 9 2281371

Location	Direct Line	Mobile	Email
Terminal Manager	+971 9 2281800 ext 204	+971 50 4890411	raj.krips@vopak.com
Operations Manager	+971 9 2281800 ext 230	+971 50 7995712	ninan.john@vopak.com
Marine Shift Supervisor	+971 9 2281800 ext 253	+971 50 7996875	swami.nair@vopak.com
Terminal Safety Office	+971 9 2281800 ext 208	+971 50 4892 810	tulasi.pillai@vopak.com
Marine Officer	+971 9 2281800 Ext 217	+971 0501288272	kashif.munir@vopak.com

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c) ADNOC Onshore Fujairah Terminal Fax No. + 971 9 2235761

Location	Direct Line	Mobile	Email
Vice President Terminal	+971 2 6079600	+971 56 6886498	salyammahi@adnoc.ae
Operations Manager	+971 2 6079303	+971 50 8555979	abnalnuaimi@adnoc.ae
Marine Team Leader	+971 2 6079379	+971 56 6886506	smazhar@adnoc.ae
Team Leader HSE	+971 2 6079378	+971 50 6744477	yalraeesi@adnoc.ae
Relations Supervisor	+971 2 6079597	+971 56 6886508	abdullah.alkindi@adnoc.ae

d) FAPCO SPM Terminal

Location	In-charge	Direct Line	Mobile	Email
Plant General Manager	Soloman Prince	+971 9 2086104	+971-50-220-7104	Soloman.Prince.fapco.ae
Operation Manager	Khameis Aldhanhani	+971 9 2086107	+971-50-545-5434	Khameis.ALdhanhani@fapco.ae
Maintenance Manager	Ali Soliman	+971 9 2086123	+971-50-900-9739	Ali.Soliman@fapco.ae
HSE Manager	Liam Gooding	+971 9 2086113	+971-56-684 3036	Liam.Gooding@fapco.ae
Duty Shift Manager	Shift manager in duty	+971 9 2086127	+971-50-6130496	Shiftmanagers@fapco.ae
F2 Control Room	CRE on duty	+971 9 2086131-34		controlroomengineers@fapco.ae

5. Pilot Stations

5.1 North Pilot Station

For tankers calling SPM Terminals,
25° 18.9'N & 056° 35.0'E.

5.2 South Pilot Station.

For vessels calling at Port of Fujairah, FOTT and VHFL Berths **excluding** SPM Terminals,
25° 08.8' N & 056° 24.0' E

6. Direction of Traffic Flow

6.1 Vessel calling and leaving South Pilot Station shall keep the Fairway Buoy on their Port Side.

6.2 Fair Way Buoy

Coordinate : 25° 08.0' N & 056° 25.0' E
Characteristics : Iso.W.6s

6.3 Lateral Buoy (Red Hand Mark) (B4)

Coordinate : 25° 7.5' N & 056° 24.0' E
Characteristics : Fl.R

6.4 Port Beacons, Navigation Buoys, Racons

Please refer the latest updated versions of Admiralty Charts 3709, 3723 & 3520.

7. Port of Fujairah Petroleum Port Beacons

The specification of the beacons, Red & Green at entrance of Port of Fujairah Petroleum Port is given below,

Description	Green Beacon	Red Beacon
<u>Position</u>		
Latitude	25° 11' 3.282 " N (N = 2785491.619)	25° 11' 9.312" N N = 2785680.04
Longitude	056° 22' 58.688" E (E = 437828.007)	056° 22' 36.127" N (E = 437197.337)
<u>Lantern :</u>		
Color	Green	Red
Characteristic	OC.G.3s	OC.R.3s
Nominal Range	7 NM	7 NM
<u>Beacon Tower:</u>		
Description	Green Steel Column with white band	Red Steel Column with white band
Material	5 mm thick mild steel with 3mm GRP coating.	5 mm thick mild steel with 3mm GRP coating.
Height	15.6 m	15.6 m
Charted elevation	21.8 m	21.8 m
<u>Racon:</u>		
Racon	Morse Code (T) (3 & 10 cm)	N/A

8. Sector Light At North Break Water of Petroleum Port

The specifications of the sector light at the North Break water is given below,

Name and Location	:	Directional (Sector) Light, North Break water.
Direction	:	352 ⁰
Position	:	25 ⁰ 11.622' N & 056 ⁰ 22.706'E
Characteristics	:	Dir.W.R.G.
Height	:	32.3 m. above MHWS
Range	:	3 nm
Structure	:	White monopole tower.

Sector Configuration

Sector Colour	Sector Spec
Fixed Red	1 ⁰
Alt Red/White	0.7 ⁰
Fixed White	2 ⁰
Alt White/Green	0.7 ⁰
Fixed Green	1 ⁰

9. Weather Buoy

A Weather Buoy was installed on 20 May 2020. The coordinates and characteristics of the buoy is given below,

Coordinates	:	25 ⁰ 11.8' N & 056 ⁰ 23.05' E
Type of Mark	:	Special Mark
Buoy Colour	:	Yellow
Light Characteristics	:	Fl.Y.10s

10. POF & FOAA Approaches VHF Communications

Port of Fujairah has organized its VHF Communications in the below prescribed format. Vessels calling Fujairah are advised to call the concerned channel for their required service.

Channel	VHF 09	VHF 10	VHF 12	VHF 69
Name	Fujairah Port Control	Fujairah Offshore Control	Fujairah Port Services	Fujairah Port Emergency
Area	Port Harbours, Vopak Terminal, SPM Terminals and Alkaser Bay	Approaches to Fujairah territorial waters, FOAA, Passageway & SPM Channel	Anchorage area, port and Service harbour	Fujairah Port and Offshore
Purpose and usage	Communication with the vessels in the port areas and west of anchorage area	Communication upon Arrival to and Departure from Anchorage, approach channels or Pilot Stations	Handling vessels' requests and permits in the Anchorage area, Fujairah port, including Service harbour	Communication during Emergencies and Drills

VHF Channel 09 - Fujairah Port Control

Channel 09 to be used as a Port's **Marine Operation** working channel.

Advising in traffic at **Fujairah Port Area and West of the Anchorages Area**.

Communicating with & providing **assistance and navigational information** to vessels in the designated area.

Communicating **departure information** with the vessels in the port including **Pilot/Tugs request**.

VHF Channel 10 - Fujairah Offshore Control

Initial contact with arriving vessels to **FOAA** or the **Port**.

Advising in traffic at Anchorage Area and Anchorage approach including vessel calling directly to **South and North Pilot Station**.

Providing Information on **pilotage schedules, berthing prospects** etc.

VHF Channel 12 - Fujairah Port Services

Is a source of information to vessels calling the **Port or FOAA** about their call services and permits such as **Hot work request, Diving, Bunkering, Life boat drills.....etc.**

All permission for **supply boats to enter or leaving** the service harbour.

All permission for **Bunker Barges, lube oil/water barges...etc.** while shifting or operation in different areas.

VHF Channel 69 - Fujairah Port Emergency

Vessels at Port of Fujairah / Anchorage or in the port vicinity are not allowed to use channel 69 for normal communication, Port will use VHF channel 69 in case of Emergencies / Drills or any other purpose indicated by Fujairah Port Control.

11. Local Agent

Any type of vessel that intends to call PoF or FOAA must have a local agent based in Fujairah. The local agents are fully responsible for their role as shipping agent from the vessel's arrival till sailing. Terminating a vessel's agency during the vessel's stay at FOAA or in PoF is not permitted. Change of agency is permitted on accepting vessel's agency responsibilities by another registered shipping agency.

12. FTA Circular no: (6) 2018 - Updated - Compulsory Insurance Requirements Relating to Ship Owners Liabilities Towards the Seafarers According to MLC 2006

- a. Ship's Agents must ensure that the ship are complying with this resolution before taking over the ship agency, otherwise the agent will be held responsibility towards the crew in case of abandonment.
- b. This insurance is required for all commercial ships 200 GT and over to have an insurance certificate matching the requirements of MLC (Maritime Labour Convention) 2006 as amendment.

This insurance coverage apply to all registered utility boats based in Port of Fujairah regardless their GT (Port Regulation).

Port of Fujairah – Marine Department

- c. Main purpose of the new resolution is to ensure there is a real financial safety net to assist the crew in case of abandonment. All subject ships must carry on board contracts of insurance to cover Ship-owners liabilities for:
 - i) Repatriation of crew, essential needs such as food, accommodation and medical care and up to four months outstanding contractual wages and entitlements in the event of abandonment matching MLC 2006 Regulation 2.5, Standard A2.5.2 and guidelines B2.5.
 - ii) Contractual payments for death for long-term disability due to an occupational injury, illness or hazard set out in the employment agreement or collective agreement matching MLC 2006 Regulation 4.2, Standard A4.2 and guidelines B4.
- d. Foreign flag ship calling Port of Fujairah and Fujairah Offshore Anchorage which does not have a navigation licenses from the FTA must comply with the circular, however their insurances can be accepted from any club approved by their flag.
- e. The approved insurance providers list apply to UAE flag ships, and foreign flag ships with navigation licenses from the FTA only.

The approved list of insurance providers is available in FTA's website (<http://fta.gov.ae>) which will be updated periodically.

13. Issuance of Anchorage & Port Clearance Electronically.

Port Clearance and Anchorage Clearances are issued electronically. Shipping agents are advised to submit clearance request at least two hours prior vessel's sailing (not earlier than 4 hours prior sailing). Following procedures will be taken care during the issuance,

- 13.1. Ship's local agent shall make request for Anchorage / Port Clearance.
- 13.2. Documents required for issuing Port Clearance
 - a) Request in the prescribed format
 - b) Immigration Out
 - c) Customs Out
 - d) Pre-sailing Master Declaration
 - e) Applicable of Bill of Lading(s) (copy) from the last cargo operation should be submitted to FOTT, Operations & Control Tower as a record of proof for obtaining Anchorage or Port Clearance

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- 13.3. Documents required for issuing Anchorage Clearance
- a) Request in the prescribed format
 - b) Original Last Port Clearance
 - c) Pre-sailing Master Declaration
 - d) Applicable of Bill of Lading(s) (copy) from the last cargo operation should be submitted to Control Tower as a record of proof for obtaining Anchorage or Port Clearance
- 13.4. Control Tower shall input the information required to generate clearance.
- 13.5. No dispute Declaration required from the terminal (applicable only for vessels at VOPAK & SPMs).
- 13.6. FOTT will give “No Objection” through our system for vessels at FOTT if there is no dispute.
- 13.7. Control Tower shall give final approval when pilot onboard.
- 13.8. System will generate the Electronic Clearance.
- 13.9. System will generate a password, which will be sent to the local agent’s registered email. Agents who are not registered their email address for the purpose of receiving passwords are requested to register at the earliest.
- 13.10. Vessel’s local agent shall be able to view & save the PDF form of the certificate and print by the password provided to them.
- 13.11. No clearance will be printed from Marine Department on pre-printed stationary.
- 13.12. Authenticity of the certificate can be confirmed online by visiting our website by using the password provided to them.
- 13.13. Clearance holds the footer note, “this is a computer generated Certificate and Signature is not required.

14 Ship Sanitation Control Certificate

The issuance of Ship Sanitation Control Certificate (S.S.C) is suspended until further notice. This applies to all vessels calling FOAA and/or Port of Fujairah, other than registered utility boats, bunker barges, storage vessels, slop collecting vessels and lube oil barges based in Fujairah.

One-time extension of expiring or expired S.S.C is granted for a maximum of 30 days for vessels calling at Fujairah Offshore Anchorage & Port of Fujairah. The ship’s master is required to submit the latest original S.S.C and Maritime Declaration of Health. Existing issuance charges as per port tariff apply for the extension.

15. Fujairah Offshore Anchorage Area Overstay Charges

Vessels calling from official ports (not from OPL) at Fujairah Offshore Anchorage Area regardless their nature of call are allowed to stay a maximum of 10 days free of charge. This step has been taken to reduce congestion and to give room for new arrivals at Fujairah Offshore Anchorage and to receive required maritime services.

The free stay at Fujairah Offshore Anchorage should be **availed in one shot not intermittently**.

Invoice will be generated automatically against any vessel stay more than 10 days counting from the 11th day. It is the responsibility of ship's agent to send vessel's departure information and if not received in time, invoice will be generated on agents account.

Vessels at Fujairah Offshore Anchorage Area waiting due to non-availability of berths are exempted from paying overstay charges. In this situation, the days from which these vessel's name appears on the shipping list of FOTT and PoF Operations Department until the day she casts off from Main Quay, SBB & OTB will be excluded from paying the offshore overstay charges.

All other cases overstay charges applicable including vessels waiting due to non-readiness of cargo.

Vessels calling from high seas or OPL will be charged for the Offshore Overstay from arrival date.

In case if a vessel is asked to vacate from Vopak Terminal berths or from SPMs due to bad weather, the days since she anchors at FOAA from the berth will be excluded from paying overstay charges.

16. Bunker Barges – Request to Avoid Congestion

Bunker Barges are requested to remain alongside their mother vessels or alongside other bunker barges in double or triple bank positions to avoid congestion at FOAA and to give room for waiting vessels to receive required maritime services.

17. Tankers Calling at Fujairah Offshore anchorage & Port of Fujairah from High Seas

17.1 Tankers calling at Fujairah Offshore Anchorage Area and Fujairah Port should be from official ports with valid Last Port Clearance.

17.2 Tanker carried out S.T.S cargo operation at High seas will not be permitted to call Fujairah Offshore Anchorage Area or Fujairah Port Terminal.

17.3 High Seas will not be considered as Last Port.

17.4 A copy of Bill of Lading from the last cargo operation should be submitted to Control Tower as a record of proof for obtaining Anchorage or Port Clearance.

18. Tankers, LPG, LNG Gas Carriers & Bulk Vessels Classed under Non-IACS Members

Tankers (Oil & Chemical), LPG, LNG Gas Carriers & **Bulk Vessels** classed under non-IACS members are not permitted to call Port of Fujairah, Fujairah Offshore Anchorage or Oil Terminals regardless their nature of call.

Tankers (Oil & Chemical), LPG, LNG & Gas Carriers classed under Tasneef are exempted from the above restriction.

19. Compliance to IACS Issued Certificates

Tankers and gas carriers calling Port of Fujairah and Fujairah Offshore Anchorage must hold certificates (as per Notice to Mariner No. 148 Version 4) related to Safety, Security & Environment issued by IACS member. These certificates must be valid and their originals available on-board.

20. P & I Clubs Accepted By Port of Fujairah

All vessels calling Port of Fujairah and Fujairah Offshore Anchorage regardless their vessel type must hold all the insurance related certificate issued by one of the International Group of P & I Clubs & PoF accepted P & I Clubs.

21. Medicine Supply to Ships

Ship chandlers are not permitted to supply any type of medicines (registered, non-registered and controlled drugs) to ships at Fujairah Offshore Anchorage and Port of Fujairah. As per their Municipal Trade license, they are not permitted to deal with medicines and also have no MOH approval.

MOH approved and registered (with Port of Fujairah) medicines supplying companies are only permitted to supply/Replenish medicines (registered, non-registered and controlled drugs) onboard ships at Fujairah Offshore Anchorage & Port of Fujairah.

Ship Chandlers are not permitted to bring ashore any sort of expired medicines, this could lead into serious consequences by the Port Security, Police and Fujairah Customs. Please refer Item (36, iv) for the proper disposal of expired medicines.

22. Tankers (Chemical & Oil) Age Restriction

Tankers (Chemical & Oil) aged above 25 years are not permitted to call Port of Fujairah, Fujairah Offshore Anchorage or Oil Terminals regardless their nature of call.

23. Lay-up & Scrap Vessels.

Vessels for lay-up or scrap are not permitted at Fujairah Offshore Anchorage Area.

24. Rendezvousing.

Rendezvousing between steaming vessels or between steaming vessels and service boats are prohibited at Fujairah Offshore Anchorage Area.

25. Movements of vessels in double banking position

Movements of vessels in double banking position (side by side) are strictly prohibited at Fujairah Offshore Anchorage Areas.

26. Serving Vessels at Off Port Limit

Serving vessels at Fujairah off Port Limit is strictly not allowed and against Port Security Regulations. Offshore Passes issued to visitors / technicians to board vessels at Fujairah Offshore Anchorage only.

If any utility boat based in Fujairah Port is found transferring personnel at Fujairah off Port Limit (including Khorfakkan and Kalba area), strict action will be taken against violators.

27. Personnel / Technicians Visiting FOAA

Personnel or technicians visiting Fujairah Offshore Anchorage using Port Offshore Passes are not allowed to leave from the Fujairah Territorial Waters. Technicians boarding from Fujairah territorial waters and disembarking at ports other than Fujairah are advised to follow the Immigration Visa procedures.

28. Crew Transfer

Transfer of crew between vessels at Fujairah Offshore Anchorage or in Port of Fujairah is strictly prohibited. Crew change must be done through PoF Immigration Department.

29. Crew Stay at Agency premises in PoF

Shipping agencies are not allowed to provide accommodation in their office premises in PoF to on signers or to off signers.

30. Cargo Transfer

Transfer of Cargo (excluding approved S.T.S operation, Bunkering and De-sloping) at Fujairah Offshore Anchorage is prohibited.

31. Failing to Complete Immigration Inward Formalities.

In any circumstances, if the Fujairah Port Immigration rejects to complete Immigration Inward formalities of your vessel that must be immediately reported to the Control Tower. Such vessel will be immediately asked to leave from Fujairah Port irrespective of her cargo operation.

Failing to report such situations to the Control Tower may result in taking legal action against concerned ship's local agent in Fujairah.

32. Immobilization at Fujairah Offshore Anchorage.

Fujairah Offshore Anchorage Area is clearly meant for fully operational vessels. Special permission from Harbour Master should be taken in case if a vessel required immobilization and accordingly the port will reserve a standby tug during immobilization.

Confirmation to the following points from the ship master is required for Immobilization,

- a) No Hot work will be conducted on board during immobilization.
- b) All fire-fighting & life-saving equipment will remain operational.

All requests for immobilization should include the following information,

- i) Vessel particulars (LOA, NRT, GRT, DWT)
- ii) Vessel Type.
- iii) Vessel Condition (Loaded / Ballast)
- iv) Cargo type & quantity (if loaded)
- v) Scope of work
- vi) Duration of Immobilization

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Stand by tug will remain inside harbour and charges apply as per Port Tariff. In case, if the vessel required assistance of tugs, then tugs will be provided with charges as per Port Tariff (312 B).

Stand by tug will be alongside the vessel, subject to vessel and weather condition.

Immobilization approval is subject to availability of tugs & prevailing weather conditions.

33. Permission For Purging to Reduce H₂S Level.

Following conditions apply to tankers anchored at Fujairah Offshore Anchorage seeking permission to go off-port limit for purging to reduce H₂S level prior calling at Oil Terminals,

- a) On re-entry, no overstay charges apply if the tanker directly berth at Oil Terminal berths from off-port limit and sail directly to her next port.
- b) On re-entry, overstay charges apply if the tanker drop anchor at Fujairah Offshore Anchorage prior berthing or after un-berthing from Oil Terminals.

34. Liquid Nitrogen Purging in LPG and LNG Carriers is permitted at Fujairah Offshore Anchorage “D” area with prior approval from Control Tower.

35. Vessels with Security Level 2 or Level 3.

Port Security Officer will board all vessels calling FOAA with security Level 2 or 3 to furnish the DoS with SSO.

Inspection and transportation charges as per Port Tariff.

Vessels with Security Level 2 or Level 3 must leave from FOAA once they finish receiving their services. These vessels are allowed to receive their services (Bunkering, De-slopping, Freshwater, Crew Change, Stores, etc.) for a maximum of 12 hours only.

Following Conditions apply,

- a) Two Patrolling Boats will patrol near the vessel until sailing from FOAA, these Patrolling Boats will be charged as per Port Tariff.
- b) V.H.F channel 10 should always be on watch for the conversation among the vessel's bridge, patrolling boat and the Control Tower.

36. Restricted Anchoring Adjacent to Fujairah Territorial Waters

Area 1: Between Longitudes 056⁰ 35' E & 056⁰ 49.5' E

Area 2: Between Longitudes 056⁰ 35' E & 056⁰ 47' E

Vessels anchoring adjacent to Fujairah Territorial waters is strictly prohibited.

The coordinates of the areas are given below,

Area 1:

25⁰ 37.0' N & 056⁰ 35' E
25⁰ 37.0' N & 056⁰ 49.5' E
25⁰ 24.45'N & 056⁰ 35' E
25⁰ 24.45'N & 056⁰ 49.5' E

Area 2 :

25⁰ 19.25' N & 056⁰ 35' E
25⁰ 19.25' N & 056⁰ 47' E
25⁰ 06.0' N & 056⁰ 35' E
25⁰ 06.0' N & 056⁰ 47' E

Mariners please bear in mind that the ‘**undersea communications cable**’ is passing adjacent to longitude 056⁰ 49.5’ E (please find attached sketch – Attachment # 12).

Free passing of vessels through the aforementioned area is allowed as per International Maritime Law.

37. SPM Channel

There are eight buoys deployed to mark the SPM Channel and their names, position and light characteristics are given below,

Sl.	Buoy Name	Coordinates	Light	Remarks
1.	SPM Channel-Buoy#1	25° 19.4' N & 056° 33.39'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF)	Racon (M)
2	SPM Channel-Buoy#2	25° 18.4' N & 056° 33.39'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF)	
3	SPM Channel-Buoy#3	25° 19.4' N & 056° 31.10'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF)	
4	SPM Channel-Buoy#4	25° 18.4' N & 056° 31.10'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF)	
5	SPM Channel-Buoy#5	25° 19.4' N & 056° 28.78'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF)	
6	SPM Channel-Buoy#6	25° 18.4' N & 056° 28.78'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF)	
7	SPM Channel-Buoy#7	25° 19.4' N & 056° 26.56'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF)	
8	SPM Channel-Buoy#8	25° 18.0' N & 056° 27.00'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF)	

Racon (M) is fixed on SPM Channel Buoy # 1.

Crossing or entering the SPM Channel by vessels or utility boats without Port of Fujairah Pilotage is strictly prohibited.

This restricted area is under continuous surveillance and vessels crossing will be recorded in our SPM Channel Monitoring System automatically.

Ship Master / Utility Boat Master crossing or entering without pilotage the SPM Channel by ignoring our regulations will invite a fine of US\$10,000.

38. Use of Rubber Boat Strictly Not Permitted.

Use of rubber boat at Fujairah Offshore Anchorage and in Port of Fujairah is strictly not permitted at any circumstances considering the security at this area. This is applicable to all vessels including navy vessels.

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39. Tidal Information (Port of Fujairah 25° 10.2'N, 56° 21.6'E)

All levels in meter above Fujairah Chart Datum.

