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Marine Notice No. 03/2011



موانئ أبوظبي
ABU DHABI PORTS

ADPC NOTICES TO MARINERS

Special Entry Procedure for Tankers

**Notices to Marine Services Providers, Owners, Masters,
Charterers and Agents**

The Special Entry Procedure for Vessels Carrying Bulk Crude Oil, Refined Products, Chemicals or Liquefied Gases has been published with immediate effect.

The Abu Dhabi Ports Company (ADPC) has issued this Special Entry Procedures for Tankers entering its ports in order to ensure the safety of the Ports, Stakeholders and Port Users.

The new requirements are to ensure that vessels carrying the specified cargoes are of a satisfactory standard and that the manning and management of the ships does not pose an increased risk to the safety of Port operations and the Port environment.

Users should comply with this Special Entry Procedure and any further instructions issued by the Harbour Master.

The attached Special Entry Procedure is available for download from the ADPC Website www.adpc.ae.

Captain / Adil Ahmed Banihammad
Harbour Master



موانئ أبوظبي
ABU DHABI PORTS

Special Entry Procedure

For

***Vessels Carrying Bulk Crude Oil,
Refined Products, Chemicals or
Liquefied Gases***

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1. INTRODUCTION

1.1 Purpose

The purpose of this document is to detail the instructions applied by ADPC to vessels engaged in the carriage of bulk crude oil, refined products, chemicals or liquefied gases wishing to secure permission and / or clearance to enter and / or operate in a port or waterway under its control.

1.2 General

- 1 ADPC is required by the nature of its business to oversee the movement and handling of vessels carrying Dangerous Goods and other hazardous materials in the ports and waterways under its control.
- 2 ADPC is committed to ensuring that all cargoes are carried safely with the minimum risk to people, property the environment and the Company.

1.3 Regulation

- 1 Pursuant to the Abu Dhabi Transport Regulations (General and Port Operations) 2010, (the 'Port Regulations') and the ADPC Port Management Byelaws (the 'ADPC Byelaws'), every owner, charterer, master or agent seeking permission for a vessel to enter a port or waterway controlled by ADPC is required to ensure the vessel complies with all applicable international, regional and national standards. Furthermore, ADPC requires that each vessel in a port or waterway under its control is operated in accordance with recognised industry guidelines.
- 2 In fulfilment of 1 above, the master or agent of any vessel heading for a port controlled by ADPC shall, at least 48 hours in advance of arrival, shall submit a 'Uniform Pre-Arrival Notification Report' to notify the port Harbour Master of its intended entry and movements.
- 3 ADPC reserves the right, for each port, to request additional information to determine the granting of permission or clearance to enter, leave proceed as it sees fit, or to apply

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additional requirements in respect of vessels assessed as presenting a higher risk profile.

- 4 Pursuant to the International Convention for the Prevention of Pollution from Ships (MARPOL), to prevent oil pollution from oil tankers carrying heavy grade oil, restrictions are placed on the operation of single-hull tankers and / or those older than 25 years of age involved in this trade. In summary, unless an exemption has been granted by the flag state, heavy grade oil, which includes bitumen, tar and their emulsions, may only be carried in double-hulled vessels of a design compliant with MARPOL Annex 1 Regulation 13F. However, under no circumstances may a single-hulled vessel that is more than 25 years old continue to carry heavy grade oil.
- 5 ADPC may refuse, for each port, to grant permission to a vessel to enter, leave or proceed under the following circumstances:
 - .1 If notification is not received at least 48 hours in advance of arrival;
 - .2 Until such time as ADPC is satisfied that all the information requested has been provided by the owner, master or agent; or,
 - .3 If the vessel does not conform to the relevant provisions of MARPOL for the type of cargo being carried (or to be loaded);
 - .4 If any of the safety equipment required under relevant international, regional or national standards is malfunctioning.

2. OPERATIONAL INSTRUCTIONS

2.1 Application

- 1 These instructions apply to all vessels of 600 DWT and above engaged in the carriage of bulk crude oil, refined products, chemicals or liquefied gases. This includes vessels that have been adapted to carry the aforementioned items as a part cargo, for example through the fitment of supplementary tanks.
- 2 For the avoidance of doubt, 'bulk' is considered to be any single container forming part of the structure of, or permanently fitted to a vessel that may be used to store liquids or gasses. (However, storage facilities for liquids or gases specifically related to the operation of a vessel, e.g., fuel and water, are excluded from this definition.)

2.2 Instructions

- 1 Other than under exceptional circumstances, no vessel to which these instructions apply shall be granted permission and / or clearance to enter and / or operate in a port or waterway controlled by ADPC unless:
 - .1 The notification and information supply requirements of the Port Regulations and the Byelaws, as outlined in section 1.3, are strictly complied with¹.
 - .2 With the exception of Liquid Natural Gas (LNG) tankers, the vessel is less than 25 years of age from the date of delivery.
 - .3 The vessel conforms to the relevant provisions of MARPOL for the type of cargo to be carried, with particular reference to vessels carrying heavy grade oil such as bitumen.

¹ An approximate date and time of arrival may always be updated once this is more accurately known, or a cancellation issued should a vessel subsequently be diverted to a non-ADPC controlled port following notification.

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- .4 The certification and training of staff onboard conform to the International Convention on Standards of Training and Certification of Watch keeping for Seafarers (STCW95).
 - .5 An acceptance letter from an Oil Major (BP, Shell, Total, Chevron, Exxon Mobil, Repsol, ADNOC, ENOC, Aramco) based on a satisfactory Oil Companies International Marine Forum (OCIMF) Ship Inspection Report (SIRE), that is no more than nine (9) months old to be submitted to Harbor Master before vessel arrival
- 2 For the avoidance of doubt, it is the obligation of the owner, master, charterer or agent of a vessel to which these instructions apply to provide valid evidence of an 'exceptional circumstance' in relation to the application of these instructions.