Highest Astronomical Tide	HAT	+ 3.2 m CD
Mean Higher High Water	MHHW	+ 2.8 m CD
Mean Lower High Water	MLHW	+ 2.3 m CD
Mean sea Level	MSL	+ 1.8 m CD
Mean Higher Lower Water	MHLW	+ 1.4 m CD
Mean Lower Low Water	MLLW	+ 0.8 m CD
Lowest Astronomical Tide	LAT	- / - 0.3 m CD

Highest Recorded Water level Ever (+ 3.60 m CD) & Highest Recorded Swell (more than 8 feet) while following Tropical Cyclone

1. Tropical Cyclone GONU (6th June 2007)
2. Tropical Cyclone NANAUK (11th & 12th June 2014)
3. Tropical Cyclone NILOFAR (28th - 31st October 2014)
4. Tropical Cyclone ASHOBA (6th - 11st June 2015)

Harbour datum = Admiralty datum – 0.1 m

Description	Above CD (Chart Datum)	While MHHW	While MLLW
Height of -7 M Quay	4.00 m	0.9 m	2.9 m
Height of Main Quay, SBB	4.75 m	1.65 m	3.65 m
Height of OT1 Berth 1,2&3	4.75 m	1.65 m	3.65 m
Height of OT1 Berth 3A& 3B	5.0 m	1.9 m	3.9 m
Height of OT2 Berth 4,5,6&7	4.75 m	1.65 m	3.65 m
Height of OT2 berth 8 & 9	5.6 m	2.5 m	4.5m
Height of VLCC	9.6 m	6.5m	8.5 m

40. Weather Information (Port of Fujairah 25° 10.2'N, 56° 21.6'E)

Compendium from own records.

<u>Temperature</u>	<u>Maximum</u>	<u>Min.</u>	<u>Daily Average</u>
January	24.5	12.1	17.8
July	42.3	27.6	34.2

Sea Water Temperature

Summer	33.0	30.0
Winter	24.0	22.0

Relative Humidity

January	81%	42%	70%
July	91%	30%	54%

Total Rainfall in a Year : 263.6 mm

Average over period 27 rain days.

Mean Sea Level Pressure (in hPa)

Daily Mean	:	1010.26
Extreme Maximum	:	1095.25
Extreme Minimum	:	1004.28

Cloudiness (oktas)

Daily Mean	:	2.39
Extreme Maximum	:	5.85

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Wind

Max. : 72 knots
 June to November : Mainly East to southeast *f*3-4
 November to May : Variable with strong West to Northwest Squalls lasting up to 2 days. Maximum 10 but mainly *f*5-6 Katabatic winds in late afternoons and evenings.

Between January and May is period when winds may exceed *f*8 and up to *f*10, again from West to Northwest. Can Expect up to 45 days when winds exceed *f*5 during this period.

Isokeravnic (Lighting) Levels.

Associated with thunderstorms of which 7 days per annum can be expected.

Currents

The Arabian Sea Pilot indicates maximum current velocities of 0.75 knots occurring during July (the South West monsoon period). This current is aligned parallel with the coast in a Southerly direction.

Observations made during site investigations for the construction of the Port showed currents not exceeding 0.5 knots, with the direction of flow being generally to the North and reversing to the South for a few hours during one of the low water periods each day.

Waves

Wave analysis for the original design of the Port of Fujairah was undertaken by PGA (Sharjah) Ltd. And the University of New South Wales in 1979. A summary of the recorded wave conditions offshore of the harbour is reproduced in Table below.

SIGNIFICANT WAVE HEIGHTS (METRES)								
DIRECTION								
Frequency of Exceedence	N-NNE	NNE-NE	NE-ENE	ENE-E	E-ESE	ESE-SE	SE-SSE	SSE-S
0.1% -9 hr/yr.	2.0	1.0	1.0	2.0	3.5	3.5	2.0	1.0
0.5% - 2 day/yr.	0.6	0.5	0.3	0.6	1.5	1.5	0.9	0.4
1% - 3½ day/yr.	0.3	0.3	0.3	0.3	0.6	0.8	0.5	0.3

Note : Table Wave Climate – Fujairah

The report by the University of New South Wales noted that, except for infrequent storms, wave heights are generally low, exceeding 1m for only 3% of the time. The dominant direction of wave attack during the more usual conditions is between east and southeast.

It is understood that penetration of south-easterly swell occasionally occurs. This swell has been observed at the Northern Breakwater, in particular adjacent to the junction of the breakwater with the shore. However, on the basis of recent discussions with the Port of Fujairah, it is understood that the observed height of the swell has not exceeded approximately 0.8m. It is therefore considered unlikely to adversely affect any except very small vessels.

It has been noted by Wimpey, who undertook wave measurements and analysis at the site in 1981 and 1982, that recorded wind speeds and directions bore little or no relation to wave heights and directions, which indicates that waves are generated outside the area.

41. Wind State Between November and June

The “SHAMAL” condition frequently prevails with wind speed in excess of 50 knots, and gusts up to 70 knots.

These winds are variable with strong Westerly to North-westerly squalls lasting up to 2 days. Maximum wind force 10 BF mainly 5-6 BF Katabatic winds in late afternoons and evenings.

Shipmasters are requested to ensure that their vessels secured and with equal tension on all mooring ropes.

Minimum moorings will be 3 head & 3 stern ropes, 2 breast's rope and 2 springs forward and aft.

42. Protection of Marine Environment

A. Prohibited S.T.S Operation at Off Port Limit

According to the following U.A.E Federal Law, S.T.S tanker operation at off Port Limit is **PROHIBITED**,

1. Federal Law No. (19) of 1993 concerning to the definition of territorial waters of the United Arab Emirates,
2. Federal Law No. (24) of 1999 for the Protection and Development of the Environment.

All shipping Agencies & Marine Service providing companies based in Fujairah are noticed to do not involve in above activity.

Please follow the **Regulation of S.T.S at “S” Area at Fujairah Offshore Anchorage Area**. Your cooperation is requested to keep Fujairah waters clean from all types of pollution and to have safe marine operation.

B. Ballast Water Management

i) Prohibition on Pumping out tank Wash (Oily mixture) And Dirty Ballast Water into Sea

Time to time the coast of Fujairah up to Dibba is suffering from oil pollutions resulting from the dirty ballast water, **carbon soot** and oil mixtures pumped into sea by some irresponsible masters.

According to the UAE Federal Law No. (24) of 1999 for the Protection and Development of the Environment please note the following,

- All tank wash should be delivered to slop collecting companies.
- Port of Fujairah do not accept tanker to leave anchorage area to high seas for tank wash and back unless if the tanker appoints a slop receiving company from the approved list by Port of Fujairah to deliver slop.
- Port of Fujairah do not accept last port of call of a vessel to be named as "HIGH SEAS".

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- Tankers are prohibited from discharging any polluting substance from tank wash or ballast water into the Water Environment unless safety measures been taken to safeguard water environment according to MARPOL requirements.
- Please note that the Water Environment extend up to 200 N.M from the shoreline.
- Exchange of Ballast water at F.O.A.A and in Port of Fujairah is prohibited.

ii) Special Area for the Gulf – MARPOL 73/78 Annex I & V

The Special Area has been designated in the Gulf on 01/08/2008.

The discharge requirement in the Special Area is as per regulations 15 & 34 of MARPOL Annex I and regulation 5 of MARPOL Annex V.

Please find below the summary of discharge requirements,

- Disposal of Domestic Garbage from Ships according to MARPOL. This Applies to all ships regardless of size.
- It is prohibited to discharge any garbage into sea inside the Special Area except food wastes when the ship is more than 12 nautical miles from the nearest land. This applies to all ships and offshore platforms regardless of size.
- The control of oil discharge (machinery space of all ships) in the Special Area and outside the Special Area according to MARPOL 73/78 Annex I, which is shown in the attached table (Attachment 10) announced by the "Marine Emergency Mutual Aid Centre" (MEMAC) and the "Regional Organization for the Protection of the Marine Environment" (ROPME).

iii. Ballast Water Exchange

ROPME Sea Area (RSA) is a special area as per IMO Resolution 168/56. Ballast water exchange outside the RSA is entered into force as of 01 November 2009.

We would like to remind all ship masters that ballast water exchange in Fujairah Offshore Anchorage Area until 50 NM from the shoreline is prohibited. Ships having on-board an IMO approved and certified Ballast Water Treatment system are permitted to exchange ballast water in Fujairah Offshore Anchorage.

Your cooperation is very much important to protect the marine environment.

C. Grit & Hydro Blasting Ship's sides & Painting

Blasting of ship's deck or hull by means of Grit or water (hydro blast) or painting at Fujairah Offshore Anchorage Area is prohibited as an effort to protect marine environment.

D. Propeller Polishing using solvents

Propeller polishing with solvents, grease, etc. is strictly not allowed at Fujairah Offshore Anchorage & in Port of Fujairah.

E. Exhaust Gas Cleaning Systems (EGC)

The discharge of wash-water from any EGC unit (open loop scrubber system) as fitted to fuel oil combustion machinery installed on board a ship is strictly prohibited in Port of Fujairah (PoF) and Fujairah Offshore Anchorage Area (FOAA).

Fuel oil combustion unit encompasses any engine, boiler, gas turbine, or other fuel oil fire equipment.

Any waste generated from the treatment process, whether sludge or circulated fresh water waste, shall be collected and temporarily stored on board for subsequent disposal through appropriate reception facility.

F. Carbon Soot Blowing of Boiler/Economizer.

Soot blowing or the procedure that is necessary for cleaning heating surfaces in fuel-fired steam generators and/or economizers is strictly prohibited in Port of Fujairah (PoF) and Fujairah Offshore Anchorage Area (FOAA)

G. Ban On Open-Loop Scrubbers

Please be advised that Port of Fujairah has decided to ban the use of open-loop scrubbers in its waters. Ships will have to use compliant fuel once the IMO 2020 Sulphur cap comes into force.

H. Carbon Soot Discharge in Fujairah Waters.

If any vessel is found discharging carbon soot in Fujairah Waters will invite a fine of AED 200,000/- (Dirhams Two Hundred Thousand).

This step has been taken to prevent occurrence of carbon soot discharge in Fujairah Waters which destroys our Marine Environment badly.

43. Single Hull Tankers

Single Hull tankers are no more accepted to call Fujairah Offshore Anchorage or Port of Fujairah.

44. Ship's Hull Irregularities observed during underwater inspection

During hull inspection or hull cleaning if the divers detect any damages on hulls of ships at Fujairah Offshore Anchorage or in Port of Fujairah must be reported immediately to the Port Authority.

Failure in reporting any such irregularities to the Port Authority would invite severe penalties including legal action.

45. Marine Waste Disposal at Fujairah

- Holds & Hatch cleaning at Fujairah Offshore Anchorage is strictly prohibited.
- Grit blasting and water blasting is prohibited at Fujairah Offshore Anchorage & Port of Fujairah.
- Import of all kinds of scrap materials into Port of Fujairah is strictly prohibited.
- Under water hull cleaning permitted with prior permission. Diving companies are not allowed to clean ship's hull above waterline.
- Hull Cleaning above water line is not permitted except cleaning of oil stain by registered Oil Spill Response Companies after permission.
- Presently there is no reception facility available to collect sewage waste from ships at Fujairah Offshore Anchorage and in Port of Fujairah.

46. Reception Facilities in Fujairah.

Facilities available for the proper disposal of the below listed marine wastes in Fujairah,

i. Oily Sludge

Oily Sludge Treatment Facility available in Fujairah.

Tank cleaning activity at Fujairah Offshore Anchorage Area is permitted to tankers dispose and treats their oily sludge at registered treatment facilities in Fujairah. Transporting oily sludge by road or by sea from Fujairah Port to reception facilities outside Fujairah is prohibited.

Following procedures must be adopted for tank cleaning,

- a) Request specific permission from the Harbour Master to effect tank cleaning with 72 hr notice. The request should include,
 1. Vessel name and local agent.
 2. E.T.A and last port
 3. Name of Cleaning Company
 4. Number of labours
 5. Estimated duration of work.
 6. Estimated quantity of sludge.
 7. Receiving Facility and their confirmation.
 8. E.T.D and destination.
- b) Vessel's local agent should re-confirm 24 hours prior to tanker's arrival and would liaise with Harbour Master for arranging permission for operation to start.
- c) Personnel involved in offshore job must obtain clearance from Department of immigration.
- d) The Port Authority reserves the right to refuse or withdraw permission for Tank Cleaning if cleaning company failed to adhere to the procedure.
- e) The Port Authority further reserves the right to appoint an independent surveyor to verify any of the above information provided by vessel and its agent. In such cases surveyor would be appointed at agent's expense.

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- f) The Sludge Transport Statement in the attached (Attachments : 17A & 17B) prescribed format should be duly filled, stamped, attested from concerned authorities and submitted to Marine Department immediately after delivering sludge to the Reception Facility.
- g) Contact Details of reception facility in Fujairah

Sl.	Facility Name	Tel.	Fax	Email
1.	Gulf Environment FZE	2281923	2281925	ecoref@emirates.net.ae
2.	Arabian Environmental Protection Co. L.L.C	2281672	2281673	vgovind@aepcouae.com

ii. Slop

Offshore & onshore slop collection facilities available at Fujairah Offshore Anchorage & Port of Fujairah.

Contact details of Facilities in Fujairah.

Sl.	Facility Name	Telephone	Fax	Email
1.	EMEPCO	2228840	2228841	att@akron.ae
2.	Fairdeal Marine Services	2228145	2228147	agency@fairdeal.ae
3.	Gulf Environment FZE	2281923	2281925	ecoref@emirates.net.ae
4	Arabian Environmental Protection Co. L.L.C	2281672	2281673	vgovind@aepcouae.com

iii. Domestic Garbage

Procedures for disposing Domestic Garbage

1. Domestic garbage must properly **have packed** in bags with tags indicating Ship's name, IMO Number, Agent Name and Date.
2. **Domestic garbage for the purpose of disposal must exclude the following materials,**
 - a. All types of batteries
 - b. Pyrotechnics materials
 - c. Medical Wastes / expired drugs
 - d. Maintenance wastes (chipped paint, rust, etc.)
 - e. Incineration ash
 - f. Any water generated from the treatment process.
 - g. Soot blowing from boiler / economizer.
 - h. Grit Blast material / waste
 - i. Holds & Hatch wash
 - j. Expired distress signaling devices
 - k. Oily Waste
 - l. Oil related products
 - m. Radiating materials & nuclear wastes
 - n. All types of noxious substances.
3. Domestic Garbage Delivery Receipts will be issued by Port of Fujairah on request for vessels calling Port of Fujairah. Domestic Garbage Collecting Companies will issue Domestic Garbage Delivery Receipts to vessels calling at Fujairah Offshore Anchorage. Related shipping agent has to submit the attached declaration while requesting Port Clearance to get the Domestic Garbage Delivery Receipt for vessels calling Port of Fujairah.
4. The attached Master Declaration to be sent to Domestic Garbage Collecting Companies. and Port of Fujairah for vessels calling Fujairah Offshore Anchorage and for ships alongside Port of Fujairah berths should be delivered to Port of Fujairah.

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5. Agencies are not allowed to issue any Garbage Delivery Receipt to vessels.
6. Domestic Garbage disposal facility is not available at VLCC Jetty. Therefore, vessels calling VLCC jetty should deliver their Domestic Garbage to the collection facility while at FOAA prior berthing or after un-berthing.

7. Domestic Garbage Collection Facility in Fujairah for ships calling at Fujairah Offshore Anchorage

Garbage collection facility is available in Fujairah for collecting and proper disposal of domestic garbage from vessels calling at Fujairah Offshore Anchorage.

The Contact Details of the facility:

Sl.	Company Name	Telephone	Fax	Email
1	Green Peace Est.	+971 9 2281741	+971 9 2281742	greenpeacefuj@gmail.com
2	Al Folk LLC	+971 9 2221217	+971 9 2220116	operations@alfolk.ae

Domestic garbage not properly packed with tags indicating Ship's name, IMO Number, Agent Name and Date will be rejected by **Domestic Garbage Collection Companies**, landing point at 7 Meter Quay.

iv. Expired Medicine

Reception facility is available in Fujairah for the proper disposal of expired medicines. The contact detail of reception facility is given below and the disposal procedures attached (Attachment-11).

Facility Name : Marine Pharma FZE
 Telephone : 2228007
 Fax : 2228008
 VHF Call Sign : PORT CLINIC
 Email : fpclinic@emirates.net.ae
 Website : www.fujairahportclinic.co.ae

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v. Distress Signalling Devices

Dumping of expired distress signalling devices (Rocket Parachute Flares, Smoke Signals, etc.) into sea is strictly prohibited at Fujairah Offshore Anchorage.

The expired distress signalling devices are strictly not permitted to dispose along with domestic garbage.

The expired devices are therefore delivered to Fujairah Civil Defence for the proper disposal through respective local agents.

Local agents are requested to obtain prior permission from the Department of Explosives and Director General of Police prior collecting aforesaid materials from ship for disposal purpose.

Waste materials other than the listed above are not permitted to dispose at Fujairah Offshore Anchorage & Port of Fujairah.

47. Approved Quick Oil Spill Response Companies

Please find below the updated list of approved Quick Oil Spill Response Companies registered with Port of Fujairah,

Sl.	Facility Name	Telephone	Fax	Email
1	Fender & Spill Response Services	09 2282162	09 2282163	info@fsrs.com
2	Fairdeal Marine Services	09 2228145	09 2228147	agency@fairdeal.ae
3	ADNOC Logistics & Services	09 2235959	09 2235005	osr.hns.ls@adnoc.ae
		056 6877499		
		056 6879955		
		050 8118024		
		050 6227261		

48. S.T.S Gas Transfer

Transfer of Gas by S.T.S operation is allowed at Fujairah Offshore Anchorage Area, refer Annex - 1.

49. **Medical Services in Port and at FOAA.**

All medical related requirements for the ships at Fujairah Offshore Anchorage and Port of Fujairah should be dealt directly with the **Fujairah Port Medical Centre** (ex Fujairah Port Clinic) based in Port of Fujairah.

Fujairah Port Medical Centre is facilitated with the new building and enhanced medical services such as, 4 doctors (1 Internist, 1 Dentist, 2 GPs) with many new staff to be available to provide 24/7 services, Lab, X-ray, Ultrasound, A&E, 2 patient observation rooms and Pharmacy.

50. **Restrictions To Human Dead bodies.**

The Ministry of Interior will not accept human remains from any vessel if the incident happened at off Port limit. In case of any emergency, approval from the Fujairah Police and Local Authorities must be obtained prior bringing vessel to Fujairah Offshore Anchorage or Fujairah Port.

51. **Ship's Crew Medical Disembarkation at FOAA and in POF**

Shipping agencies shall inform Port Authority immediately with regard to any medical cases and following documents and requirements shall be complied:

1. Ship's Master has to submit "Medical Examination Report" and if applicable an injury report in case of injury incident on-board to Port Authority, Port clinic, Port police and Immigration through the local ship's Agent stamped and signed by Ship's Master.
2. Ship's Agency has to arrange medical sea transportation from ship to shore or vice versa through one of crew boats with compatible speed requirement (crew boat speed above 18 knots) approved by Port of Fujairah for medical transportation (refer to NTA 07/2019).
3. All above crew boats designated for Medical disembarkation/embarkation shall inform Port Control before leaving port Harbour as well as entering port in order to obtain the priority.
4. Port clinic has to submit medical report in (Arabic and English) to Port Authority, Port Police and Immigration through the ship's Agent.
5. If Port clinic found the Medical Status of the Sick/Injury crew required further treatment outside the port, a Medical Report from the treated hospital is to be submitted to Port Authority, Port Police and Immigration through the ship's Agent.

6. Similarly crew disembarked due to injury or any other suspicious medical status, the concerned ship shall only be allowed to sail after obtaining proper clearance from police GHQ and the crew is repatriated accordingly.

52. Transfer of Sick / Casualties

Only the approved and listed crafts (crew boat speed above 18 knots) by Port of Fujairah are permitted to engage in the emergencies mentioned below,

1. Transfer of injured or seriously sick crew or passenger seeking medical attention from ships anchored at Fujairah Offshore Anchorage.
2. Transfer of medical team from shore to ships at Fujairah Offshore Anchorage for attending injured or seriously sick crew or passenger.

while hiring Port Crafts for transferring sick/injured crew, ship's local agent must arrange medical assistance on-board Port Craft to accompany the sick / injured crew.

53. Crew / Passenger List Requirement

Vessels calling Port of Fujairah or FOAA and intend to disembark crew or passengers, shall submit the respective Crew List or Passenger List stamped from the Immigration Department of the previous Port or their Exit Stamp.

54. Lifeboat drill or Manoeuvring Test.

a) At Offshore Anchorage

Further to our follow up on the subject matter that transpired from the seminar conducted on 08/02/98, we are pleased to inform that the Fujairah Coast Guard has given approval to vessels anchored for conducting drill or manoeuvring test of their lifeboats at offshore anchorage area under following condition.

Vessels should not use the lifeboat to transfer any sort of material or personnel between vessels.

- The drill of the lifeboat must be conducted during day light hours only.
- Movements of the lifeboat are restricted.

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- Reaching shore under any circumstances, by the lifeboat is strictly prohibited.
- Duration of the drill shall not exceed one hour.
- The lifeboat must carry its state flag and the name of ship & her port of registry must be clearly written on each bow sides.

Agents must forward their request, 24 hr. in advance, to the Marine Department and obtain permission prior conducting the drill or manoeuvring test. Agent must provide following information when requesting the permission.

Vessel name, Anchor position, number of lifeboats, Starting time & date and an undertaking confirming to above conditions.

The Life Boat Drill at Fujairah Offshore Anchorage Area could be permitted for one time only.

b) Inside Harbour

Lowering of lifeboat from vessel inside harbour can be permitted provided the following statements by Shipmaster to Control Tower on V.H.F Radio,

- Lifeboat will be lowered up to water level only.
- Life boat will not be released from its hoisting hook.
- Lifeboat will be hoisted back immediately.
- Lowering of lifeboat in water for testing purpose should be requested by ship's agent with 24 hours' notice provided with following confirmation,
 - * Life boat test in water will not be conducted if navy vessel inside harbour.
 - * Shipmaster will take permission from Control Tower prior lowering and lifting of lifeboat.
 - * Life boat will remain always near vicinity of the ship.
 - * Life boat will not remain more than one hour in water.

55. Fujairah Offshore Anchorage - AIS Transmission

Reproduction, distribution, publishing, transmission, modification totally or in part, sale and any other usage in general for any purpose, reason or cause of Fujairah Offshore Anchorage Area by using AIS is hereby expressly prohibited.

Please note that the Port of Fujairah has jurisdiction as National Authority in Fujairah waters.

Legal actions will be taken against violators.

56. Hot work on tanks of Vessels at F.O.A.A & Port of Fujairah

No hot work will be permitted to carry out on ship's tanks. This restriction is irrespective of type of tanks & type of vessels.

57. Photography in Port and at Fujairah Offshore Anchorage

Photography is strictly prohibited in Port of Fujairah and at Fujairah Offshore Anchorage Area. Special permission must be taken from the concerned authorities prior any photo / video shoot.

Legal actions will be taken against violators and equipment used in the video/photography will be confiscated.

Ship Master / skipper is also subject to legal actions if he permits anyone on-board his vessel / utility boat to use video / still camera.

58. Ship Repair

- a. Only Companies Registered for Offshore Services with Port of Fujairah are permitted to attend ships for technical jobs.
- b. Technicians exceeding 10 required a letter from Marine Department prior permitting for attending ships at FOAA. Request for obtaining this letter should be submitted with 72 hours' notice and should contain the following information,
 - i. Ship Name
 - ii. IMO No.

- iii. Vessel Type
 - iv. Vessel Condition (Ballast / Loaded)
 - v. Whether Gas free (if Ballast)
 - vi. Scope of job
 - vii. Attending Company
 - viii. Number of Technicians
 - ix. Duration of job
- c. Confirmation to the following conditions required in addition to the above,
- “The technicians will not involve in Tank Cleaning / De-mucking / hatch /hold cleaning operation onboard the vessel. No hot work will be carried out in tanks (this applicable to all type of tanks irrespective of type of vessel)”.

59 Hot Work Request

Provide confirmation on the following conditions to get permission from Fujairah Port Authority to carry out hot work on-board,

- a. Vessel in ballast condition.
- b. All Tanks are inerted.
- c. No hot work will be carried out on ship's tanks. This restriction is irrespective of type of tanks & type of vessels.
- d. Gas Free and Hot Work certificate issued by one of the registered Survey Companies will be submitted prior commencing hot work.
- e. The repair companies to confirm that they will recheck gas free for the working area before starting hot work.
- f. If the ship crew do the hot work, then the master to confirm that he will recheck gas free for the working area before starting hot work.
- g. Ship Master to make sure, all operations related to hot work and gas freeing will be carried out in accordance with the Oil Tanker Operation Manual & ISGOTT (5th Edition–2006), Section9 (Management of Safety and Emergencies; subsection 9.4, Hot Work and Subsection 11.4 Gas Freeing).

60 Import of Used Oil

Federal Environmental Agency reminded to us that the “Federal Law No. (24) of 1999 for the **Protection and Development of the Environment**” do not permit import of any type of used oil.

61 Landing of Liquid / Solid in drums or empty drums

Landing of liquid or solid in drums or landing of empty drums in port of Fujairah or at Fujairah Oil Terminals is strictly not allowed.

62 Oil Spill Response – Approved Oil Spill Chemicals

With effect from 1st January 2018, the ROPME list of Approved Oil Spill Dispersants is as follows:

- Corexit® EC9500A*
- Corexit EC9500B*
- Dasic Slickgone NS
- Disperep 12*
- Eflochem OSD ECO HD
- Finasol OSR 52 / Ecosperse 52
- OD 4000 (PE 998)
- Radiagreen OSD*
- Super - Dispersant 25
- Seacare Ecosperse LT23

* for sea, but not for beach and rocky shore.

The existing stock of Finasol OSR 51 and NU CRU may still be used during the shelf life until exhaustion.

Please refer to MEMAC website always for the updated list of dispersants.
www.memac-rsa.org

63. Changes in Ship's Information

- a. Change of Ship's name permitted only if the registered owner and the Flag of the vessel remain unchanged. This condition applies only to tankers.
- b. Any change in ship information should be informed to Harbour Master's Office 48 hours prior ship's arrival.
- c. Changes such as, ship name, class, flag, ownership, agent, etc. for vessels rather than tanker should be informed to Marine Department prior apply changes.

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- d. Copy of following certificates must be submitted to Marine Department,
 - 1. Cancellation of Previous Certificate of Registry,
 - 2. Provisional Certificate of Registry
 - 3. CLC bunker pollution and Class Certificates must be submitted prior making changes on ship's hullAbove (can be faxed to Marine Department).
- e. Ship Certificates as per Section II in this notice should be submitted immediately after changing name with effected changes.
- f. Vessel and her local shipping agency should report immediately after change of ship's particular.
- g. All attestations and other requests prior information change will be accepted with the present name.

64. Change of ship's agent

Request from current ship's agent (who bring the vessel to PoF or FOAA) to release his agency to other with commitment to clearing PoF Charges until date.

Request from new ship's agent confirming acceptance and commitments to clearing PoF charges.

65. Issuance of Anchorage Clearance

Vessels engaged with cargo operations at Fujairah Offshore Anchorage are only eligible of for getting Anchorage Clearance from Port of Fujairah.

66. Last Port Clearance for Vessels Passing Suez Canal

Please note that, any vessel passing SUEZ CANAL, arriving Fujairah Offshore Anchorage Area and requesting anchorage clearance from Port of Fujairah must submit last port clearance issued from PORT SUEZ or from PORT SAID.

Last port clearance submitted from any other authority will not be considered for situation mentioned above.

67 Condition Certificate For Obtaining Suez Canal Rebate

Ship's requesting Condition Certificate to submit Suez Canal Authority for obtaining rebate should submit their request with the following information,

- 1. Vessel Name
- 2. IMO No.

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3. Vessel Type
4. Last Port (Origin)
5. Date & Time of Arrival at Fujairah
6. Arrival Condition
7. Nature of Call
8. Sailing Condition
9. Date & Time of Sailing from Fujairah
10. Next Port (Destination)

Documents proving last port (origin), Next Port (destination) and transit through Port Suez or Port Said should be submitted along with the request.

Requests not complying with above requirement will be rejected without notification.

68. Pre-sailing Master Declaration.

Effective from 01 January 2018, all vessels calling Port of Fujairah and Fujairah Offshore Anchorage must follow the below given regulations,

- a) Vessels calling Port of Fujairah and Fujairah Offshore Anchorage must submit the attached original **Pre-sailing Master Declaration** (Attachment : 2) signed and stamped by respective ship's master and registered shipping agent.
- b) Vessels applying for Port Clearance must include the **Pre-sailing Master Declaration** signed and stamped by respective ship's master and registered shipping agent along with the copies of Immigration Outward & Customs Clearance.
- c) Vessels applying for Anchorage Clearance must include the original **Pre-sailing Master Declaration** signed and stamped by respective ship's master and local agent along with the Original Last Port Clearance.
- d) Vessels calling cargo terminals must provide a copy (properly scanned color copy) of the **Pre-sailing Master Declaration to the respective terminal.**
- e) Properly scanned color copy of **Pre-sailing Master Declaration** can be considered.

69. Use of Distress Signalling Devices **“Rocket Parachute Flare Smoke signals”**

The use of distress signalling devices such as “Rocket Parachute Flares” or Smoke Signalling devices” is strictly prohibited in Port of Fujairah and Fujairah Offshore Anchorage unless there is valid reason for that.

Above mentioned signalling devices are strictly not allowed to use in festivities. Storing of similar expired devices for celebrations is strictly not allowed. Proper disposal procedure mentioned in Section I-14-v to be followed for the disposal of expired devices.

Strict actions will be taken against violators.

70. Facilitation of International Maritime Traffic” 1965 - Requirement

Kindly note that United Arab Emirates has signed the convention on “Facilitation of International Maritime Traffic” 1965, it had become effective from 09/05/2018 in Ports and Maritime Transport Activities. Therefore, all shipping agencies registered in Port of Fujairah and all vessels calling PoF or Fujairah Offshore Anchorage Area to submit the following forms **along with ISPS code in POF form.**

Tanker vessels calling the port for cargo operations should submit the below complete forms **along with Oil Terminals usual required documents.**

The IMO standard forms (FAL 1-7) of these documents as per below:

- a. IMO General Declaration
- b. Cargo Declaration
- c. Ship’s store Declaration
- d. Crew effects declaration
- e. Crew List
- f. Passenger List
- g. Dangerous Goods Manifest.

71. **Issuance of Towage Certificate**

Issuance of Towage Certificate for a tug towing barge / vessel must be issued by a company approved by Federal Transport Authority, United Arab Emirates and registered with Port of Fujairah. **The issuing person must hold a valid Master Mariner Certificate (FG).** The Towage Certificate need to be issued in accordance with the Guidelines for Safe Ocean Towing issued by IMO on the 21 December 1998 (Ref. T1/3.02) (MSC/Cir.884-Dated 21/12/998).

Name and signature of the person who inspected and issued the Towage Certificate should be recorded clearly on the certificate. A self-attested copy from his Certificate of Competency and FTA approval must be attached along with the Towage Certificate. The Towage Certificate issued must be on a letterhead of the registered company and the inspection should be made one hour prior sailing.

72. **Master & Agent Declaration for Crew Change**

This “Master & Agent Declaration” for crew sign on / sign off should be duly filled and typed or furnished with printed information. Hand written and incomplete declaration form will be no more accepted. The spaces provided for signatures of Ship’s Master & Agent should be filled with **names & signature**, attachment 20.

II. SHIP CERTIFICATES

Tankers calling at Port of Fujairah Oil Terminals or FOAA must have the following valid original statutory certificates & documents onboard,

1. Certificate of Ship's Registry
2. International Tonnage Certificate
3. International Load Line Certificate
4. Cargo Ship Safety Construction Certificate
5. Cargo Ship Safety Equipment Certificate.
6. Cargo Ship Safety Radio Certificate.
7. Safety Management Certificate
8. International Ship Security Certificate
9. The International Oil Pollution Prevention (I.O.P.P) Certificate.
10. International Air Pollution Prevention Certificate
11. International Sewage Pollution Prevention Certificate
12. International Ballast Water Management Certificate
13. Certificate of Class
14. Ship Sanitation Control Exemption Certificate
15. Oil Record Book (Engine/Cargo & Ballast Operations)
16. Shipboard Oil Pollution Emergency Plan (SOPEP)
17. Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances (Chemical vessels only)
18. Shipboard Marine Pollution Emergency Plan (SMPEP), if applicable
19. NLS Certificate (Chemical vessels only)
20. Certificate of Fitness (Chemical Vessels & Gas Carriers)
21. Certificate of Insurance or Other Financial Security in Respect of Civil Liability for Oil Pollution Damage (CLC), 1992
22. Certificate of Insurance or Other Financial Security in Respect of Civil Liability for Bunker Oil Pollution Damage (CLBC), 2001
23. Certificate of Insurance or Other Financial Security in Respect of Liability for The Removal of Wrecks (WRLC), 2007
24. Certificate of Insurance or Other Financial security in Respect of Seafarer Repatriation Costs and Liabilities as Required Under Regulation 2.5.2, Standard A2.5.2 of The Maritime Labour Convention 2006, as amended
25. Certificate of Insurance or Other Financial security in Respect of Shipowners' Liability as Required Under Regulation 4.2 Standard A4.2 Paragraph 1 (B) Of The Maritime Labour Convention 2006 as amended
26. STS Plan (if the vessel engage in STS operation)

Note: A checklist is attached (Attachment: 7).

III. GENERAL REGULATIONS

1. General

- a. Berthing/Un-berthing available round the clock.
- b. Vessels will be berthed on first come first served basis as per shipping lists issued by PoF Operation Department, FOTT, ADNOC Onshore Fujairah Terminal (SPM) & VOPAK.
- c. Maximum allowed trim berthing/un-berthing and alongside is 0.015 x LOA.
- d. All communication whilst Cargo Operation at Oil Terminals by U.H.F radio on channel assigned by Terminal Shift Leader.
- e. In case of Pollution or Fire immediately inform the Port Control.
- f. Wind Speed criteria of Marine Loading Arms for cargo operations:
Please refer weather limitations given under each terminal.
- g. Immobilising, Maintenance, Hot work, Tank cleaning and tank washing are not allowed at Oil Terminals.
- h. Vessel vetting inspection allowed alongside Oil Terminal berths provided that there will be no open tank inspection of cargo or ballast tanks, no shipside inspection by boat or stage and no lifeboats lowering.
- i. Crew change is allowed at Port of Fujairah Oil Terminals, but is not allowed at Vopak Terminal.
- j. Fresh water supply available through pipeline at Port of Fujairah Oil Terminals.
- k. De-slopping by shore pipeline not available at the Terminals.
- l. Bunker/Slop barges/Utility Boats are not allowed whilst alongside Oil Terminals.
- m. If there are any protrusions on ship's hull that may cause damage to jetty fenders, then ship's agent should arrange pneumatic fenders through Marine Department for berthing at FOTT.
- n. Vessel agent must submit Immigration Inward clearance to FOTT and Marine Control Tower within 3 hours of berthing. Failing to do so may result in stoppage of cargo operation and expulsion of vessel from berth.

2. Mooring lines

- 2.1 Ropes or wires acceptable.
- 2.2 Wires should be used for mooring if available with mooring tails.
- 2.3 If vessel uses ropes and wires at the same time , mixed mooring not allowed for leading in the same direction of head, stern, breast and or springs.
- 2.4 All mooring lines should be in good condition and tended to with same tension.

3. Emergency Towing Wires (Fire wires)

Fire wire ropes shall be provided in accordance with OCIMF as follows :

Item	Number	Specification	Remarks
Fire wire rope	2	38 mm dia x 60 m, Galvanized wire rope (6 strands x 36 wires, IWRC)	Stowed on the reel
Reel for fire wire	1	Air motor driven	On aft upper deck
	1	Air motor driven	On forward upper deck

The air motors for the pump room davit and the sludge handling davit shall be commonly used for the fire wire reels.

Please find attached sketch (Attachment 4).

- 4. All personnel on deck shall wear appropriate personal protective gears.

5. Boarding Arrangements

a) **Safe Embarkation and Disembarkation of the Pilot**

The master of a ship navigating in the port or approaches shall afford such suitable “Weather lee” and speed reductions as dictated by the practices of good seamanship in order to provide a safe embarkation or disembarkation operation.

Pilot ladder and associated equipment must comply with SOLAS standards and the requirements of International Pilot's Association

b) Pilot Ladder

As per IMO Resolution A.1045(27) which adopted on 30/11/2011 Pilot Transfer Arrangements, copy attached (attachment 3.1, 3.2 & 3.3).

c) Supervision of Pilot Ladders

As per IMO Resolution A.1045(27) which adopted on 30/11/2011 Pilot Transfer Arrangements, copy attached (attachment 3.1, 3.2 & 3.3).

d) Accommodation and Pilot Ladder (combination)

As per IMO Resolution A.1045(27) which adopted on 30/11/2011 Pilot Transfer Arrangements, copy attached (attachment 3.1, 3.2 & 3.3).

e) Mechanical Hoists is prohibited by SOLAS regulation V/23.

f) Ships calling South Pilot Station, pilot ladder should be arranged Port Side.

g) Tankers calling North Pilot Station, pilot ladder should be arranged Starboard Side.

6. Attestation of Hydrocarbon Cargo Documents

Attesting Hydrocarbon Documents such as, Statement of Exportation of Oil and its Derivatives, Discharge Certificate, Certificate of Origin and Loading Certificate will be done only for Bunkering Cargo belongs to companies have valid bunkering Licenses in Fujairah. To get attested aforesaid certificates, concerned parties should follow the below instructions,

- a) Ship's ETA and survey company involved in Cargo operation should be informed to Harbour Master's office 2 days in advance. Port Authority will appoint an independent surveyor to attend Cargo Operation to check Quality, Quantity and Cargo Documents. Survey Charges, transportation and laboratory charges will be on Agent's account or the requested party.
- b) Attach copies from the following certificates and Originals should be available while attesting.
 - i) Cargo Bill of Lading.
 - ii) Certificate of Origin.
 - iii) Cargo Manifest.
 - iv) Certificate of Quantity.
 - v) Certificate of Quality.
- c) All above documents must be submitted within a week from the date of completion of cargo operation for attesting.

IV SAFETY GUIDE LINES FOR CARGO OPERATION AT FUJAIRAH OIL TANKER TERMINALS

A Pre-arrival Preparations

1. All Equipment, Mechanical, Electrical Devices & Inert Gas System must be in full working condition and shall maintain readiness status consistent with SOLAS, MARPOL ISGOTT and OCIMF.
2. Inert Gas System should be operational and the oxygen supplied to cargo tanks should be 5% by volume with a positive pressure at all times. Tankers not fitted with IG system as per SOLAS chapter II- 2 Regulation 60 and carrying oil other than crude oil of flashpoint 60 deg C or above can be exempted. This exemption is not valid for vessels carrying cargo of flash point below 60 deg C.

As per SOLAS regulation II-2/4 and II-2/16.3.3 all new Oil and Chemical Tankers (keel laid on or after 1 January,2016) of 8000 DWT and above must be provided with fixed inert gas system if carrying low flashpoint cargoes.

For tankers from 8,000 to 20,000 DWT, Class or Flag State Exemption certificate is required if IGS is not fitted.

3. All navigation, mooring, communications and lighting equipment must be fully operational.
4. Air conditioning system must be operational; otherwise, vessel will be pulled off the berth if AC is not working.
5. Pump rooms adequately ventilated on exhaust mode and illuminated. Fixed oxygen/gas detection monitoring systems should be fully operational. Pump room entry permits duly signed by the authorised officer to be posted at pump room entrance.
6. Stretcher and EEBD available in pump-room for emergency use.
7. Fixed means of communication inside pump room from cargo control room to be fully operational with audible and visual alarms.
8. Bilge high level alarms to be in working condition.
9. Stress calculations for cargo and ballasting executed and shall be within recommended safety limits. Stage wise cargo load or discharge plan shall be ready as applicable.
10. Tanker to be free from internal / external leakage and all cargo systems to be fully operational.
11. Propeller to be fully submerged (maximum as is possible). At any time vessel trim alongside berth should not exceed $0.015 \times \text{LOA}$ of the vessel.

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12. Wilden pumps to be rigged properly and earthed, ready for immediate use.
13. All cargo and ballast tank covers to be closed and secured.
14. Firefighting equipment ready at the quayside manifold, this includes:
 - a- Dry Powder or foam fire extinguishers.
 - b- Two fire hoses ready at forward and aft of the manifold.
 - c- Fire plan including updated crew list with Port name and date, Stowage plan and MSDS for all cargo parcels onboard.
 - d- International Shore Connection with requisite nuts/bolts/gaskets and spanners as per SOLAS requirement.
 - e- Fire main to be kept pressurized (min 7-8 kg/cm²) throughout vessel's stay at terminal.
 - f- Fire Alarm System should be in active mode and no zones areas on the vessel to be isolated.
15. Oil Pollution equipment ready at the manifold/SOPEP locker as per vessel SOPEP plan.
16. Pressure gauges to be fitted at all manifolds on both sides.
17. Manifold drip trays to be cleaned, dry and without oil traces.
18. Pressure Vacuum valves in good working condition.
19. During loading operation hydrocarbon vapours to be released through high velocity valves only (exhaust through mast riser not permitted) to facilitate dilution of hydrocarbon vapours in the atmosphere well clear of jetty level.
20. Unused cargo and bunker manifolds secured with end blinds and fully bolted.
21. All COT's to be fitted with operational independent High Level / Overfill alarms with visual and audible means on main deck beside indication in Cargo Control Room.
22. Operation of ship's derrick or crane is strictly forbidden whilst the Marine Loading Arms are connected.
23. Sampling only allowed with closed sampling devices and samplers.
24. Designated sample locker to be used for stowage of old cargo samples with MSDS as applicable.
25. Bunkering by barge or road tankers is not permitted to vessels alongside berth.

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26. Any type of store supplies to the vessel is strictly prohibited at the terminal.
27. All COT's to be fitted with closed tank gauging system with remote readout in cargo control room. This system should also have High level alarms for each tank.

Following conditions to be fulfilled by the vessels not fitted with fixed tanks gauging system for COT.

- a. At least 3 nos. operational MMC/UTI tapes onboard with valid calibration certificates.
 - b. Vessel should not top off more than 2 cargo tanks at a time.
 - c. Tanks should not be loaded more than 90% of their capacities.
 - d. Number of cargo watch keepers increased to monitor not only topping-off tanks but other tanks as well to confirm tanks levels are maintaining.
 - e. Each watch keeper must carry independent walkie-talkie to communicate with cargo officer directly without any delay.
28. Any protrusion on ship's hull (its dimension and position) should be reported to the terminal before berthing.
 29. Occupational safety compliances of cargo operation in FOTT. Tank-farms are required to send below info regarding cargo to be loaded/discharge before the vessel arrival

Parameter	Engineering Units	Limits	Applicable product groups
Viscosity	Centi Stokes (CST)	Max 500 CST @ 50 Deg C	Fuel Oils
Pour Point	Degree Centigrade (°C)	Max 24 °C	Fuel Oils
Sulphur	Wt%	Max 5% mass	Fuel Oil / Gas oil
Benzene Content	Volume%	Max 50%	Light Distillates
H2S	PPM Black product IP 570 White product UOP 63	Max 10 ppm (liquid phase) Max 100 ppm (vapour phase)	All Cargoes
RVP	Psi	Max 11.5	Light Distillates
Mercaptan	PPM	Max 50 (on case to case basis, 200 ppm will be accepted)	Light Distillates
Storage Temp	Degrees Centigrade (°C)	Max 80 °C	All Cargos
High Pour Product Temp	Degrees Centigrade (°C)	20 °C above pour point	High Pour Products
Colour	L2	Max 3.5 ASTM	White cargos
Flash Point	Degrees Centigrade (°C)	Min 60 °C	Class 3 cargos
Organic Chlorine	PPM	Max 50 ppm	White cargos
Water content	Volume%	Max 4%	Water rich Fuel Oil
Smell / odour / Stench	N/A	Non-Pungent / tolerable / unobjectionable	All Cargos

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Note: Vessel masters are advised to ensure that H₂S level in cargo tanks is less than 100 ppm in vapour phase prior berthing at FOTT and take all necessary measures to bring down H₂S contents to the acceptable limit. Vessel's agent has to arrange an independent surveyor to board the vessel at anchorage to check & confirm the integrity of all cargo spaces and deck openings.

Surveyor report must be submitted to FOTT prior vessel's berthing.

30. Tankers calling FOTT for discharging must fill-in PLDA duly signed by the master and sent back to FOTT for approval. The Master has to abide by flow rates and allocated time as agreed in PLDA. In case of non-compliance to PLDA necessary action will be taken against the vessel including expulsion of vessel from berth.

PLDA format as per attachment-6.

B- Readiness at Berth For Safety Inspection

1. A properly rigged ship's gangway or accommodation ladder with Safety net should be provided for the safe access of the shore personnel.
2. Radars to be switched off while alongside berth.
3. VHF either switched off or on low power.
4. AIS should be on low power.
5. GMDSS/MF/HF equipment grounded or switched off.
6. Deck lighting to be fully operational and sufficient (by Night).
7. All scuppers on main deck to be plugged positively.
8. All Stores, Engine Room and Accommodation external doors to be closed. Only one seaward side door to be used for cargo operation.
9. All vents to be trimmed to exclude entry of cargo vapours inside Accommodation/Engine Room and Machinery Spaces.
10. Air conditioning system to be operational and in recirculation mode, or to be fitted with gas detection system at the fresh air intakes.
11. Oxygen and Acetylene bottles must be stowed inside the specified lockers and to be disconnected from the mains. No full/empty bottles to be kept outside the specific lockers.
12. Two Emergency Towing wires to be rigged forward and aft as per Section-III, Regulation-3 above.
13. Main engine maintenance not allowed alongside berth. Engine should always be on short notice (15 mins).
14. Vetting inspection permitted but open tank inspection and shipside inspections are not allowed.

15. Lowering of Life boat alongside berth is not permitted.
16. Use and carrying of Mobile phones, Cameras, Laptops and other electronic devices are forbidden.
17. Photography inside Terminal/Port premises is strictly prohibited.
18. Tank Washing and Gas Freeing of cargo tanks (including inert purging) are not permitted alongside the terminal jetties.

C- Pre-Operation Safety Key Meeting

A key meeting will be held immediately after berthing before any operation commences between the ship's Master, the cargo officer normally Chief Officer and the Terminal Shift Leader or his deputy for operational and safety requirements. Other arrival formalities with ship agents, loading masters and cargo surveyors can be done simultaneously, provided that Safety requirements should not be overlooked.

D- Vessel Trading Certificates

On arrival of tanker at FOTT, Terminal Shift Leader will witness the availability of vessel's original Statutory Trading Certificates onboard during the safety inspection. In case of unavailability of any essential certificate may lead to the rejection to operate at FOTT or expulsion of vessel from the berth.

E- Requirements for COW Operation

Ensure that before Crude Oil Washing operation, relevant **COW checklists Prior Operation and During Operation** have been completed and signed by all relevant persons. The Officer In-Charge of the cow operation must stop the washing at once, should any doubt arise about the safety of the operation in particular when the inert gas pressure drops or the oxygen content exceeds the permitted limits.

Check that the washing pressure in the main line is within the specified limits of the system.

Check and record that oxygen content of inert gas being delivered is not higher than 5% by volume.

Ensure that the cargo or slop tank being used for Eductor Drive in order to collect the stripping has sufficient ullage at all times.

Check that there are no leaks on deck and in pump room from the system.

No extra time will be allocated for COW, it must be done simultaneously with discharge operation.

F. Requirements After COW Operation

Ensure that **“COW Checklist After Operation”** has been completed and signed by all relevant persons.

Check that all the system valves between cargo manifold and washing lines have been closed/secured.

Check that the washing lines and machines have been de-pressurized and drained into COT's.

Check that all washing machine valves have been shut.

G. Loading Arms Stripping Procedure

At Oil Terminal–1, after completion of each loading or discharging operation the stripping of Loading Arms can be done by the following options:

- i) Loading Arm Outboard assembly always to the vessel.
- ii) Loading Arm riser & Inboard assembly stripping to the vessel or to the shore line.
- iii) Then pigging of the Dock Lines to Matrix Manifold and finally Matrix Manifold Header stripping to the User Lines (not applicable for OTB-1).
- iv) At dedicated Barge Berths 3A & 3B the return of line contents of the CPS can also be transferred to the vessels by stripping Matrix Manifold Header to Dock Line. Then Dock Line pigging to the vessel through Jetty Header and finally Jetty Header & Loading Arms stripping to the vessel.

At Oil Terminal – 2, after completion of each loading or discharging operation the stripping of Loading Arms and Dock Lines can be done by the following options:

- i) Loading Arm out board assembly always to the vessel.
- ii) **To User :** Stripping of Loading Arms riser/inboard assembly and Jetty Header to the Dock Lines .Then pigging of the Dock Lines to Matrix Manifold and finally Matrix Manifold Header stripping to the User Lines.
- iii) **To vessel:** (only at centre berths) Matrix Manifold Header stripping to Dock Lines. Then Dock Lines pigging to the vessel through Jetty Header and finally Jetty Header & Loading Arms stripping to the vessel.

H. UN-BERTHING NOTICE (FOTT)

For un-berthing of a vessel 2 hours prior notice is required for booking a pilot. The un-berthing notice will be served as follows:

Registered Bunker Barges: One hour before completion of the cargo operation, FOTT will serve 2 hours' notice to Control tower. On completion, Master of the vessel will give final 1 hour notice and book the pilot for un-berthing.

Ocean Going Vessels: The 2 hours' notice will be served by FOTT, on completion of the cargo operation. The Master of the vessel will give final 1 hour notice and book the pilot for un-berthing as soon as gauging completed and cargo figures are finalized.

However, the Port Clearance will not be issued until "No Dispute" is sent by the concerned terminal.

I. Un-berthing of Non-disputed tankers

- a. No Dispute confirmation by the terminal user by fax/email.
- b. Agent will obtain Immigration outward clearance, Custom clearance and apply for Port Clearance from Control Tower.

J. Un-berthing of Disputed tankers

- a. Dispute pending letter by the terminal user by fax/email.
- b. In case of dispute in registered bunker barges, she cannot deliver bunkers to any vessel at the anchorage until the dispute is clear.
- c. FOTT Shift Leader will send message to Control Tower to un-berth the vessel under dispute to the anchorage and hold the Port Clearance.
- d. Once the dispute is over and No dispute letter receive from the terminal user, vessel agent will obtain Immigration outward and Custom clearances for applying Port Clearance from Control Tower.

V PORT OF FUJAIRAH – BERTH CONSTRUCTION & DESIGN CRITERIA

A. LIMITATIONS & TIDE INFORMATION (M.Q, SBB)

- 1- Height of M.Q, SBB, above CD : 4.75 metres
- 2- Height of 7 MQ Quay above CD : 4.00 metres
- 3- Height of Lowest Low Water above CD : +0.10 metres.
- 4- Height of Highest Astronomical tide above CD : + 2.8 metres.
- 5- Maximum Vessel Length Overall at M.Q & SBB : 330 metres
- 6- Maximum Vessel Dead Weight at M.Q berths 5,6 & SBB: 100,000 Tons
- 7- Maximum Vessel Dead Weight at M.Q berths 2,3 & 4 : 226,629 Tons
- 8- Maximum Vessel Breadth : 50 metres
- 9- Port Basin water depth : -15metres (CD)
- 10- Berthing / Un-berthing possible round the clock at all port Berths except non-propelled craft (berthing in day light).
- 11- If a vessel plans to berth / unberth with a draught more than the prescribed, prior approval from Harbour Master according to hourly tidal elevation to have 15% for berthing and 10% for un-berthing of vessel's draught under the ship's keel is required.

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B MAIN QUAY

Berth Criteria	Berth No # 1	Berth No # 2	Berth No # 3	Berth No # 4	Berth # 5	Berth # 6
Berth Length	257 Meters	243 Meters	250 Meters	250 Meters	300 meters	319 meters
Water depth approaches	15 Meters(CD)	15 Meters (CD)	15 Meters (CD)	15 Meters (CD)	15 Meters (CD)	15 Meters (CD)
Water Depth alongside	15 Meters (CD)	15 Meters(CD)	15 Meters(CD)	15 Meters(CD)	15 Meters (CD)	15 Meters (CD)
Maximum Vessel Deadweight	136312 Tons	226629 Tons	226629 Tons	226629 Tons	100,000 Tons	100,000 Tons
Number of Bollards	34	32	33	33	11	12
Distance between Bollards	15 m	15 m	15 m	15 m	28.80	28.80
Capacities of Bollards	2 x 150 ton	2 x 150 ton	2 x 150 ton	2 x 150 ton	50 Tons	50 Tons
Number of Fenders	22	20	21	21	17	21
Brand of Fender	Shibata (Local;GBA)	Shibata (Local;GBA)	Shibata (Local;GBA)	Shibata (Local;GBA)	FENTIK Cone Fender	FENTIK Cone Fender
Model of Fender	SPC 1300 Grade G1.9 Fender	SPC 1300 Grade G1.9 Fender	SPC 1300 Grade G1.9 Fender	SPC 1300 Grade G1.9 Fender	SCN 1050	SCN 1050
Front panel dimension (Fenders)	H=4.825 meters; W=2.305 meters	H=4.825 meters; W=2.305 meters	H=4.825 meters; W=2.305 meters	H=4.825 meters; W=2.305 meters	H=3.85 meters W=2.15 meters	H=3.85 meters W=2.15 meters
Distance of front panel from Quay face (fender)	1840mm	1840mm	1840mm	1840mm	1.48 meters	1.48 meters
Maximum Arrival Draught	13 meters	13 meters	13 meters	13 meters	13 meters	13 meters
Maximum Sailing Draught	13.5 meters	13.5 meters	13.5 meters	13.5 meters	13.5 meters	13.5 meters

1. General Information

1. Vessels maximum length overall to call PoF is 330 meters
2. Berthing / Un-berthing possible round the clock at all Port berths except non-propelled crafts (berthing in day light)
3. If a vessel plans to berth/un-berth with a draught more than the prescribed draught, prior approval required from Harbour Master. According to hours tidal elevation to have 15% for berthing and 10% for un-berthing of vessel's draught under the ship keel clearance is required.

C. SOUTH BREAKWATER BERTHS (SBB)

1. General

- 1.1 Maximum arrival draught : 13.5 meter for round the clock operation.
- 1.2 Maximum sailing draught : 14.0 meter for round the clock operation.
- 1.3 Water depth alongside berths 1, 2& 3 is 15 metres (CD)

1.4 Bollards

Total Numbers : 55

Spacing between Bollards at berths 1, 2 & 3 : 20 metres

The Capacities of bollards 1 to 49 are 100 Tons; Bollards 50 to 55 are 30 Tons.

1.5 Fenders (Maritime International –MCN 1100 (G3.5)

- Cone Fender.
- Front panel (2.15 x 3.85) metres and 1.48 metres away from the Quay Face.

1.6 Freshwater

Freshwater available.

2. **Berth No. 1 (SBB1)**

- Berth length (between bollards nos. 1 & 17) : 300 meters

3. **Berth No. 2 (SBB2)**

- Berth length (between bollards nos. 17 & 32) : 280 metres

4. **Berth No. 3 (SBB3)**

- Berth length (between bollards nos. 34 & 49) : 280 meters.

5. **Berth No. 4 (SBB4)**

- Water depth alongside Quay up to meter mark 40 : - 12 metres (CD)
- Water depth alongside Quay from meter mark
40 to 70 : - 8 metres (CD)
- Berth length (between bollards nos. 49 & 53) : 70 metres
- Bollard capacity : 30 Tons.

6. **Berth No. 5 (SBB5)**

- Water depth alongside Quay : - 6 metres (CD)
- Berth length (between bollards nos. 53 & 55) : 50 metres

D. PORT OF FUJAIRAH OIL TERMINALS

1. General Information

1.1 Oil Terminal 1 (Berths 1, 2 & 3)

1	Total quay length	840 meters
2	Height of quay above sea level*	4.75 meters
3	Water depth at approaches*	15 meters
4	Water depth alongside*	15 meters
5	Height of Lowest Low Water*	0.10 meters
6	Height of Highest Astronomical Tide*	2.80 meters
7	Extreme Highest Water*	3.32 meters
8	Maximum length overall	250 meters
9	Minimum length overall	75 meters
10	Maximum Breadth	50 meters
11	Maximum arrival draft**	13.5 mtrs round the clock
12	Maximum sailing draft**	14.0 mtrs round the clock
13	Maximum displacement	120,000 tons
14	Maximum DWT	100,000 tons
15	Minimum DWT	5000 tons

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1.2 Oil Terminal 1 (Berths 3A & 3B)

General information

1	Total Revetment length	380 meters
2	Height of the Quay above *	+ 5.0 meters
3	Water depth of approaches *	15 meters
4	Water depth alongside*	9.2 meters
5	Maximum Length Overall	120 meters
6	Minimum Length Overall	80 meters
7	Maximum Breadth	N/A
8	Maximum Arrival Draft*	8.0 mtrs round the clock
9	Maximum Departure Draft*	8.0 mtrs round the clock
10	Maximum Displacement	14000 Tons
11	Maximum DWT	10000 Tons
12	Minimum DWT	3000 Tons

*All depths are above Chart Datum (CD)

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1.3 General Information OT2 (Berth Nos. 4,5,6 & 7)

Oil Terminal - 2 Berths no.4, 5, 6 & 7 are equipped with LASER DOCKING SYSTEM (LDS). It monitors and records the vessel approach and departure data and displays approach speed and angle on large digital display mounted at each berth

1	Total quay length	1490 meters
2	Height of quay above CD	4.75 meters
3	Water depth at approaches*	20 meters
4	Water depth alongside*	18 meters
5	Height of Lowest Low Water*	0.10 meters
6	Height of Highest Astronomical Tide*	2.80 meters
7	Extreme Highest Water*	3.32 meters
8	Maximum length overall	330 meters at Berth 4
		300 meters at Berth 5,6&7
9	Minimum length overall	75 meters
10	Maximum arrival draft	16.5 mtrs round the clock
11	Maximum Sailing draft	17 mtrs round the clock
12	Maximum displacement	250,000 tons at Berth 4
		217,000 tons at Berth 5,6 & 7
14	Maximum DWT	200,000 tons at Berth 4
		180,000 tons at Berth 5,6&7

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1.4 General Information OT2 (Berth Nos. 8 &9)

Oil Terminal - 2 Berths no. 8 & 9 are also equipped with LASER DOCKING SYSTEM (LDS). It monitors and records the vessel approach and departure data and displays approach speed and angle on large digital display mounted at each berth

1	Total Quay Length	932 meters
2	Height of quay above	+5.6 meters
3	Water depth at approaches	[-18 or deeper] meters
4	Water depth alongside	18 meters
5	Height of Lowest Low Water	0.10 meters
6	Height of Highest Astronomical Tide	2.80 meters
7	Extreme Highest Water	3.32 meters
8	Maximum length overall [LOA]	330meters at Berth 8 & 9
		180 meters at wing berths 8&9
9	Minimum length overall	75 meters
10	Maximum arrival draft	16.5 meters round the clock
11	Maximum Sailing draft	17 meters round the clock
12	Maximum displacement	250,000 ton
13	Maximum DWT	200,000 ton

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2 Berth Construction and Design Criteria.

2.1 Oil Terminal-1 (Berths 1, 2 &3)

BERTH CRITERIA				MARINE LOADING ARMS				FENDERS		Q.R.H.
Berth	Length x Depth (Meters)	Max. LOA x Max. Draft (Mtrs)	Max. Displacement (Tons)	MLA No. & Users	No. x Size Type of Cargo	Maximum Height from Jetty Top (Meters)	Operating Envelope (Degrees each side)	No. of Fenders at each Berth	Distance between Fenders (Meters)	No. x SWL
OT1-B1	240X15	85x13.5	5,000	11 ECOMAR	1X12" BLACK	12.65	18	15	18	8X60
	240X15	90x13.5 98x13.5	16,000	12 VTTI 13	2X12" 1 Black 1 White	13.65	18	15	18	8X60
	240X15	130x13.5 140x13.5	30,000	14 GPS ENOC EMARAT 15	2X12" 1 Black 1 White	12.65	18	15	18	8X60
	240X15	145 x 13.5	30,000	16 ELOMP	1X8" Lube Oil only	10.45	24	15	18	8X60
OT1-B2W	150x15	130x13.5	25,000	21 & 22	2X12" 1 Black 1 White	12.65	18	8	18	5X60
OT1-B2	300X15	230x13.5	120,000	20 ECOMAR	1X12" Black	15.15	18	17	18	10X60
	300x15	250x13.5	120,000	23, 24, 25 & 26	4X16" 2Black 2White	15.15	18	17	18	10X60
	300X15	220x13.5	120,000	29 ELOMP	1X10" Lube Oil only	12.2	18	17	18	10X60
OT1-B2E	150x15	130x13.5	25,000	27 & 28	2X12" 1 Black 1 White	12.65	18	8	18	5X60
OT1-B3W	150x15	130x13.5	25,000	31 & 32	2X12" 1 Black 1 White	12.65	18	8	18	5X60
OT1-B3	300x15	250x13.5	120,000	33, 34,35 & 36	4X16" 2 Black 2 White	15.15	18	17	18	10X60
OT1-B3E	150x15	130x13.5	25,000	37 & 38	2X12" 1 Black 1 White	12.65	18	8	18	5X60

Distance between MLA flanges centre-to-centre 4.0 Metres.

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2.2 Oil Terminal-1 (Berths 3A&3B)

Berth No	MLA Tag No	Arm Size	Product	Operating Envelope (Degree on each side)	Maximum Height from Jetty Top side (meters)	Q.R.H (No x SWL)	No of Fenders
OTB-3A	MLA-3A1	12 inch	Black	25	6.8	6 Nos. 4 x D450KN 2 x T450KN	2 Nos
	MLA-3A2	10 inch	White	25	6.8		
OTB-3B	MLA-3B1	10 inch	White	25	6.8	6 Nos. 4 x D450KN 2 x T450KN	2 Nos
	MLA-3B2	12 inch	Black	25	6.8		

Distance between MLA Flanges centre to centre: 4.00 meters

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2.3 Berth Construction and Design Criteria Oil Terminal 2 (Berths 4,5,6 & 7)

Berth	BERTH CRITERIA			MARINE LOADING ARMS			FENDERS		Q.R.H.
	Length x Depth(Meters)	Max. LOA x Max. Draft (Meters)	Max. Displacement (Tons)	No. x Size Type of Cargo	Maximum Height from Jetty Top (Meters)	Operating Envelope (Degrees each side)	No. of Fenders at each Berth	Distance between Fenders (Meters)	No. x SWL
OT2-B4N	225X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	15	8.5	17 Nos. 12xD750 KN 2XT1000 KN 3XQ1000 KN
OT2-B4	450X18	330X16.5	250,000	4X16" (2Black&2White)	20.50	23	30	17.0	
OT2-B4S	225X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	15	8.5	
OT2-B5E	175X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	11	8.5	16 Nos. 12xD750 KN 2XT1000 KN 2XQ1000 KN
OT2-B5	350X18	300X16.5	217,000	4X16" (2Black&2White)	16.50	22	22	17.0	
OT2-B5W	175X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	11	8.5	
OT2-B6E	175X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	11	8.5	16 Nos. 12xD750 KN 2XT1000 KN 2XQ1000 KN
OT2-B6	350X18	300X16.5	217,000	4X16" (2Black&2White)	16.50	22	22	17.0	
OT2-B6W	175X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	11	8.5	
OT2-B7E	175X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	11	8.5	16 Nos. 12xD750 KN 2XT1000 KN 2XQ1000 KN
OT2-B7	350X18	300X16.5	217,000	4X16" (2Black&2White)	16.50	22	22	17.0	
OT2-B7W	175X18	140X16.5	40,000	2X12" (1Black&1White)	10.45	24	11	8.5	

***Distance between MLA Flanges centre to centre 4.00 Metres.**

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2.4 Berth Construction and Design Criteria Oil Terminal 2 - Berths 8 and 9

BERTH	BERTH CRITERIA			MARINE LOADING ARMS			FENDERS		Q.R.H
	Length x Depth (Meters)	Max. LOA x Max. Draft (Meters)	Max. Displacement (Tons)	No. x Size Type of Cargo	Max. Height from Jetty Top (Meters)	Operating Envelope (Degrees)	No. of Fenders attached to Berth	Distance b/w Fenders (Meters)	No. x SWL
OT2-B8S	232 m x FHD-18m	180 m	60,000	2x12" White	11.0	28.0	13	11m/16m	19 Nos. 2XS 1000KN 7XD 1000KN 10XT1000KN
OT2-B8	465 m x FHD-18m	330 m	250,000	2x16" Black & 2x16" White	19.5	28.0	27	11m/16m	
OT2-B8N	232 mx FHD-18 m	180 m	60,000	2x12" Black	11.0	28.0	14	11m/16m	
OT2-B9S	232 m x FHD-18m	180 m	60,000	2x12" Black & White	11.0	28.0	14	11m/16m	19 Nos. 2XS 1000KN 7XD 1000KN 10XT1000KN
OT2-B9	465 m x FHD-18m	330 m	250,000	2x16" Black & 2x16" White	19.5	28.0	28	11m/16m	
OT2-B9N	232 mx FHD-18 m	180 m	60,000	2x12" Black & White	11.0	28.0	14	11m/16m	

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3. MLA, QRH & Fenders.

3.1. Oil Terminal 1 (Berths # 1,2 & 3) & Oil Terminal 2 (Berths # 4,5,6 & 7)

	Oil Terminal 1 (Berths # 1&2)	Oil Terminal (Berths 3A & 3B)	Oil Terminal 2 (Berths # 4,5,6 & 7)
MLA Flange Type	ANSI 150 lbs. RF	ANSI 150 LBS RF	ANSI B 16.5
MLA Manufacturer	EMCO WHEATON	EMCO WHEATON	KANON
Q.R.H Manufacturer	STRAINSTALL	TRELLEBORG	MARIMATECH
Fender Type	SUPER CONE FENDER SCN1050	SHIBATA FENDER SPC 900 G1.6	SUPER CONE FENDER Sumitomo Rubber Group HOM- 1300(X150)
Fender Front Panel Dimension (in Millimeters)	3550 X 2000	3000 x 1500 x 200	4600 x 2200

3.2 Oil Terminal 2 (Berths # 8&9)

	Oil Terminal 2 - Berths 8 & 9 Centre Berths	Oil Terminal 2 - Berths 8 & 9 Wing Berths
MLA Manufacturer	Kanon	Kanon
MLA Flange Type	Weld neck, 150#, ASME B16.5	Weld neck, 150#, ASME B16.5
MLA Flange Size	16"	12"
Max MLA reach from Chart datum	+ 25.1 m CD	+16.6 m CD
Q.R.H Manufacturer	Trelleborg	Trelleborg
Fender Type	Cone type [Sumitomo-Japan]	Cone type [Sumitomo-Japan]
Fender Front Panel Dimension (in Millimetres)	4900 x 2200	4900 x 2200
Distance between the Fenders in Mtrs	15.5m	11m

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4. VLCC Berth # 1 - General Information, Berth Construction and Design Criteria

The Dynamic Mooring Analysis Study shows perfect orientation of the jetty is parallel to breakwater (heading of ship is 352^0 relative to true North). The manoeuvre basin and alongside berth are dredged to -26 meter from Chart Datum (CD).

More details of the berth is given below,

4.1 Berth Construction and Design Criteria

VLCC Jetty-1	BERTH CRITERIA			MARINE LOADING ARMS				BREASTING PADS		Q.R.H.
	Depth (Meters)	LOA(Meter s) / DWT	Max. Displacement (Tons)	No's x Size	Maximum Height from Jetty Top (Meters)	Operating Envelope (Degrees each side)	Ship connection	Distance between Centrelines of Outer Pairs (Meters)	Distance between Centrelines of Inner Pairs (Meters)	No x SWL
Maximum	CD -26 m	344 m / 330,000	363,000	4 x 16"	18.5	22.5 deg to the Left and Right resp.	Hydraulic QCDC 16"-150 # ASME B 16.5	132.3	83.3	4 x Q 150 T 4 x T 150 T (Q = Quadruple Hooks (T = Triple Hooks)
Minimum		240 m / 60,000	87,000							

Maximum Arrival & Sailing draft is 22.5 meters

4.2 Navigation Aids

a) Navigation Beacon Masts at Mooring Dolphin (4 nos.)

Light Characteristics : QR – Range 1-2 N.M

Positions of Masts

MD1	25^0	11.358' N	056^0	22.986'E
BD1	25^0	11.423' N	056^0	22.009'E
BD4	25^0	11.500' N	056^0	22.998'E
MD6	25^0	11.557' N	056^0	22.956'E

b) Navigation Marker Buoys (4 Buoys)

Positions & Characteristics of Buoys

Buoy Name	Latitude	Longitude	Light Characteristics
BUOY 5	25^0 10.678' N	056^0 23.406'E	Q(3) + L FL R 10s
BUOY 6	25^0 10.987' N	056^0 23.144'E	FL(3) R 10s
BUOY 7	25^0 11.695' N	056^0 23.048'E	FL(3) R 10s
BUOY 8	25^0 12.004' N	056^0 23.184'E	Q(3) + L FL R 10s

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4.3 Fender Specification

4 Shibata Fenders at Marine Platform BD (1-4)

4.4 Mooring Lines – Requirements

Twenty Quick Release Hooks (QRH - SWL 150 Tons) are arranged and will give an opportunity to moor a ship with 4 stern, 4 breast & 2 spring lines aft, 4 head, 4 breast & 2 spring lines forward.

4.5 Weather limitations

Wind Speed criteria of Marine Loading Arms for cargo operations:

Stop Operation : Wind 25knots or Swell (2.0m)

Disconnect MLA : Wind 30knots or Swell (2.0m)

Unberth the vessel : Wind 35knots or Swell (2.5m)

Decision to stop operations / disconnect MLA or un-berthing the vessel can be taken by FOTT if continuation of safe operations is deemed risky at any time whether or not the weather limit has reached.

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5 Notification of Ship's Arrival Information & Confirmation.

- 5.1 Following ETA messages and information is required to be forwarded to Port Control and Oil Terminal Shift Leader by Ship's Agent.
 - 5.1.1 72 hours' Notice of arrival with ETA / Arrival Draught to Pilot Station
(Refer "I-General Information, Item-4 5." for Pilot Boarding Area).
 - 5.1.2. 48 hours' Notice updating ETA & arrival draught.
 - 5.1.3. 24 hours' Notice updating ETA & arrival draught.
 - 5.1.4. 12 hours' Notice updating ETA & arrival draught.
- 5.2. The following details should be sent to Harbour Master's office with copy to Oil Tanker Terminal Shift Leader through vessel's nominated agent prior vessel's arrival every time and each call to any Terminal Berth,
 - 5.2.1 Permission to Enter – ISPS Form (Attachment 1)
 - 5.2.2 Tanker Pre-Arrival Questionnaire - FOTT as per attached format (attachment 5a) (at least 72 Hrs prior arrival) signed and stamped by ship master / agent.

6. Weather limitations (OTB # 1 to 9)

Wind Speed criteria of Marine Loading Arms for cargo operations:

Stop Operation	:	25knots
Disconnect MLA	:	30knots
Unberth the vessel	:	40knots

Decision to stop operations / disconnect MLA or un-berthing the vessel can be taken by FOTT if continuation of safe operations is deemed risky at any time whether or not the weather limit has reached.

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E **7 METER QUAY**

Water depth alongside Quay : - 7 Metres (CD)

Quay Length : 100 Metres ?

Number of Bollards : 8

Capacity of Bollards : 30 Tons

Distance between Bollards : 15 Metres

F **FLOATING JETTY**

Number of floating pontoons connected in sequence : 3

Total Length : 250 Metre

Capacity of each Pontoon : 70 Tons

G. **AL KASER BAY TERMINAL**

Al Kaser Bay Terminal is located south of Fujairah Harbour. The terminal is designed to cater barges for the carriage of aggregate (Rock) cargo. Owing to the exposed terminal the vessel is held firmly against the fenders at all times by means of adequate mooring lines. The mooring lines should be tended at all times, as necessary adjusted, to preclude undue movement of the vessel.

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1. AL KASER BAY TERMINAL NO.1

The minimum number of mooring lines to be used for securing vessels are:

- One (1) Spring Line – fore
- One (1) Spring Line – aft.
- One (1) Head Lines
- One (1) Stern Lines

1	Geographical Position	Lat : 25° 06.619' N Long : 056° 21.956' E
2	Total Length of quay	70 meters
3	Maximum LOA	115 meters
4	Height of quay above sea level	5.00 meter
5	Water depth at approaches	10 meters
6	Water depth alongside	7 meters
7	Height of Lowest Low Water	0.10 meters
8	Height of Highest Astronomical Tide	2.80 meters
9	Extreme Highest water	3.32 meters
10	Maximum arrival draft	6.0 meters day light hours
11	Maximum sailing draft	6.0 meters round the clock

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2. AL KASER BAY TERMINAL NO.2

The minimum number of mooring lines to be used for securing vessels are:

- One (1) Spring Line – fore
- One (1) Spring Line – aft.
- Two (2) Breast Line – fore
- Two (2) Breast Line – aft
- Two (2) Head Lines
- Two (2) Stern Lines

1	Geographical Position	Lat : 25° 06.81' N Long : 056° 22.04' E
2	Total Length of quay	160 meters
3	Maximum LOA	120 meters
4	Height of quay above sea level	4.57 meter
5	Water depth at approaches	11 meters
6	Water depth alongside	10 meters
7	Height of Lowest Low Water	0.10 meters
8	Height of Highest Astronomical Tide	2.80 meters
9	Extreme Highest water	3.32 meters
10	Maximum arrival draft	8.5 meters day light hours
11	Maximum sailing draft	9.0 meters round the clock

VI- VOPAK HORIZON FUJAIRAH LIMITED TERMINAL

BERTH CONSTRUCTION & DESIGN CRITERIA

1. VHFL - Berth No. 1 & 2

Berthing Restrictions	Berth No. 1	Berth No. 2
Water depth approaches @ CD	17.0 Metres	12.0 Metres
Water depth alongside @ CD	18.0 Metres	14.0 Metres
Maximum Arrival draft @ CD	14.8 Metres	11.2 Metres
Maximum Sailing draft @ CD	15.5 Metres	11.9 Metres
Minimum DWT	5,000 Tonnes	3,000 Tonnes
Maximum Displacement	150,000 Tonnes	60,000 Tonnes
Max / Min LOA	295.0 / 120.0 Metres	200.0 / 74.0 Metres
Max / Min Manifold height above CD	23.0 / 1.0 Metres	23.0 / 1.0 Metres
Max / Min Gangway Height above CD	22.3 / 0.9 Metres	22.3 / 0.9 Metres
Berth height above CD	9.6 Metres	9.6 Metres
Minimum Freeboard	0.3 Metres	0.3 Metres

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VHFL - Berth 1 & 2 - Loading Arms

Description		Size	Maximum Operating Envelope	Distance Between MLAs
Berth1	MLA 401	16"	15° in both direction	3 m
	MLA 402	16"	15° in both direction	3 m
	MLA 403	12"	12° right / 24° left	3 m
	MLA 404	12"	13° right / 17° left	3 m
	MLA 405	12"	15° in both direction	3 m
Berth 2	MLA 501	12"	12° right / 24° left	3 m
	MLA 502	12"	13° right / 17° left	3 m
	MLA 503	12"	15° in both direction	3 m
	MLA 504	12"	12° right / 24° left	3 m
	MLA 505	12"	15° in both direction	3 m

VHFL- Berth 1 & 2 - Mooring Facility

Mooring Dolphin		No. Of QRH on each dolphin	No. Of hooks per unit	Capacity of hook per dolphin
Berth1	MD 11	1	3	75 tonnes
	MD 12	1	2	100 tonnes
	MD13	1	2	100 tonnes
	MD14	1	3	75 tonnes
Berth 2	MD 21	1	2	50 tonnes
	MD22	1	2	50 tonnes
	MD 23	1	2	50 tonnes
	MD24	1	2	50 tonnes
Breasting Dolphin				
Berth1	BD 11	1	2	75 tonnes
	BD 12	1	2	75 tonnes
Berth 2	BD 21	1	2	40 tonnes
	BD22	1	2	40 tonnes
Loading Platform				
Berth1	LP (South)	1	2	75 tonnes
	LP (North)	1	2	75 tonnes
Berth 2	LP (South)	-	-	-
	LP (North)	-	-	-

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VHFL- Berth 1& 2 - Fenders

Description	Berth No. 1	Berth No.2
Number of fenders per berth	6	4
Fender Type (Outer dolphins)	Shibata CSS-2000H	Dock guard DGC 2000H
Fender Type (Loading Platform)	Shibata CSS-2000H (Platform outer)	Dock guard DGC 2000H
<u>Energy Absorption of the fenders</u>		
Outer dolphins	169 Ton-m	117 Ton-m
Loading Platform	86 Ton-m (Platform outer)	64 Ton-m
<u>Distance between Fenders</u>		
Outer dolphins	100 m	72 m
Loading platform	48 m (Platform outer)	29.38 m
<u>Front panel dimensions</u>		
Outer dolphins	3600 W x 7100 L (mm)	3600 W x 5530 L (mm)
Loading Platform	3600 W x 5530 L (mm) (Platform Outer)	3600 W x 5530 (mm)

2. VHFL - Berth No. 3 & 4

Berthing Restrictions	Berth No. 3	Berth No. 4
Water depth approaches @ CD	13.3 Metres	10.7 Metres
Water depth alongside @ CD	12.3 Metres	11.9 Metres
Maximum Arrival draft @ CD	10.5 Metres	8.0 Metres
Maximum Sailing draft @ CD	11.0 Metres	8.5 Metres
Minimum DWT	2,000 Tonnes	2,000 Tonnes
Maximum DWT	15,000 Tonnes	15,000 Tonnes
Max LOA	140.0 Metres	140.0 Metres
Berth height above CD	6.1 Metres	6.1 Metres
Minimum Freeboard	0.3 Metres	0.3 Metres

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VHFL - Berth 3 & 4 - Loading Arms

Description		Size	Maximum Operating Envelope	Distance Between MLAs
Berth3	MLA 31	8"	20° right / 23° left	3 m
	MLA 32	8"	22° right / 21° left	3 m
Berth 4	MLA 41	8"	20° right / 23° left	3 m
	MLA 42	8"	22° right / 21° left	3 m

VHFL - Berth 3 & 4 - Fenders

Description	Berth No. 3	Berth No.4
Number of fenders per berth	4	4
Fender Type (Outer dolphins)	Trelleborg SCN1200 E10	Trelleborg SCN1200 E10
Fender Type (Inner dolphins)	Trelleborg SCN1200 E10	Trelleborg SCN1200 E10
<u>Energy Absorption of the fenders</u>		
Outer dolphins	650 kN.m	650 kN.m
Inner dolphins	650 kN.m	650 kN.m
<u>Distance between Fenders</u>		
Outer dolphins	60 m	60 m
Inner dolphins	20 m	20 m
<u>Front panel dimensions</u>		
Outer dolphins	2000 W x 3500 L (mm)	2000 W x 3500 L (mm)
Inner dolphins	2000 W x 3500 L (mm)	2000 W x 3500 L (mm)

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3. VHFL - Berth No. 5 & 6

Berth Criteria

Berthing Restrictions	Berth No. 5	Berth No. 6
Maximum DWT	110,000 Tonnes	110,000 Tonnes
Minimum DWT	5,000 Tonnes	5,000 Tonnes
Maximum Displacement	130,000 Tonnes	130,000 Tonnes
Minimum Displacement	6,900 Tonnes	6,900 Tonnes
Maximum LOA	250 Metres	200 Metres
Minimum LOA	74 Metres	74 Metres
Maximum Arrival Draft	12.5 Metres	10.5 Metres
Maximum Sailing Draft	13.5 Metres	11.5 Metres
Alongside Depth	- 14.9 Metres CD	-13.7 Metres CD
Maximum Freeboard	12.60 Metres	12.60 Metres
Minimum Freeboard	1.8 Metres	1.8 Metres
Maximum Gangway ship deck level	21.50 Metres CD	21.50 Metres CD
Minimum Gangway Ship deck level	2.00 Metres CD	2.00 Metres CD
Maximum Manifold Height	23.5 Metres CD	23.5 Metres CD
Minimum Manifold Height	2.00 Metres CD	2.00 Metres CD
Berth Height	9.60 Metres CD	9.60 Metres CD
Dolphin Height	8.00 Metres CD	8.00 Metres CD

VHFL - Berth No. 5 & 6 - Loading Arms

Description	Berth No. 5	Berth No.6
No & Size	03 x 16", 01 x 12"	03 x 16", 01 x 12"
Distance between MLA 51 & 52	3.75 m	3.75 m
Distance between MLA 52 & 53	3.75 m	3.75 m
Maximum operating envelope	23 ⁰ in both direction	23 ⁰ in both direction

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VHFL - Berth No. 5 & 6 - Mooring Facilities

Description	Berth No. 5	Berth No.6
<u>Mooring Dolphin</u>		
No. of Q.R.H on each dolphin	1 for each berth	1 for each berth
No. Hooks per unit	3	3
Capacity of Hooks per dolphin	80 Tonnes	80 Tonnes
<u>Breasting Dolphins</u>		
No. of Q.R.H on each dolphin	1	1
No. Hooks per unit	2	2
Capacity of Hooks per dolphin	80 Tonnes	80 Tonnes
<u>Loading Platform</u>		
No. Of quick release hooks on platform	1 on each corner at the berthing line	1 on each corner at the berthing line
Number of hooks per unit	2	2
Capacity of the hooks per dolphin	40 Tonnes	40 Tonnes

VHFL - Berth No. 5 & 6 - Fenders

Description	Berth No. 5	Berth No.6
Number of fenders per berth	6	6
Fender Type (Outer dolphins)	Shibata CSS2250 H	Shibata CSS2250 H
Fender Type (Inner dolphins)	Shibata CSS1600 H	Shibata CSS1600 H
Fender Type (Loading Platform)	Shibata CSS 1250 H + fender pile	Shibata CSS 1250 H + fender pile
<u>Energy Absorption of the fenders</u>		
Outer dolphins	334 Ton.m	334 Ton.m
Inner dolphins	120 Ton.m	120 Ton.m
Loading Platform	65 Ton.m	65 Ton.m
<u>Distance between Fenders</u>		
Outer dolphins	88 m	88 m
Inner dolphins	54 m	54 m
Loading platform	23.5 m	23.5 m
<u>Front panel dimensions</u>		
Outer dolphins	3500 W x 8000 L (mm)	3500 W x 8000 L (mm)
Inner dolphins	2200 W x 8000 L (mm)	2200 W x 8000 L (mm)
Loading Platform	2000 W x 9000 L (mm)	2000 W x 9000 L (mm)

4. VHFL - Single Point Mooring (SPM)

Water depth approaches @ CD	28.0 Metres
Water depth alongside @ CD	26.0 Metres
Maximum Draft	21.5 Metres
Minimum DWT	40,000 MT
Maximum DWT	175,000 MT
Max LOA	300.0 Metres
Manifold Crane SWL	10.0 Tonnes for DWT 40,000 to 60,000 MT 15.0 Tonnes for DWT 60,000 MT & above
Bow chain stopper Type	AKD Tongue
Bow chain stopper size	76.0 mm
Bow chain Stopper SWL	200 Tonnes as per size of Stopper
Cargo Tank atmosphere	Inerted / Less than 8% Oxygen
Maximum trim	3.0 Metres & Propeller submerged at all times

5. Weather limitations

Phenomenon	<u>VHFL Jetties</u>				<u>VHFL SPM</u>			
	Suspend Berthing	Suspend Operation	Disconnect MLAs	Unberth	Suspend Berthing	Suspend Operation	Disconnect Hose	Unberth
Wind Speed	20 Knots*	25 Knots*	30 Knots*	30 Knots*	25 Knots*	30 Knots*	35 Knots*	35 Knots*
Wave/Swell Height	1.50 m	2.0 m	2.0 m	2.0 m	1.70 m	2.0 m	2.0 m	2.0 m
Lightening / Thunder Storm	All Operations to be stopped				All operations to be stopped			

* All wind speeds are Sustained Wind Speeds.

Decision to stop operations / disconnect MLA or un-berthing the vessel can be taken by VHFL if continuation of safe operations is deemed risky at any time whether or not the weather limit has reached.

6. Swell at VHFL Jetties

Masters of all vessels calling VHFL Terminal, especially during Monsoon months (June~early-September) shall take note of the following and comply. VHFL has 6 open sea jetties. During (but not limited to) the SW monsoon months in Arabian Sea, long swells have been noticed to cause the vessels to roll moderately to heavily at times causing rope partings and disrupting operations.

7. General and Prior Arrival:

- a. Vessel shall take full ballast in all ballast tanks including the forepeak and aft peak tanks for better stability during swell periods. It has been observed the heavier the vessel, better the response to the swell. (Ref IMO convention on Ballast Water Management).
- b. Good quality (preferred New) ropes, tails and wires MUST be used in all directions with equal tension on lines in the same direction to share mooring loads.
- c. Masters shall ensure that vessel has always got a set of extra moorings (ropes, wires, tails etc.) which may be used either to supplement existing moorings (depending on availability of hooks) or replace parted moorings.

8. Berthing and Whilst Alongside:

- a. Vessels shall ideally have minimum of seven (7) winches fore/aft so that all lines can be properly pre-tensioned (3+2+2 F/A). This should reduce vessel movements due to swell. In case of 06 winches F/A, vessel shall make effective use of powered lines in most critical directions (Springs/Breast Lines).
- b. For discharging partially loading vessels, ballasting must be done ASAP to attain stability (Harbour Condition) keeping in view the UKC for that jetty and in accordance with related IMO convention on Ballast Water Management.
- c. Masters shall ensure that the lines have the longest possible lead to the hooks for spring and breast lines. This shall reduce the angle and give lower mooring loads. Same shall be discussed with the Pilots during transit to jetties.

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- d. Using more lines as breast lines by putting head and stern lines to the dolphins nearer to the vessel (subject to availability of dolphins and hooks). This shall supplement breast lines. Same shall be discussed with Pilot during transit / mooring operation.
- e. Masters shall ensure before the tugs are released that the vessel is stable alongside with ship side making full contact with jetty fenders. If any changes are required, Pilot shall be requested to keep the tugs until Master's satisfaction.
- f. Engines shall be kept on 5-10 minutes stand-by during stay at jetties. No work shall be carried out that would hamper the engine usage in case of emergency.
- g. Terminal reserves the right to unberth any vessel without operations if the moorings are found to be visibly poor or damaged after arrival. All costs related to this would be on the vessel's account.

9. Actions when mooring integrity is compromised:

In event of loss of contact with the fenders or excessive movement or after multi-line parting, ship's bridge, fore and aft stations shall be manned immediately in case emergency un-berthing is required.

Important:

Tugs are provided by Port of Fujairah. In case required, it would take a minimum of 45-60 mins for the tugs to reach any VHFL jetty and hold the vessel in position. Masters sufficiently informed to plan ahead.

Masters are expected to be proactive in their decision making along with the Terminal rep. Masters may abort berthing or may decide to unberth anytime during the operation if they feel unsafe to continue approach/operation.

Terminal reserves the right to stop operation and unberth any vessel if its infrastructure is under strain or potential damage may be sustained by keeping the vessel alongside.

VII ADNOC ONSHORE FUJAIRAH TERMINAL (SPM)

SPMs of ADNOC Onshore Fujairah Terminal are located offshore Fujairah, some 4 nautical miles from nearest shoreline. It is connected to the onshore facilities at Fujairah vide three (3) 48" sea lines; each sea line from the shore terminates at Pipeline End Manifold (PLEM) at various depths and forms part of Catenary Anchor Leg Mooring (CALM) Single Point Mooring (SPM) system.

1. Construction & Design Criteria.

There are three turret-type CALM SPM buoys offshore with the following specification:

	SPM – B (1)	SPM – C (2)	SPM – E (3)
SPM Buoy Positions	25° 13' 05.3 N	25° 13' 46.2 N	25° 14' 13.7 N
	056° 24' 41.7 E	056° 23' 41.5 E	056° 24' 50.3 E
Maximum SDWT (mt)	320,000	320,000	320,000
Minimum SDWT (mt)	100,000	100,000	100,000
Maximum LOA (m)	340	340	340
Minimum LOA (m)	150	150	150
Sea Lines to PLEM	48"	48"	48"
Floating Hoses	2 x 24" hose strings Terminating in 2 x 16" tanker rail hoses	2 x 24" hose strings Terminating in 2 x 16" tanker rail hoses	2 x 24" hose strings Terminating in 2 x 16" tanker rail hoses
Length of Hose strings			
Inner 27 hoses (m)	320	320	320
Outer 28 hoses (m)	332	332	332
Sub-sea hose Configurations	Lazy S 2 x 8 Hoses	Chinese Lantern 2 x 4 Hoses	Lazy S 2 x 8 Hoses
Mooring Hawsers	Single x 20" x 70 m Fully encapsulated SWL 550 MT	Single x 20" x 70 m Fully encapsulated SWL 550 MT	Single x 20" x 70 m Fully encapsulated SWL 550 MT
MBC Closure Time	Tanker side 3 ± 1 sec	Tanker side 3 ± 1 sec	Tanker side 3 ± 1 sec
	Buoy side ≥26 sec	Buoy side ≥20 sec	Buoy side ≥25 sec
MBC Breaking Load	28.5 Barg ± 5%	28.5 Barg ± 5%	28.5 Barg ± 5%
Anchor Leg Moorings	6 x 459 m approx.	6 x 403 ~ 879 m approx.	6 x 459 m approx
Surge Relief Tanks	2 x 12.7 cbm HH @ 12 cbm Automatically Triggers @ 21 bar	2 x 12.7 cbm HH @ 12 cbm Automatically Triggers @ 21 bar	2 x 12.7 cbm HH @ 12 cbm Automatically Triggers @ 21 bar
Water depth (m)	54	36	56
Max. Loading Rate	80,000 Bbls/hr	80,000 Bbl/hr	80,000 Bbls/hr
Min. Loading Rate	4,000 Bbls/hr	4,000 Bbls/hr	4,000 Bbls/hr

2. **Pre-Arrival Questionnaire – Oil Tankers calling at ADNOC Onshore Fujairah Terminal (SPM).**

A Pre-Arrival Questionnaire has been added for oil tankers calling at ADNOC Onshore Fujairah Terminal (SPM). Questionnaire attached (Attachment 5b)

3. **Information Booklet.**

ADNOC Onshore Fujairah Terminal Information Booklet is included (Attachment 18).

4. **Weather limitations**

The following weather working parameters and limitations for pilotage and cargo operations apply at ADNOC ONSHORE Fujairah Terminal

Operational Limitations	Wind Speed (knots)	Wave Height (Feet)
Suspend Berthing	25 Kts	≥ 6 Feet
Suspend Loading	35 Kts	≥ 9 Feet
Disconnect Hoses	40 Kts	≥ 10 Feet
Unberth	40 Kts	≥ 10 Feet

VIII FAPCO Terminal SPM

The FAPCO SPM is located approximately 2.4 NM offshore in 40 m water depth.

The specifications of SPM is given below,

Maximum DWT	45,000
Minimum DWT	10,000
Maximum LOA	200 m
Minimum LOA	130 m
Sea Lines to PLEM	1 x 24"
Subsea Hoses	2x 12"
Floating Hoses	1 x 16"
Length of Hose strings	216 m
Sub-sea hose configurations	Chinese Lantern
Mooring Hawasers	Single, 45 meters
Water depth	39.9 meters
Max. Unloading Rate	2,400 m ³ /hour
Buoy Position	25 ⁰ 17' 06.0150" N 056 ⁰ 23' 59.9718" E
Buoy Color	Yellow
Buoy light Characteristics	
Light Color	Yellow
Morse Code	"J"
Period	Every 15 seconds
Light Range	5 NM
Hose Light Characteristics	
Color	White
Period	4 seconds
Duration	1 second

IX S.T.S OPERATION

1. Protection of Marine Environment

Prohibited S.T.S Operation at off Port Limit

S.T.S tanker operation at off Port Limit is **PROHIBITED**, please refer:

- a. Federal Law No. (24) of 1999 for the Protection and Development of the Environment
- b. Federal Law No. (19) of 1993 concerning to the definition of territorial waters of the United Arab Emirates,

All shipping Agencies & Marine Service providing companies based in Fujairah are requested to not get involved in S.T.S tanker operation at off Port Limit. Your cooperation is requested to keep Fujairah waters clean from all types of pollution and to have safe marine operation.

2. Ship to Ship Regulation

- a. Ships undergoing ship to ship oil cargo operation should pass a safety inspection conducted by Port Authority to confirm the vessels are in a good condition to conduct S.T.S oil cargo operation.

Ships having their safety inspection carried out within a span of six months by the Oil Majors (Shell, BP, etc...) or SIRE according to OCIMF Guidelines with satisfactory results are exempted from the safety inspection prior any S.T.S oil cargo operation. Still the Harbour Master has the authority to appoint an independent surveyor for conducting the safety inspection in case if required.

The Port Authority has decided to fix the charges related to the safety inspection per visit by the port appointed independent surveyor or Port inspector to confirm the vessels are in a good condition to conduct S.T.S Oil Cargo operation, Marine Charges as per Port Tariff.

- b. Multiple S.T.S operations are not permitted to tankers under non bunkering companies and such tankers must leave from Fujairah after S.T.S operation (tankers under companies holding valid Bunkering License from the Government of Fujairah are exempted)
- c. Valid S.T.S plan and S.T.S Hose Test Certificates need to be submitted along with Ship's Certificates as per Notice to Mariner No. 148.

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- d. Certificate of Origin & Bill of Lading of cargo need to be submitted in advance prior S.T.S operation.

Documents issued by sellers or third parties cannot be considered as equivalent to Certificate of Origin. Certificate of Origin should be one issued from official loading terminal.

- e. Vessel must hold valid Last port clearance.
 - f. Confirmation from ship master that his ship did not conduct S.T.S cargo operation at High Seas.
 - g. All S.T.S Operation must be at “S” area after approval from Harbour Master's Office.
 - h. Pilot & Tugs are compulsory and will be arranged by Port of Fujairah
 - i. Agent and Vessels should send E.T.A information (“S” area at F.O.A.A) to Port Control at intervals of 72 hrs., 48 hrs. and 24 hrs., prior the vessel’s arrival. Vessel should establish contact with Port control two hours prior vessel’s E.T.A on V.H.F **Channel 10**. Two hours of notice required before sailing.
 - j. Vessel's agent has to arrange Pneumatic Fenders & hoses according to “Ship to Ship Transfer Guide”.
 - k. Loaded tanker will anchor at “S” area on arrival and vessel in ballast will go alongside with the assistance of Pilot & Tugs (applicable if both vessels are almost of the same LOA).
 - l. In case of any pollution, agent must arrange an Oil Spill Response Company.
3. The sections of Certificates, General Regulations and Safety Guide for Operations also applicable to S.T.S.
 4. Prior conducting any Ship-to-Ship operation at Fujairah Offshore Anchorage, Master confirmation in compliance with S.T.S Transfer Guide (latest edition) is required.

5. S.T.S Operation Plan

As per the Resolution MEPC 186(59) (amends MARPOL 73/78 Annex 1), which entered into force on 01 January 2011, all oil tankers involved in S.T.S operations at Fujairah Offshore Anchorage shall require to carry onboard a plan prescribing how to conduct S.T.S operation (S.T.S operation Plan), approved by the Administration not later than the date of first annual, intermediate or renewal survey under MARPOL 73/78 Annex I carried out on or after 01 January 2011 but not later than 1 April 2012.

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6 S.T.S Hose Test Certificate

- 6.1 Hose test Certificate copies to be submitted to Harbour Master's Office along with above confirmation.
- 6.2 Test Certificate copies of rubber and plastic hoses to be submitted to Harbour Master's Office covering the below listed standards,
- BS EN 1765:2004 Rubber hose assemblies for oil suction and discharge services – Specification for the assemblies.
Annex E: Hydrostatic test for suction and discharge hose assemblies
 - BS EN ISO 7233:1995 Rubber and plastics hose assemblies – Determination of suction resistance.
 - BS EN ISO 8031:1997 Rubber and plastics hose assemblies – Determination of electrical resistance.
 - Test Certificate must contain the issue and expiry.
The subject tests were conducted satisfactorily. Detailed report issued under report no. 2007020 dated 21/10/2007.
- 6.3 Hose certifying company should be one of the registered Service suppliers engaged in performing testing of oil and gas transfer hoses .

7. Information Required

Please provide ship's information in the prescribed format,

	VESSEL 1	VESSEL 2
Vessel Name:		
IMO NO.		
N.R.T.		
G.R.T.		
D.W.T.		
L.O.A.		
HULL TYPE		
ARRIVAL CONDITION:		
CLASS		
E.T.A.		

X. YACHTS CALLING PORT OF FUJAIRAH FOR IMMIGRATION FORMALITIES

Normal Immigration formalities applicable for Motor Yachts visiting Fujairah Marine Club. The procedures for yachts calling from foreign ports as per Immigration Regulation issued on 26/05/2013 to the Fujairah Marine Club as briefed below,

a) **Yachts holding valid Navigation License & flying U.A.E Flag.**

Yachts calling from foreign ports prior visiting Fujairah Marine Club, should enter Port of Fujairah for furnishing “**Immigration In**” formalities. On getting the “**Immigration In**” done, the yacht will be permitted to sail and continue their stay in the Fujairah Marine Club. At the time of sailing of such yacht from the Fujairah Marine Club to next destination, the yacht must again enter Port of Fujairah for obtaining the “**Immigration Out**”.

b) **Yachts flying Foreign Flags**

Prior visiting Fujairah Marine Club, yacht should enter Port of Fujairah for furnishing “**Immigration In**” formalities. On getting the “**Immigration In**” done, the yacht will be permitted to sail and continue their stay in the Fujairah Marine Club. **In this case, the yacht shall not exceed her stay in Fujairah Marine Club / Port of Fujairah for more than 21 days from the date of issuance of “Immigration In”.** At the time of sailing of such yacht from the Fujairah Marine Club to next destination, the yacht must again enter Port of Fujairah for obtaining the “**Immigration Out**”.

c) Both the aforementioned cases, **the yacht must submit a letter from the Fujairah Marine Club confirming that the yacht continued her stay in the Fujairah Marine Club since the Immigration Entry Date till date.**

d) Following Conditions apply to Yachts entering Port of Fujairah for “**Immigration**” formalities,

e) Yacht will be treated as normal vessel and therefore, procedures briefed in this Notice applicable including ISPS form.

f) These yachts are allowed to call Port of Fujairah **for Immigration and Customs formalities only.** They must sail from Fujairah Port immediately and any other services & requirements should be met at Fujairah International Marine Club.

g) Maximum permitted time alongside berth is two (2) hours.

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- h) The marine charges for berthing and un-berthing will be AED 2,000/- per call and no surcharges applicable on Friday and Public Holidays.
- i) Berth will be provided at SBB#4 as agreed with our Operations Manager, subject to berth availability.

XI SECURITY

A) Entry Regulations

1. All visitors must report to security office before entering.
2. No unauthorized vehicles at Oil Tanker Terminal.
3. No pedestrians at Oil Tanker Terminal.
4. Visitors, Surveyors and User operators must use their respective company's approved vehicles.
5. Visitors to wear helmets and high visibility florescent jackets.
6. No work permits without pre-approval from. Terminal HSE Dept.
7. Visitors to take care of high voltages inside.
8. Speed limit 30 km/hr for authorized vehicles inside Terminal.
9. Visitors to follow fire-fighting and emergency assembling instructions if applicable.
10. All types of Cameras and electronic devices are prohibited.
11. Use of mobile phone is strictly prohibited inside Terminal except Intrinsically Safe Mobile Phones.
12. Vessels are not allowed to take any sort of stores / spares alongside Fujairah Oil Terminal berths either by boat or from shore side.

B) Instructions for Vessel's Crew at FOTT

Vessel's crew will be permitted to go ashore according to the following Regulations,

1. Ship's agent should submit crew list signed and stamped by ship's to Security Office at Fujairah Oil Terminal Security Gate, if crew would like to visit duty free shops inside Port.
2. Transport for ON/OFF signers must be arranged by the vessel's agent right from the berth where ship is alongside.
3. Shore leave not allowed at VLCC Jetty.
4. Each person from ship's crew must carry passport or seaman book and submit at Security Gate prior leaving and collect it while re-entering Terminal.

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5. Safety and Security regulations mentioned above are to be strictly followed.
6. Transportation to the Duty Free Shop will be provided by the shops pick n drop service at every alternate hour from 08:00 am until midnight.
7. Follow safety signs / boards and instructions inside the Terminal.
8. Walking and loitering at Oil Terminal is not permitted.

XII. MARINE AND PORT HANDLING CHARGES

Marine & Port Handling charges as per Port Tariff.

XIII DIVING CODE - CODE OF PRACTICE

SAFETY AND HEALTH AT WORK FOR COMMERCIAL DIVING

Port of Fujairah introduced the **Diving Code “Code of Practice – Safety and Health at Work for Commercial Diving”** in Port of Fujairah and at Fujairah Offshore Anchorage. Please refer Annex - 2 for the procedures and related forms.

XIV FUJAIRAH OFFSHORE ANCHORAGE AREA ORGANIZATION

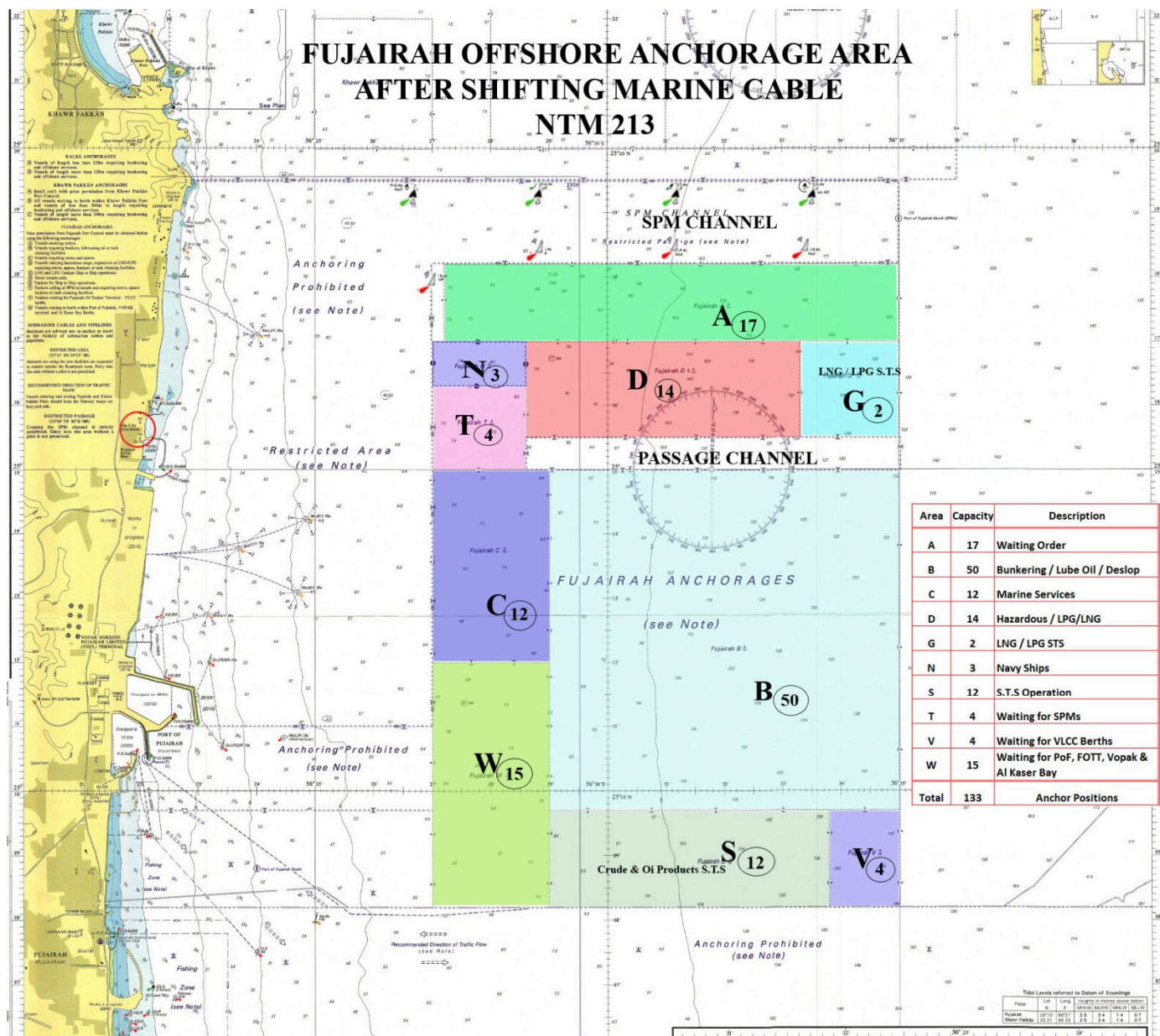
A. GENERAL REGULATIONS

1. Territorial Limit of Port of Fujairah is 12 Nautical Miles from shore line.
2. Anchoring between shore line and western limits of Fujairah Offshore Anchorage area is prohibited.
3. Lay-up or scrap vessels will not be permitted at Fujairah offshore anchorage area.
4. Rendezvousing between steaming vessels or between steaming vessels and service boats are prohibited at Fujairah Offshore Anchorage area.
5. Movements of vessels in double banking position (side by side) are strictly prohibited at Fujairah Offshore Anchorage Areas.
6. Any type of vessel approaching or using Fujairah offshore anchorage area must all times be liable to maintain proper actions and apply rules of the "INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA" for averting the risk of collision.

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7. Permission to anchor must be obtained from the Port Control Tower prior to anchoring at Fujairah Offshore Anchorage Area.
8. Anchoring in “Passage Way” between coordinates given below is prohibited.
9. No vessel is permitted to Immobilize at Fujairah Offshore Anchorage Area without prior approval from Traffic Control.

B. Area Organization



Port of Fujairah – Marine Department

1. **Affected Charts** : Admiralty Charts 3709 and 3723.

2. **Restricted Area**

West Limit : Shore Line

East Limit : 056° 27.0'E

North Limit : 25° 19.50' N

South Limit : 25° 11.0' N

This area contains submersible oil pipes, oil terminals and SPMs. Therefore, please keep this area clear and do not steam, approach or anchor.

No fishing zone in this restricted area.

3. **Submarine Cables**

The area given below contain submarine communication cables. Anchoring in this area is strictly prohibited.

West Limit : Shore Line

East Limit : 056° 47' E

North Limit : 25° 08.2' N

South Limit : 25° 06.0' N

4. The Maximum speed that a vessel can steam in Fujairah Offshore Anchorage Area is 5 knots.

5. New co-ordinates of FOAA are given below,

Total Anchor Positions : 133.

"Passage Way"

Anchoring prohibited

Co-ordinates

25° 15.5' N 056° 35.0' E

25° 15.5' N 056° 28.6' E

25° 15.0' N 056° 35.0' E

25° 15.0' N 056° 28.6' E

For free passage of vessels to various anchorage Areas.

"A" Anchorage Area

For Vessels Awaiting orders.

Total (17) Anchor positions.

Co-ordinates

25 ⁰	18.2' N	056 ⁰	35.0 ⁰ E
25 ⁰	18.2' N	056 ⁰	27.2' E
25 ⁰	17.0' N	056 ⁰	35.0' E
25 ⁰	17.0' N	056 ⁰	27.2' E

"B" Anchorage Area

For vessels require Bunker, Lube Oil or Desloping.

Total (50) Anchor positions.

Co-ordinates

25 ⁰	15.0' N	056 ⁰	35.0' E
25 ⁰	15.0' N	056 ⁰	29.0' E
25 ⁰	09.7' N	056 ⁰	35.0' E
25 ⁰	09.7' N	056 ⁰	29.0'E

"C" Anchorage Area

For vessels require Marine Services excluding oil products.

Total (12) Anchor positions.

Co-ordinates

25 ⁰	15.0' N	056 ⁰	29.0' E
25 ⁰	15.0' N	056 ⁰	27.0' E
25 ⁰	12.0' N	056 ⁰	29.0' E
25 ⁰	12.0' N	056 ⁰	27.0' E

"D" Anchorage Area

For vessels carrying hazardous cargo, explosives and LNG/LPG carriers. Maritime Services, Bunkering & desloping permitted.

Total (14) Anchor positions.

Co-ordinates

25 ⁰ 15.5' N	056 ⁰ 33.3' E
25 ⁰ 15.5' N	056 ⁰ 28.6' E
25 ⁰ 17.0' N	056 ⁰ 28.6' E
25 ⁰ 17.0' N	056 ⁰ 33.3' E

"G" Anchorage Area

For LNG & LPG carriers to conduct STS operation.

Total (2) STS LNG Anchor positions.

Entry to this area permitted only for LNG & LPG carriers intend for STS operation.

Entry into Fujairah Offshore Anchorage “G” area is strictly prohibited. Special permission is required to enter into the “G” area from the Control Tower.

Steaming through “G” area is also restricted.

Co-ordinates

25 ⁰ 15.5' N	056 ⁰ 35.0' E
25 ⁰ 15.5' N	056 ⁰ 33.3' E
25 ⁰ 17.0' N	056 ⁰ 35.0' E
25 ⁰ 17.0' N	056 ⁰ 33.3' E

"N" Anchorage Area

For Navy Vessels holding valid Diplomatic Clearance.

Total (3) anchor position

Co-ordinates

25 ⁰ 17.0' N	056 ⁰ 28.6' E
25 ⁰ 17.0' N	056 ⁰ 27.0' E
25 ⁰ 16.3' N	056 ⁰ 28.6' E
25 ⁰ 16.3' N	056 ⁰ 27.0' E

"S" Anchorage Area

Tankers for S.T.S (Oil Products) operations.

Total (12) Anchor positions.

Co-ordinates

25⁰ 09.7' N 056⁰ 33.8' E

25⁰ 09.7' N 056⁰ 29.0' E

25⁰ 08.2' N 056⁰ 33.8' E

25⁰ 08.2' N 056⁰ 29.0' E

"V" Anchorage Area

VLCCs waiting for FOTT-VLCC berths.

Total (4) Anchor positions.

Co-ordinates

25⁰ 09.7' N 056⁰ 35.0' E

25⁰ 09.7' N 056⁰ 33.8' E

25⁰ 08.2' N 056⁰ 35.0' E

25⁰ 08.2' N 056⁰ 33.8' E

"T" Anchorage Area

For Tankers calling SPM Terminals. Maritime Services, Bunkering & desloping permitted.

Total (4) Anchor positions.

Co-ordinates

25⁰ 16.3' N 056⁰ 28.6' E

25⁰ 16.3' N 056⁰ 27.0' E

25⁰ 15.0' N 056⁰ 28.6' E

25⁰ 15.0' N 056⁰ 27.0' E

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"W" Anchorage Area

Inbound vessels waiting for berths (Port of Fujairah, FOTT, Vopak and Al Kaser Bay Berths) **excluding** SPMs.

Total (15) Anchor positions.

Co-ordinates

25° 12.0'N 056° 29.0'E

25° 12.0'N 056° 27.0'E

25° 08.2'N 056° 29.0'E

25° 08.2'N 056° 27.0'E

C. SPM Channel

- There are eight buoys deployed to mark the SPM Channel and their names, position and light characteristics are given below,

Sl.	Buoy Name	Coordinates	Light	Remarks
1.	SPM Channel-Buoy#1	25° 19.4' N & 056° 33.39'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF	Racon (M)
2	SPM Channel-Buoy#2	25° 18.4' N & 056° 33.39'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF	
3	SPM Channel-Buoy#3	25° 19.4' N & 056° 31.10'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF	
4	SPM Channel-Buoy#4	25° 18.4' N & 056° 31.10'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF	
5	SPM Channel-Buoy#5	25° 19.4' N & 056° 28.78'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF	
6	SPM Channel-Buoy#6	25° 18.4' N & 056° 28.78'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF	
7	SPM Channel-Buoy#7	25° 19.4' N & 056° 26.56'E	FLG4S(0.5 Sec ON, 3.5 Sec OFF	
8	SPM Channel-Buoy#8	25° 18.0' N & 056° 27.00'E	FLR4S(0.5 Sec ON, 3.5 Sec OFF	

- Racon (M) is fixed on SPM Channel Buoy # 1.
- Crossing the SPM Channel by vessels or utility boats is strictly prohibited.

D. Pilotage is compulsory in SPM Channel & Restricted Area.

XV TANKERS CALLING AT FUJAIRAH SPM TERMINALS

1. SAFETY REQUIREMENTS

1.1 Responsibilities of Master of ship Moored at SPM Terminal

- Responsibility for the safe conduct of operations onboard vessel whilst moored at SPM terminal berths rests with ship master. Nevertheless, since our people, assets and other shipping may suffer serious damage in the event of accident aboard your vessel, we wish, before operations start, to seek your full cooperation and understanding on the Safety Requirements set out in the Ship/shore Safety Check List.
- Safety Requirements have been drawn up in conjunction with other Terminal Operators in the Middle East and a representative section of the International Safety Guide for Oil Tankers and Terminals (ISGOTT). They are based on the provision of the Codes of Safe Practice currently accepted by the Oil & Tanker industries.
- We therefore expect ship's Master and all under his command to adhere strictly to these throughout ship stay at the terminal. We, for our part, will ensure that our and terminal personnel do the same and cooperate fully with you in the mutual interest of safe and efficient operations.
- In order to assure ourselves of ship's Master compliance with these Safety requirements, we and SPM's terminal shall from time to time instruct of our staff to visit vessel and other reporting to ships Master or his deputy, join one of ship's officers for a routine inspection of cargo deck and accommodation spaces.
- If Pilot/Loading Master observes any infringement/s on board of any safety Requirements, we shall bring this immediately to your attention for corrective action. If such action is not taken in reasonable time we shall adopt such measures as appear to us most appropriate to deal with the situation and shall notify you accordingly.

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- If you observe any infringement/s of these requirements by Terminal staff on board your vessel, please bring this immediately to the notice to Pilot/Loading Master nominated as ship's Master contact during his stay at Fujairah SPM's should you consider any immediate threat to the safety of your vessel arises from any action on our part, or equipment under our control, you are fully entitled to demand an immediate cessation of operations.
- Inform Port Control (VHF ch 10), Pilot/Loading Master immediately, if the tanker has oil pollution or fire by UHF
- We reserve the right, in the event of continued or blatant disregard of these Safety Requirements by any vessel, to stop all operations and order that vessel off the berth for appropriate action to be taken by the charterers and/or owners concerned.
- Attention is drawn to the Tanker safety guide published by the International Chamber of shipping (ICS) and to the International oil Tanker & Terminal safety (ISGOTT) published by the Institute of Petroleum, London with respect to Ship/Shore Safety Check List.
- All Equipment, Mechanical, Electrical Devices & Inert Gas system must be in full working condition and shall maintain readiness status consistent with SOLAS, MARPOL, ISGOTT and OCIMF
- All communication while pilotage and cargo operation should be by UHF radio's with specific frequencies

SPM's Terminal	Frequencies
VOPAK SPM "A"	430.2375 MHZ
ADNOC ONSHROE - SPM 1 " B "	404.4625 MHZ
ADNOC ONSHROE - SPM 2 " C "	404.5125 MHZ
ADNOC ONSHROE - SPM 3 " E "	430.6125 MHZ
FAPCO SPM " J "	432.5123 MHZ

1.2 WEATHER limitations

The following weather working parameters and limitations for pilotage and cargo operations apply at Fujairah SPM'S terminal.

1.2.1 VHFL SPM

Phenomenon	Suspend Berthing	Suspend Operation	Disconnect Hose	Unberth
Wind Speed	25 Knots *	30 Knots *	35 Knots*	35 Knots *
Wave/Swell Height	1.70 m	2.0 m	2.0 m	2.0 m
Lightening / Thunder Storm	All operations to be stopped			

* All wind speeds are Sustained Wind Speeds.

Decision to stop operations / disconnect MLA or un-berthing the vessel can be taken by VHFL if continuation of safe operations is deemed risky at any time whether or not the weather limit has reached.

1.2.2 ADNOC ONSHORE FUJAIRAH TERMINAL (SPM)

Operational Limitations	Wind Speed (knots)	Wave Height (Feet)
Suspend Berthing	25 Kts	≥ 6 Feet
Suspend Loading	35 Kts	≥ 9 Feet
Disconnect Hoses	40 Kts	≥ 10 Feet
Unberth	40 Kts	≥ 10 Feet

2. GENERAL INFORMATION

The purpose of this Information is to provide an outline and guidance for Master's of oil tankers calling at Fujairah SPM's Terminals on the general nature of conditions, facilities, services and regulations at the Terminal. It does not replace other more detailed regulations and requirements for which Masters at the Terminal remain responsible.

2.1 Liability of Ships

- a) The owner and Master of a ship including an Excepted Ship, ship shall be jointly and severally liable irrespective of the cause thereof for all loss or damages to piers, jetties, buoys, or other port installations or port facilities, property or machinery whatsoever and for loss of life or personal injury to any person lawfully within the limits of the Port in connection with the navigation by such ship with or without a pilot within the limits of the Port or its use of the Port facilities. No ship shall be permitted to leave the Port unless and until security acceptable to the Port Authority has been given for the amount of any loss or damage so caused.
- b) The Port Authority shall not be liable, whether resulting from its negligence or from any other cause whatsoever, for :
 - i) Any loss, damage or delay to any ship using the Port or port facilities or to her cargo on board or to any other property ashore or afloat, fixed or moveable whatsoever
 - ii) Any loss of life or personal injury to the Master or crew using the Port as aforesaid.
- c) Any ship person using any port facility shall indemnify and save harmless all losses, claims, demands and suits for damages, including death or personal injury and including court costs and attorney's fee incident to or resulting from their operations in the Port and the use of Port facilities.
- d) These conditions shall be constructed to the law of U.A.E, and if so required by the Company, the ship and her owners shall submit to the jurisdiction of U.A.E. courts.

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2.2 Pilotage

- 2.2.1 The Pilot, once on board, shall be deemed to be an employee and servant of the Owners, Charterers or Authorized Agent of the Owners. They shall be liable for the Pilots acts, neglect or default in the course of his employment.
- 2.2.2 The Authority shall not be liable if the services of a Pilot are not available nor shall any liability attach to the Authority if the Pilot is unable, for any reason whatsoever to perform his duties on board the vessel.
- 2.2.3 Pilotage both inbound and outbound is compulsory through Fujairah Port Authority. The Master should complete and sign the master/pilot Information and Pilotage Passage Plan; Master Declaration and Conditions of use Fujairah SPM's Terminals.
- 2.2.4 The Pilot/ Loading Master will stay on board till tanker's departure and shall be provided with meals (that does not contain Pork) and suitable accommodations.
- 2.2.5 Pilotage (Berthing/ Un-berthing is available round the clock if weather permits).

2.3 North Pilot Station

For tankers calling SPM Terminals,
25° 18.9'N & 056° 35.0'E.

2.4 SPM Channel

A special channel with Navigation buoys specified for tankers calling at and leaving from SPM terminals as indicated in the Admiralty Charts 3709 & 3723.

2.5 LAY-UP, SCRAP TANKERS & IMMOBILIZATION

Lay-up, Scrap and Immobilization of tankers at SPM Terminals are not allowed.

2.6 Life Boat Drill

Life boat drill at SPM Terminals is prohibited.

2.7 Hot Work & Ship Repair

Hot work & ship repair at SPM Terminals are prohibited.

2.8 Bunkering, De-sloping, crew Change and all type of supply are not allowed at SPM Terminal.

3. FUJAIRAH SPMS - TERMINAL INFORMATION

3.1 VHFL - Single Point Mooring (SPM “A”)

3.1.1 Buoy Position

25° 12’ 44.117” North & 056° 23’ 9.362” East (in WGS84)

3.1.2 Buoy Colour : Yellow

3.1.3 Construction & Design Criteria

Water depth approaches @ CD	28.0 Metres
Water depth alongside @ CD	26.0 Metres
Maximum Draft	21.5 Metres
Minimum DWT	40,000 MT
Maximum DWT	175,000 MT
Max LOA	300.0 Metres
Manifold Crane SWL	10.0 Tonnes for DWT 40,000 to 60,000 MT 15.0 Tonnes for DWT 60,000 MT & above
Bow chain stopper Type	AKD Tongue
Bow chain stopper size	76.0 mm
Bow chain Stopper SWL	200 Tonnes as per size of Stopper
Cargo Tank atmosphere	Inerted / Less than 8% Oxygen
Maximum trim	4.0 Metres & Propeller submerged at all times

3.1.4 Characteristics of buoy light

Light Colour	:	Yellow
Morse Code	:	“A” every 10 seconds
Duration of “dot”	:	1.0 second
Duration of pause	:	1.0 second
Duration of “dash”	:	3.0 seconds
Duration of pause	:	5.0 seconds
Overall period duration	:	10 seconds
Light Range	:	2 Nautical Miles

3.1.5 The Characteristics of the hose lights

Colour	:	White
Period	:	5.0 seconds
Duration	:	0.25 seconds

3.1.6 Buoy Specifications

Buoy body diameter (including skirt)	:	13.5m
Buoy body diameter (excluding skirt)	:	10.25m
Hull Height	:	4.1m
Projection of spider below hull	:	1.8m
Total height (including fog horn)	:	13.4m
Weight	:	216mt
Centre of Gravity above keel	:	3.3m
Free floating draft	:	3.9m

3.1.7 Certification

The system has been built and will be maintained as a 01 100 at Single Point Mooring and Loading Terminal with Lloyd’s Register of Shipping.

3.1.8 Anchor System

Anchor legs	:	6
Pattern	:	3x2
Length	:	300m
Chain size (studless links)	:	76m
Anchor points	:	6xdrag anchors
Pre-tension angle	:	45°

3.1.9 Submarine Hose System

Strings	:	1
Size	:	20"
Hose length	:	35 ft or 40 ft
No. of hoses	:	3
Pressure rating	:	225 psi

3.1.10 Mooring Equipment

Hawser length	:	50m
No. of hawsers	:	1
Circumference	:	15"
Hawser type	:	single
OCIMF chafe Chain	:	Type A,B+C

3.1.11 Buoy Piping System

Design pressure	:	225 psi
Turret piping	:	2x24"
Turret product valves	:	2x24"
Swivel	:	1x36" + 1x24"
Buoy body piping	:	2x24"
Buoy body product valves	:	3x24"

3.1.12 Floating Hose System

Strings	:	1
Size	:	20"/16"
Hose length	:	35 ft. or 40 ft.(total length approximately 250 meter)
Pressure rating	:	225 psi

Effected Charts: Admiralty Charts 3709 & 3723.

3.2 ADNOC Onshore Fujairah Terminal

SPMs of ADNOC Onshore Fujairah Terminal are located offshore Fujairah, some 4 nautical miles from nearest shoreline. It is connected to the onshore facilities at Fujairah via three (3) 48" sea lines; each sea line from the shore terminates at Pipeline End Manifold (PLEM) at various depths and forms part of Catenary Anchor Leg Mooring (CALM) Single Point Mooring (SPM) system.

3.2.1 Construction & Design Criteria.

There are three turret-type CALM SPM buoys offshore with the following specification:

	SPM – B (1)	SPM – C (2)	SPM – E (3)
SPM Buoy Positions	25° 13' 05.3 N	25° 13' 46.2 N	25° 14' 13.7 N
	056° 24' 41.7 E	056° 23' 41.5 E	056° 24' 50.3 E
Maximum SDWT (mt)	320,000	320,000	320,000
Minimum SDWT (mt)	100,000	100,000	100,000
Maximum LOA (m)	340	340	340
Minimum LOA (m)	150	150	150
Sea Lines to PLEM	48"	48"	48"
Floating Hoses	2 x 24" hose strings Terminating in 2 x 16" tanker rail hoses	2 x 24" hose strings Terminating in 2 x 16" tanker rail hoses	2 x 24" hose strings Terminating in 2x 16" tanker rail hoses
Length of Hose strings			
Inner 27 hoses (m)	320	320	320
Outer 28 hoses (m)	332	332	332
Sub-sea hose Configurations	Lazy S 2 x 8 Hoses	Chinese Lantern 2 x 4 Hoses	Lazy S 2 x 8 Hoses
Mooring Hawsers	Single x 20" x 70 m Fully encapsulated SWL 550 MT	Single x 20" x 70 m Fully encapsulated SWL 550 MT	Single x 20" x 70 m Fully encapsulated SWL 550 MT
MBC Closure Time	Tanker side 3 ± 1 sec	Tanker side 3 ± 1 sec	Tanker side 3 ± 1 sec
	Buoy side ≥26 sec	Buoy side ≥20 sec	Buoy side ≥25 sec
MBC Breaking Load	28.5 Barg ± 5%	28.5 Barg ± 5%	28.5 Barg ± 5%
Anchor Leg Moorings	6 x 459 m approx.	6 x 403 ~ 879 m approx.	6 x 459 m approx
Surge Relief Tanks	2 x 12.7 cbm HH @ 12 cbm Automatically Triggers @ 21 bar	2 x 12.7 cbm HH @ 12 cbm Automatically Triggers @ 21 bar	2 x 12.7 cbm HH @ 12 cbm Automatically Triggers @ 21 bar
Water depth (m)	54	36	56
Max. Loading Rate	80,000 Bbls/hr	80,000 Bbl/hr	80,000 Bbls/hr
Min. Loading Rate	40,000 Bbls/hr	40,000 Bbls/hr	40,000 Bbls/hr

3.2.2 Hose Connection/Disconnection

A minimum of 15 t S W L crane is required for cargo hose handling. ADCO Fujairah Terminal personnel will connect and disconnect cargo hoses to the tanker's manifold under the supervision of Loading Master. Tanker is to provide crane driver and general assistance as directed by the Pilot/Loading Master. The tanker's officer needs to be present at the manifold during hose connection and disconnection.

3.2.3 Flash Point

The flash point of Murban crude is below 32 degrees Fahrenheit.

3.2.4 Crude Oil Temperatures

Every effort is made to keep the loading temperature of export crude below 150 F but there could be times when the temperature exceeds this. Masters are however advised when the temperature is likely to increase. These increases are normally due to changes in the production, loading rate, tank levels etc. The temperature for ship's calculations.

3.2.5 H2S Content

Murban crude contains concentration of H₂S (Hydrogen Sulphide). H₂S has disagreeable odour characteristics of rotten eggs which quickly deaden the sense of smell; dangerous concentration may be present which cannot be detected. Whenever concentration of this gas is detected, the area is to be evacuated of ships personnel and ventilation started to disperse this gas.

During loading, gas should only be allowed to escape via the agreed venting arrangements.

Whenever any sampling or ullaging is being carried out, personnel should stand at right angles to the wind direction to avoid inhalation. If H₂S is accidentally inhaled, that person should leave the area until that person's sense of smell has been restored.

Persons on deck should be carried personnel H₂S gas detector.

2 Breathing apparatus should be standing by at the ship's manifold.

Ship's A/C to be in recirculation and all doors to be closed.

Mentoring H₂S inside the accommodation should regularly every two hours.

In case wind speed zero – loading may be suspended subject to Master/LM decision.

3.3 FAPCO Terminal SPM

The FAPCO SPM is located approximately 3km offshore in 40 m water depth. This SPM is solely to discharge and supply back-up fuel for the F2 power plant. The specifications of SPM is given below,

Maximum DWT	45,000
Minimum DWT	10,000
Maximum LOA	200 m
Minimum LOA	130 m
Sea Lines to PLEM	1 x 24"
Subsea Hoses	2x 12"
Floating Hoses	1 x 16"
Length of Hose strings	216 m
Sub-sea hose configurations	Chinese Lantern
Mooring Hawfers	Single, 45 meters
Water depth	39.9 meters
Max. Unloading Rate	2,400 m ³ /hour
Buoy Position	25 ⁰ 17' 06.0150" N 056 ⁰ 23' 59.9718" E
Buoy Color	Yellow
<u>Buoy light Characteristics</u>	
Light Color	Yellow
Morse Code	"J"
Period	Every 15 seconds
Light Range	5 NM
<u>Hose Light Characteristics</u>	
Color	White
Period	4 seconds
Duration	1 second

4. EMERGENCIES

Emergency Procedure

In the event of any emergency situation arising onboard tankers at Fujairah Terminal, the Pilot/ Loading Master shall be responsible for ensuring coordination between Port C.T and the Shore Terminal and tanker involved in the emergency and shall take appropriate actions.

4.1 SPM Terminals Incidents that may be declared.

- Fire or explosion at the Terminal and on or around a moored tanker.
- Major escape of flammable and/ or toxic vapours, gases, oil or chemicals.
- Collision (Tanker to tanker, tanker and SPM buoy.
- Drifting and breakaway from SPM Buoy, dragging anchor or grounding.
- Major terminal accidents involving tankers, tugs, mooring boats, crew boats etc.
- Meteorological hazards such as adverse weather conditions and heavy electrical storms.
- Attack, sabotage and threats against tankers or terminal.

4.2 Actions to be taken shall be determined by the type and severity of the incidents, namely.

- Stop loading
- Disconnect loading hoses
- Standby to unmoor
- Comply with emergency reporting procedures
- Fire fighting facilities standby
- Depart from the SPM buoy.

4.3 Calm Weather, counter current/tide and wind

Dead calm conditions cause special difficulties with SPM berths as there is no tendency for the moored tanker and the floating hoses to stream in any particular direction. Special danger exists that the moored tanker will tend to move up and override the SPM buoy under the influence of slight weather changes, probably due to reversal of tidal flow.

This danger may be avoided by having a tug permanently moored/fast at the tanker stern and towing at minimum power; thus maintaining steady tension on the mooring hawser and also maintaining safe distance off the buoy.

The Pilot is responsible to ensure actions are taken to avoid contact with the SPM buoy.

4.4 Emergency Response.

- Pilot/Loading Master will immediately advise the Port Control Tower and Shore Terminal Control Room (CR)
- The Shore terminal CR personnel shall initiate the emergency shutdown procedure.
- The tanker master shall be requested to depart from SPM buoy under Pilot advice.
- The attending tug at tanker's astern would be used to assist that tanker off the berth.
- The tanker shall keep clear of the floating hoses.
- The Pilot shall direct the Marine support craft in attendance and ensure floating hose strings are kept clear of the tanker.
- Communication will be by U.H.F Radio.

4.5 Communications Failure

- It is essential that communications are maintained between the tanker and SPM terminal CR. Communications network has been designed for high reliability.
- VHF channel 10 shall be used In case of major breakdown of communications of UHF In case of any doubt SPM terminal CR should stop loading operations
- It is the responsibility of Pilot and SPM terminal LM to check the good working order of the communications network prior to commencement of loading operations and on an hourly basis thereafter.
- SPM terminal is responsible to ensure good communications between its LMs and SPM terminal CR and SPM terminal LM is responsible to cease loading and emergency shutdown of pumps.

4.6 Emergency shutdown during Cargo Operation.

An Emergency Shutdown procedure should be agreed between the tanker Master and the SPM Terminal Control Room. The possible dangers associated with any emergency shutdown procedure should be acknowledged.

Shut down communication will be through U.H.F Channel as per below table,

SPM Terminal	Frequencies
VOPAK SPM “A”	430.2375 MHZ
ADNOC ONSHROE - SPM 1 “ B ”	404.4625 MHZ
ADNOC ONSHROE - SPM 2 “ C ”	404.5125 MHZ
ADNOC ONSHROE - SPM 3 “ E ”	430.6125 MHZ
FAPCO SPM “ J ”	432.5123 MHZ

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The following table sums up the foreseeable emergency cases with respect to the risks involved and actions to be taken:

No	Emergency	Due to	Risks	Risk Level	Immediate Actions
1	Mooring failure	Mooring Hawser breakout Ship's mooring bracke breakdown	Pollution & Fire	Low	Stop loading Export tanker to safe anchorage
2	Hose failure	Surge pressure from tanker	Pollution & Fire	Medium	Stop loading Loading can be restarted once defective hose changed
3	Piping failure onboard	Fatigue &/or surge	Pollution & Fire	Low	Stop loading
4	Ship's Cargo tank overflow	Poor control of loading by tanker crew/special during topping off	Pollution & Fire	Medium	Stop loading
5	High pressure Loading lines	Poor control of loading by tanker crew	Pollution/pipe damage	Low	Stop loading if deemed necessary
6	Communications breakdown	Equipment failure, bad propagation	Pollution	Low	Stop loading
7	Fire/Explosion	Any reason	Pollution and/or casualties	Low	Stop loading Rescue operations Fire fighting/salvage
8	Collision	Drifting vessel	Pollution and/or casualties	Low	Stop loading Rescue operations

The existence of such an emergency case will be declared by the Pilot and SPM terminal LM on board the tanker.

The following procedure would be initiated:

- SPM terminal CR shall acknowledge receipt of ESD by radio.
- The Harbour Master through Port Control would be notified of the emergency.
- The Pilot/LM to take local control of all emergencies until such times as a designated On Scene Commander takes over.

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- **In the case of Emergency No7.1** – the Pilot on board the tanker would be responsible for all actions to be undertaken with respect to unmooring and clearing from the SPM buoy.
- **In the case of Emergencies 7.2 – 7.5**, actions to be taken according to SPM terminal Emergency Plan.

4.7 Fire

- Stop cargo operations immediately
- Close the manifold valves after depressurizing the lines.
- Tanker Master and Pilot to be in the bridge immediately.
- Raise the alarm on the tanker and ship's engine to ready.
- Pilot to inform PoF Control Tower starting with “emergency-emergency-emergency” / Loading Master who will inform the shore terminal.
- The stern tug and any other marine crafts that can offer assistance that may be required for fire-fighting systems.
- Tanker to start fighting the fire as per emergency procedures.
- Disconnect the cargo hoses.
- The tanker is to prepare to unmoor from the SPM.
- The Pilot will liaise with Harbour Master for any shore assistance that may be required for fire-fighting or towing and will coordinate such assistance.

4.8 Oil Pollution

- Stop cargo operations immediately.
- Close the manifold valves after depressurizing the lines.
- Raise the alarm on the tanker.
- Inform the Pilot/Loading Master who will inform PoF Control Tower & the Shore Terminal. Locate the source of pollution.
- Take such measures as are necessary to stop/ minimize the escape of oil.
- The Pilot/Loading Master will coordinate any shore assistance that maybe required for cleanup operation.

- In consultation with the Master, the SPM Terminal will implement the Fujairah Oil Spill Response Plan.
- Commence clean-up operations.

4.9 Sabotage and Threats against Tanker / Terminal.

- ❖ All time ship's gangway to be up, lowering only for official operation.
- ❖ If necessary, stop cargo operations and close manifold valves after depressurizing the lines.
- ❖ If imminent, raise the tanker alarm.
- ❖ Inform Pilot/Loading Master who will inform Port Control Tower and Shore Terminal.
- ❖ Place Main Engines on standby and crew to standby to disconnect hoses.
- ❖ Implement 'Tanker and Terminal Security Plan' at Highest Security Level
- ❖ After lowering hoses, Pilot/ Loading Master will coordinate the unmooring operation and unmoor from the SPM.

4.10 Hydrogen Sulphide (H₂S) Exposure.

- See the 'Material Safety Data Sheet' for immediate First Aid to be administrated.
- If necessary, stop cargo operations; close the manifold valves after depressurizing the lines.
- Raise tanker alarm.
- Inform Pilot/Loading Master so that Medical Assistance can be provided.

4.11 Other Emergencies.

- These could include loss of power or steering during maneuvering, grounding, collision, man overboard or any other accident or incident.
- The Pilot / Loading Master are to be informed so as to render assistance. The Master is to take all possible precautions to minimize the resulting consequences.

5. MARINE OPERATION MANUAL

Marine Operation Standing Instruction

Guideline for Fujairah SPM Terminals **Tankers Approach, Mooring & Unmooring.**

5.1 General.

- a) Pilots & Loading Master are requested to make certain they are principally familiar with “SPM” Terminal design criteria.
- b) SPM Terminal control Room prior requesting pilotage service, to check with their marine team, that terminal pre-berthing inspection has been carried out, and no defects reported to SPM specified for berthing of mooring / hose assemblies that might affect or delay tanker mooring / loading operation then send berthing request as per form in **pre-berthing.**

Procedures for Fujairah SPM Terminals Tanker approach, berthing and un-berthing.

5.2 Pre-Berthing:

- a) SPM's terminal to send a fax to PoF Control Tower (3) hour notice confirming the SPM readiness to receive a tanker.
- b) Control Tower to inform duty Pilot one and half (1.5) hour notice of tanker's arrival at pilot station and Provide the tankers name and designated SPM.
- c) Pilot to leave from the harbour by pilot boat maximum one hour before tanker's arrival to pilot station.
- d) Pilot to instruct the tanker to proceed to pilot station and arrange for boarding.
- e) Once the pilot on board, control tower to send two work tug boats to the SPM, one for the hoses and another on for pickup rope.

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- f) As soon as the Pilot in the bridge, he will pass pilot boarding time to control tower and to have Exchange information, passage plan through the channel with the Master and agree with approaching and berthing procedure.
- g) Pilot to advise the Master to have port side crane ready for lifting the tool box.
- i) 2 miles from SPM, Pilot will reduce speed to maximum 4 knots to receive L/M, hoses connection team and deliver the tool box from the assistant tug boat.
- j) As soon the L/M on board, he will supervise tool box lifting, inspect, agree with chief officer on mooring procedures and be sure that both anchors secured and lashed, messenger line should not less than 90 meters and ready on port bow, lowered down 2 meters from the sea level, ready to receive SPM mooring hawser's pickup rope and in windy condition L/M to instruct chief officer to connect 6 inches shackle to the end of messenger line to prevent of the messenger rope from flying away and use it to connect it to pick up rope.
- k) L/M to check oxygen content in one or two empty cargo tanks which will be loaded and be sure that it is less than 8%.

5.3 Approaching and Berthing:

- a) Assisting tug to make fast on STBD bow with tug's line push-pull condition.
- b) L/M to stand by in the forecastle and establish communication with the pilot through U.H.F private channel as per following table of frequency and in case of loosing communication, they can use ship's radios.

SPM's Terminal	Frequencies
VOPAK SPM "A"	430.2375 MHZ
ADNOC ONSHORE - SPM 1 " B "	404.4625 MHZ
ADNOC ONSHORE - SPM 2 " C "	404.5125 MHZ
ADNOC ONSHORE - SPM 3 " E "	430.6125 MHZ
FAPCO SPM " J "	432.5123 MHZ

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- c) When tanker commences her final approach and on request of Pilot, hoses could tow away, clear of tanker approach and 45 degrees from original stream direction.
- d) Approach course and speed is determined by the Pilot with due consideration given to all relevant factors (wind speed, sea swell, current, tanker draft, visibility, windage area and engine horse power).
- e) The approach is made on a course of approximately 30 degrees between the ship's head and that of the freely streaming hoses.
- f) The tanker will proceed in a minimum speed constant with maintaining the required course of approach. Use of ship's radar may be considered by the Pilot to provide information with regard to the aspect of the hose string and distance of the buoy from the bridge.
- g) The final approach should be with the SPM fine of the port bow of the tanker, keeping the SPM on the port bow will minimize the risk of over running the SPM.
- h) 600 meters from the SPM, L/M to continue reporting the distance from the mooring boat.
- i) When the tanker is approximately 150 meters from the mooring boat, ship's speed not more than one knot. On Pilot's request mooring tug boat will stretch the mooring pickup rope, and once the mooring boat alongside and made fast the pickup rope to the tanker messenger line they must be brought in board without delay. It must be remembered that the pickup rope is not to be used to warp the tanker to the SPM, pickup rope is not mooring line.
- j) Once the mooring tug boat connected the pickup rope, will clear from bow and proceed to hold the first hose from the second tug boat.
- k) Once the messenger line is connected to the SPM pickup rope, the L/M is responsible to continue the mooring progress and frequently report to the Pilot distance and direction to the SPM and or to the flotation buoy, Pilot will maintain the ship's position from the buoy considering his information in this regard.
- l) When the tanker is about 20 meters from chafing chain or 70 meters from the SPM, tanker speed not more than 0.2 knots.
- m) When the chafe chain is hauled inboard and pickup rope heaved in until the chafing chain passes through the panama lead and reaches the required chain stopper and secured.

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- n) Once the chafing chain in the chain stopper, tanker head way is to be reduced to zero speed over ground with SPM mooring hawser just clear from the water then the tanker is then considered all fast.
- o) Mooring assembly should not be allowed to come under tension during mooring operation and after all fast.
- p) Control tower to be advised with all fast time.
- q) Mooring Tug Boat become free and to proceed to hoses to hold one hose.
- r) When the Pilot satisfies from the tanker position and there is ship's seaman with good communication at the forecastle to report SPM position to the bridge, Pilot can request from the L/M to proceed to the manifold for hoses connections.
- s) Assistant tug to make fast astern of the tanker with tug's line and pull in minimum speed or as required from the Pilot.
- t) Connecting hoses will be under supervision of SPM Terminal's LM and his responsibility.
- u) Pilot to request from the closer working tug to bring the first hose and after connecting to the crane hook, tug can be released.
- v) On connection of the first hose and once the lifting wire of the second hose is connected to ship's hook, second mooring boat can then be released as per Pilot's order
- w) Pilot will request from ship's Master to have 24 hours responsible officer duty in the bridge.
- x) L/M of SPM Terminal on board the tanker will observe the tanker crew who will run loading operation.
- y) L/M will be responsible for loading operation and will observe safety on board the tanker on regular basis.

5.4 Un-berthing:

- a) L/M to inform Pilot two hour after completion of loading to inform PoF Control Tower to get the working tugs ready for unmooring.
- b) Pilot and Ship's Master to be in the bridge, Pilot to get the sailing draft and test ship's engine, rudder and confirm from the master that the ship is ready for manoeuvre.

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- c) On completion of cargo hoses disconnection under supervision of SPM Terminal L/M, hoses to be lowered down to the mooring boat one by one and the working tug boat to tow the hoses away from the tanker, undue stress should not be applied on the hoses.
- d) All shore equipment should then be loaded onto the tool box and lowered to the tug boat and non essential personnel should disembark.
- e) L/M to proceed to the forecastle and report to the Pilot that the ship is ready for unmooring.
- f) Pilot to release the escort tug and be sure that ship's propeller is clear before using the engine.
- g) Pilot to instruct L/M to commence unmooring.
- h) Under the observation of L/M and Chief Officer and before commence unmooring L/M to be sure that there is no tension on the hawser and mooring assembly will not lowered over the cargo hoses.
- i) The pickup rope should be heaved on the winch and the chafing chain to be letting go from the bow stopper, pickup rope to be slowly lowered down until chafing chain in the water.
- j) While lowering the mooring/chafe chain and pickup rope, the tanker can manoeuvre slowly away from the SPM
- k) L/M to keep informing Pilot about unmooring situation and distance, direction from the SPM and one of working boat will attend to take the pickup rope after lowered in to the water.
- l) After clearing the tanker from mooring hawser/pickup rope, L/M will report to the Pilot so that he can proceed manoeuvring the tanker away from the SPM.
- m) Pilot must use assistant tug for un-berthing to swing the tanker towards the channel in the SPM manoeuvring area.
- n) After the tanker well clear from the SPM, L/M to disembark.
- o) Pilot to proceed with the tanker to out bound channel and disembark in the pilot station, periodically for loaded tanker to turn to enter the channel and ballast tanker (inbound) for berthing to keep the area clear between buoys no. 7 & 8 of SPM channel for loaded tanker.
- p) Pilot to inform control tower disembarking time.
- q) Pilot boat with the Pilot to proceed back to the harbour or as control tower instruction.

5.5 Safety

- a) Care must be taken to ensure that personnel do not stand in positions in which they could be injured by a parting messenger / rope.
- b) It is essential that good communication system between bridge and bow is established and maintained (by U.H.F Channel).
- c) Means provided to permit the quick and safe release of the ship in case of need in an emergency must be clearly identified and regularly checked (engine readiness, fire wire, breakaway coupling, etc.)
- d) Crew member should be posted permanently forward at all times to observe the mooring and to advise if the tanker starts to ride up the SPM or yaw excessively.
- e) During periods of non availability of Escort tug to tow on the stern of the tanker ship's engines to be ready at all times with pilot attending at the forecastle for close observation of vessel's relevant position to the SPM.
- f) Upon completion of cargo operations and hose disconnection and when second hose is in water, pilot is to instruct tender boat to check hoses blind flanges for any signs of leaks and report same.
- g) If Pilot in doubt that vessel have come in contact with SPM or floating assemblies, DO NOT proceed with the next operation prior to informing all concerned and ensuring berth is safe for tanker berthing load and loading.
- h) During windy conditions tanker messenger line to be connected to monkey fist for stable condition.
- i) On completion of mooring, L/M is to ensure pickup rope is free on the winch drum and ready to safely let go.
- j) Ship engine to be ready from bridge within 5 to 10 minutes.
- k) One responsible officer to be ready at bridge all time.
- l) Inform Port Control Tower immediately if tanker has oil pollution or fire.

XVI REGULATIONS FOR UTILITY BOATS BASED IN FUJAIRAH

Introduction

This notice considers the powers and duties of Port of Fujairah in implementing and maintaining safety and security of Fujairah Waters, as well as, protection of Marine environment and preventing damage to property. These regulations are set out to exercise control and maintain discipline over utility boats daily operations.

Shipping Agents, Bunkering companies, Desloping companies, Diving Companies and Lube oil Suppliers should ensure that these rules are followed and adhered to, as well as, all utility boats masters / skippers read, understand and implement these regulations. Incompliance with certain rules may lead to suspension of operation, expulsion from the port and / or major fines.

1. Utility Boats

Utility boat is any floating unit belongs to shipping agency, water barges, Bunkering Companies, De-sloping Companies, Diving Companies and Lube Oil Suppliers, operating in Fujairah territorial waters to serve ships or marine installations, which is exempted from marine charge policy and compulsory pilotage. Utility boats based in Fujairah are subject to general rules and regulations as follows;

1.1 Speed Requirement

Mandatory Speed requirement for utility boats engaged in the following activities,

1. Water Barges / Utility Boat Carrying Only Cargo
Speed above 6 knots.
2. Utility Boats used for crew change / carrying passenger
Speed above 12 knots.
3. Utility Boats used for Medical assistance
Speed above 18 knots.

A speed test will be conducted at the time of Marine Charge Exemption License renewal or randomly at any time without notice and the licenses of those boats not complying with the above requirement will not be renewed.

- 1.2 **Port of Fujairah approval is required prior making arrangements to bring a utility boat to the Port.** Newly arrived utility boat must operate from Port of Fujairah for minimum 6 months with valid Marine Charge Exemption from first arrival. Utility boat intending to depart from Fujairah before the completion of six months will be charged for Marine Charge Exemption for the remaining period to complete six months.
- 1.3 Transfer of injured or seriously sick crew or passenger seeking medical attention from ships anchored at FOAA must use one of the crafts permitted to transfer casualties (boat speed above 18 knot).
- 1.4 Transfer of Medical team from shore to ships at Fujairah Offshore Anchorage for attending injured or seriously sick crew or passenger must use one of the crafts permitted to transfer casualties.
- 1.5 While hiring crafts for transferring sick / injured crew, ship's local agent must arrange medical assistance on-board Port Craft to accompany the sick / injured crew.
- 1.6 Marine Charge Exemption (MCE) is introduced for those utility boats which have a privilege of reduced marine charge compared to a normal calling vessel. However, MCE not applicable for normal calling of utility boats, and normal Immigration and custom procedures apply.
- 1.7 Marine Charge Exemption (MCE) is not applicable for those boats which are found to be not operational for more than ten days.
- 1.8 **Marine charge exemption (MCE) fees are non-refundable and non-transferable.**
- 1.9 Utility boats shall hold all valid statutory certificates including a valid Navigation License issued by UAE Maritime Administration. If a utility boat is found operating without any of the certificates mentioned above, her Marine Charge Exemption will be suspended from the date of that certificate expiry and all the in and out movements made during the expiry period will be invoiced based on Port Tariff.
- 1.10 Utility boats required to have compulsory Insurance Requirements Relating to Ship Owners Liabilities Towards the Seafarers According to MLC 2006.
- 1.11 Utility boats shall carry valid Ship Sanitation Control Exemption Certificate onboard.

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- 1.12 All crew onboard shall hold valid Seaman Card issued by UAE Maritime Administration.
- 1.13 All crew onboard shall hold a valid U.A.E residence visa, crew with any other types of visas are not acceptable to work on board utility boats based in Fujairah Port.
- 1.14 Companies, under which utility boat is operating, must hold a valid Fujairah Municipality Trading License with their base in Fujairah.
- 1.15 Utility boat shall be owned or chartered by the companies holding necessary valid licenses.
- 1.16 L.O.A of utility boat should not exceed 50 metres and their operating base should be Port of Fujairah. With the exception of the existing over-length vessels, and should be equipped with twin screw preferably with bow thrusters. Bunker barges should not exceed L.O.A 90 metres to get Marine Charge Exemption and Pilotage Exemption and they are not allowed to remain inside Service Harbour.
- 1.17 All utility boats based in Port of Fujairah must hold a sewage tank on-board connected with a standard connection on deck.
- 1.18 Every utility boat shall be fitted with AIS Transponder Class A, a Radar and GPS Receiver regardless L.O.A. Utility boats are not permitted to operate with an non-functioning AIS.
- 1.19 Utility boats shall not moor to quay fender chains which may result in the damage of the whole fender.
- 1.20 Utility boats based in Fujairah Port are allowed to serve vessels at Fujairah Territorial waters only (without Port Clearance). Utility boat going to other ports shall seek Port Clearance from the Control Tower by returning Offshore Transport Log Books to Port Security Officer and submitting Immigration and Customs Clearance. **Serving vessels at off port limit (over 12 NM) is strictly prohibited.**
- 1.21 Carriage of portable lube oil tanks on-board is strictly prohibited.
- 1.22 Lube oil barge are required to have Civil Liability Certificate (as per the International Convention on C.L.C for Pollution Damage, 1992) if applicable, on-board or equivalent insurance policy covering pollution risk.

- 1.23 All Bunker, Slop and Lube oil barges shall be of Double Hull type and age not more than 30 years, please refer FTA Circular No. (2) 2018.

2. Communication and Reporting.

- 2.1 All communication between the Port Control and the utility boats shall be on VHF Ch. 12 including permission to enter or leave Service Harbour. Bunker & slop Barges shall be on VHF Ch. 12.
- 2.2 Every utility boat shall ask permission from the Control Tower upon leaving or entering the harbour.
- 2.3 Permission for entry shall be sought only when the boat is a “half- nautical mile” off the breakwater.

3. Utility Boat Maintenance and Repair.

- 3.1 Major repair including Main Engine Repairs should seek layby berth from Operations Department.
- 3.2 Permission from the Harbour Master required if a boat intending to do minor repair at the service harbour for a maximum of 5 days.
- 3.3 Prior consent from the Port Safety Officer is required if in any case the repair work involves hot work.

4. Maritime Security

- 4.1 All utility boats of $GT \geq 500$ shall comply with relevant provisions of the ISPS Code.
- 4.2 Utility boat skippers must check and ensure that the persons onboard have proper passes and permissions for going offshore from the Port Immigration Section prior proceeding to Fujairah Offshore Anchorage Area.
- 4.3 Utility boat skippers shall ensure that all the items and provisions assigned for a particular vessel are safe and correct before leaving the harbor.
- 4.4 Photography of any type (still camera, video camera, mobile phones... etc) is strictly prohibited in Port of Fujairah and Fujairah Anchorage Area. Prior permission must be sought for photography.

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- 4.5 Utility Boats shall furnish carefully the Personnel Transport Log Book. On completion of the Personnel Log Book, shall immediately submit it to the Port Security Officer.
- 4.6 When a utility boat decided to sail permanently from Port of Fujairah, prior applying Port Clearance, all her log books (red and green) must be submitted to the Port Security Officer and get a clearance.
- 4.7 When a registered utility boat sail from Port of Fujairah to next Port with Port Clearance, the Offshore Personnel Transport Log Books (red and green) need to be submitted to Control Tower prior issuance of Port Clearance and these books can be received back on return of the utility boat.
- 4.8 New joining U/B should collect a Log Books (red and green) from Security Officer before starting their marine operation.
- 4.9 Utility Boats must ensure that the crew list is as per the “Utility Boat Crew Information” (ISPS Code – POF – Form 3).
- 4.10 ISPS Code – POF – (Form 3) and skipper list shall be amended once any crew signs on or off.

5. Utility Boat Skipper Responsibilities

- 5.1 Check your boat prior proceeding to Anchorage Area
- 5.2 It is the responsibility of the utility boat skipper to ensure that no unauthorized personnel are onboard his boat and each person holding a proper Immigration pass to proceed to Anchorage Area.
- 5.3 Safety Gears as per SOLAS must be available at assigned positions onboard of the agents’ utility boats.
- 5.4 It is the responsibility of the utility boat skipper to ensure that all the cargo on his boats belongs to agent’s vessel and are safe and are exactly as requested by the ship master or ship’s owner prior leaving from the Port.
- 5.5 Fill properly the Personnel Transport Log Book.
- 5.6 On completion of the personnel Transport Log Book, immediately submit to the Port Security Officer..
- 5.7 The Master responsible for Controlling Safety and Security of his Boat.
- 5.8 Anyone Board the boat intending to go offshore must carry offshore pass.
- 5.9 Photography / Videography not allowed without prior permission.

6 Skippers and Crew onboard Utility Boats

- 6.1 All skippers and crew onboard utility boats shall hold valid U.A.E Residence visas and they are not allowed to continue in their Seaman Visas.
- 6.2 Masters / skippers of utility boats shall hold proper certification according to STCW Convention along with the endorsement from the Marine Administration U.A.E.
- 6.3 All Crew shall carry valid Seaman Cards issued by the Marine Administration U.A.E.
- 6.4 All masters / skippers of utility boats shall apply for the pilotage exemption prior taking command of their boats in Fujairah Waters.
- 6.5 All crew prior joining utility boat must get medical certificate issued from the Preventive Medicine Department (Government of Fujairah) or Al Sharq Medical Centre for the following major infectious diseases;
 - Blood test for HIV
 - Blood test for Hepatitis B
 - X-ray Chest for pulmonary Tuberculosis
 - Clinical evaluation for presence of Leprosy

Copies of the medical screening certificates to be submitted to Marine Department during office hours as per the Utility Boat Crew Information (ISPS Code – POF – Form 3) and their originals must be retained always onboard their utility boats. **However, holders of valid Residence Visa are exempted from this requirement.**

7. Marine Traffic Rules

- 7.1 Every utility boat shall not impede the safe passage of a vessel under pilotage and shall keep out of its way.
- 7.2 The rule above applies in waters extending up to three nautical miles from shoreline.
- 7.3 Every utility boat shall proceed at a safe speed not exceeding three knots when entering, leaving, or steaming inside the harbour.

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- 7.4 All utility boats shall never enter the restricted area marked in Admiralty Charts no. 3709 & 3723 unless permission is given from Control Tower. Special attention should be paid to the SPM Channel where violators will be penalized with a fine of US\$ 10,000.

8. Service Harbour - General Awareness

Please advise all your crew to follow strictly the below given instruction,

- 8.1. Swimming, barbeque and fishing is strictly prohibited.
- 8.2. Feeding of dogs and cats is strictly not allowed.
- 8.3. Photography & videography is prohibited
- 8.4. Use or possessing weapons, drugs, ammunition, etc. are strictly banned under law.
- 8.5. Parking of vehicles in undesignated areas are not allowed.
- 8.6. Sides of roundheads of pier A & Pier B is designated for lube oil barges and MGO barges only to load lube in bulk and after loading, barge must vacate the area and moor at their allotted location.
- 8.7. Mooring of utility boats at the roundheads north of pier A & B is not permitted, considering there are no fenders and they are reserved for loading of Gas oil from Road Trucks in the future.
- 8.8. U/B skippers are advised to keep always a photo copy of the RFID cards (both sides). In case if the RFID card is lost, the functions of the lost card can be deleted only if we know the card number.
- 8.9. Any fresh water request in bulk should be addressed to Control Tower and they will make arrangements for the supply at Bulk Fresh Water Supply area in the new service harbour.
- 8.10. Speed limit at Main Roads in Service Harbour is 40 Km/h and the speed limit in finger pier is 10 Km/h.
- 8.11. It is solely the responsibility of the shipping agencies to safe guard their RFID cards from misuse & negligence. Port of Fujairah cannot be held responsible for any additional bills incurred as a result of such misuse or negligence.
- 8.12. Storage of Hazardous materials in the Cargo bay is not permitted and such permitted items should be delivered directly to the utility boats.
- 8.13. Loading / discharging operation at the Loading Point will be controlled according to the sequence provided by our Operations Department.

9. Attachments

- a) Application form - Marine Charge Exemption (Attachment 13)
- b) Application form - Pilotage Exemption. (Attachment 14)
- c) Utility Boat Crew Information - ISPS Code - PoF - Form3. (Attachment 15)
- d) Service Harbour – layout (Attachment : 23a)
- e) Prohibited Activities (Attachment : 23b)
- f) Prohibited Items (Attachment : 23c)
- g) Speed Limit at Finger Pier (Attachment : 23d)
- h) Speed limit at Main Road (Attachment : 23e)

XVII. ANNEX

1. SAFETY / SECURITY REGULATIONS & REQUIREMENTS FOR STS TRANSFER OF LPG AND LNG AT FOAA “G”.

Port of Fujairah introduced the “Safety / Security Regulations & Requirements for STS Transfer of LPG and LNG at FOAA “G”, please refer - Annex 1 (attached).

2. DIVING CODE - CODE OF PRACTICE SAFETY AND HEALTH AT WORK FOR COMMERCIAL DIVING

Port of Fujairah introduced the **Diving Code “Code of Practice – Safety and Health at Work for Commercial Diving”** in Port of Fujairah and at Fujairah Offshore Anchorage. Please refer Annex : 2 (attached) for the procedures and related forms.

XVIII. ATTACHMENTS

1. ISPS Form.
2. Vessel Pre-sailing Master Declaration
- 3.1 Pilot Boarding Arrangements - 1045(27) Pilot Transfer Arrangement.
- 3.2 Pilot Boarding Arrangements - 1331 Guidelines for the Maintenance and Survey of Means of Embarkation and Disembarkation from ships.
- 3.3 Pilot Boarding Arrangements -1428 Required Boarding Arrangements for Pilots.
4. Emergency Towing Wires
- 5a. Tanker Pre-Arrival Questionnaire - FOTT.
- 5b. Tanker Pre-Arrival Questionnaire for Oil Tankers calling at ADNOC Onshore Fujairah Terminal.
- 5c. Pre-Arrival & Departure Master Compliance - FOTT
6. Pre-Load and Discharge Agreement (PLDA) - FOTT
7. Tanker Certificates – Check List
8. Declaration to Issue Garbage Delivery Receipts for vessels in POF
- 9 Declaration to Issue Garbage Delivery Receipts for vessels at FOAA
10. Special Area for the Gulf – MARPOL 73/78 Annex I & V (1a, 1b, 1c & 1d)
11. Expired medicine disposal procedures (8 pages)
12. Sketch - Undersea communications cable
13. Application form - Marine Charge Exemption.
14. Application form - Pilotage Exemption.
15. Utility Boat Crew Information - ISPS Code - PoF - Form3
- 16 Application for carry non lubricants in drums
- 17A Oily Sludge Transport Statement – Gulf Environment FZE
- 17B Oily Sludge Transport Statement – Arabian Environmental Protection Co. LLC
18. ADNOC Onshore Fujairah Terminal Information Booklet.
- 19.1 IMO General Declaration
- 19.2 Cargo Declaration
- 19.3 Ship's store Declaration
- 19.4 Crew effects declaration
- 19.5 Crew List

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- 19.6. Passenger List
- 19.7 Dangerous Goods Manifest.
- 20. Master & Agent Declaration for Crew Change.
- 21. Annex 1 - "Safety / Security Regulations & Requirements for STS Transfer of LPG and LNG at FOAA "G".
- 22. Annex 2 - Diving Code (Code of Practice)
- 23.a) Service Harbour – layout
- 23.b) Prohibited Activities
- 23.c) Prohibited Items
- 23.d Speed Limit at Finger Pier
- 23.e Speed limit at Main Road

Thanks & Regards,


Capt. Tamer Masoud

HARBOUR MASTER