

Port Rules

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Abu Dhabi Ports

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**Revision History**

| Date | Issue | Section | Description |
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| August 2011 | First Issue | | |
| January 2018 | Issue 2 | Various | Major revision consolidating Port Management Byelaws and all existing port regulatory documents into a single instrument |
| July 2018 | Issue 2.1 | Rule 7.16.3 | Clarification of the Hazardous Materials, as carried on a Ship, subject to the Rule |
| | | Glossary and Schedule 1 | Editorial corrections |
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| | | Throughout | Editorial corrections |
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Master Glossary

| Defined Term | Definition |
|-----------------------------------|---|
| "Abu Dhabi Ports" | means Abu Dhabi Ports Company PJSC incorporated by virtue of Emiri Decree No. 6 of 2006 with commercial registration number 1004600. |
| "Abu Dhabi Ports Approval" | means any NOC, approval, Permit or similar issued by Abu Dhabi Ports issued to a Port User. |
| "Abu Dhabi Ports Permit" | has the meaning given in Rule 4.1. |
| "Activity" | means the performance of a service or work in a Port. |
| "Agent" (Ship) | has the meaning given in the Port Regulations. |
| "Applicable Law" | means: <ul style="list-style-type: none"> (a) the laws enacted or to be enacted either in the Emirate of Abu Dhabi or by the Federal legislature of the UAE; (b) the regional and / or international laws that the UAE is a signatory to; (c) any other relevant laws, decrees and / or regulations that relate to or govern any of the matters referred to in these Port Rules; and (d) all regulations, orders, codes of practice or delegated or subordinate legislation made under the items specified in (a), (b) and (c). |
| "Authorised Officer" | means a Person acting in the course of his duties who is: <ul style="list-style-type: none"> (a) an employee, Agent, contractor or sub-contractor of Abu Dhabi Ports; or (b) is authorised by Abu Dhabi Ports. |



| Defined Term | Definition |
|---------------------------------------|---|
| "Best International Practices" | means, in respect of a Port User, the exercise of that degree of professional skill, diligence, prudence and foresight as would reasonably and ordinarily be expected from a skilled, qualified and experienced entity responsible for carrying out responsibilities and discharging operations of a type associated with the business of that Port User and complying with those plans, strategies, practices, methodologies, activities, equipment, specifications and standards of management, safety and performance, as the same may change from time to time, as are accessible and widely used by professional organisations carrying out such tasks in connection with operations of a type and size similar to those conducted by the Port User, which have been shown over time through research, evaluation and practice to be effective at providing reasonable assurance of desired outcomes and that are continually reviewed and improved upon as circumstances dictate. |
| "BLU Code" | means the IMO Code of Practice for the Safe Loading and Unloading of Bulk Carriers. |
| "BLU Manual" | means the IMO Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives. |
| "Boiler Blow-Down" | means the intentional wasting of water from a boiler to avoid concentration of impurities during continuing evaporation of steam. |
| "Bulk Carrier" | means a Ship primarily designed to carry dry cargoes in bulk and to transport cargoes which are carried, and loaded or discharged, in bulk and which occupy the Ship's cargo spaces exclusively or predominantly and includes such types as ore carriers and combination carriers. |
| "Bunker Delivery Note" | has the meaning contemplated in MARPOL Annex VI Regulation 18.5. |
| "Bunker Fuel" | means a substance consisting wholly or mainly of Oil for consumption by the engines of the Ship receiving the substance. |
| "Bunker Fuel Supplier" | means a person granted a Licence by Abu Dhabi Ports to supply Bunker Fuel. |
| "Bunkering Barge" | means a Ship used to deliver Bunker Fuel to another Ship. |



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| Defined Term | Definition |
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| "Bunkering Operation" | means the transfer of Bunker Fuel to a Ship. |
| "Bunker Fuel Supplier" | means a Person licensed by Abu Dhabi Ports to supply Bunker Fuel. |
| "Cargo Transport Unit" | means a transport vehicle, a freight Container, a portable tank or a multiple element gas container. |
| "Cathodic Protection" | means controlling the corrosion of a Ship hull, underwater machinery or pipework by making it the cathode of an electrochemical cell. |
| "CICPA" | means the Critical Infrastructure and Coastal Protection Authority. |
| "Collision Regulations" | means the International Regulations for Preventing Collisions at Sea, 1972. |
| "Container" | means an article of transport equipment: <ul style="list-style-type: none">(a) of a permanent character and accordingly strong enough to be suitable for repeated use;(b) specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading;(c) designed to be secured and / or readily handled, having corner fittings for these purposes;(d) of a size such that the area enclosed by the four outer bottom corners is either:<ul style="list-style-type: none">(i) at least 14m²; or(ii) at least 7m² if it is fitted with top corner fitting. |
| "Container Handling Area" | means an area of land within a Port Facility primarily used for the storage and handling of Containers. |
| "CTU" | means Cargo Transport Unit. |



| Defined Term | Definition |
|-----------------------------------|--|
| “Dangerous Goods” | means any substance that may cause danger of explosion, fire, corrosion, poisoning, intoxication or radiation, as set out in the: <ul style="list-style-type: none"> (a) IMDG Code; (b) IMSBC Code; (c) IBC Code; or (d) IGC Code. |
| “Dangerous Goods Adviser” | has the meaning given in Rule 22.13. |
| “Dangerous Goods CTU” | means a CTU used for the transport of Dangerous Goods. |
| “Dead Ship” | means an Ship, other than a laid-up Ship, which: <ul style="list-style-type: none"> (a) is, for any reason, unable to proceed under its own power; (b) is, for any reason, unable to manoeuvre with its own steering gear; (c) is, for any reason, unable to work its own anchors; or (d) has any part of the hull structure removed, or under repair, which may affect the water-tight integrity of the Ship. |
| “Designated Area” | means an area designated in a Port in respect of an Activity. |
| “Designated Person Ashore” | has the meaning contemplated in the International Safety Management Code adopted by the IMO |
| “Development” | means carrying out building, engineering or other operations in, on, over or under a Port and / or a material change of use of land within a Port or any structure on a Port. |
| “DMAT” | means the Abu Dhabi Department of Municipal Affairs and Transport. |
| “Document” | means a Document in any form of media, including plans, audits, studies, assessments, procedures and reports as contemplated in these Port Rules, any Document or information submitted or required to be submitted with an application for Abu Dhabi Ports Approval and any other Document. |
| “Document of Compliance” | means a Document issued by or on behalf of an Administration to a Ship carrying Dangerous Goods in packaged form or in solid form in bulk as contemplated in SOLAS regulation II-2/19.4. |



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| Defined Term | Definition |
|---------------------------------------|--|
| "EAD" | means the Environmental Agency Abu Dhabi, established by Law No. 16 of 2005 |
| "Emirates Identification Card" | has the meaning contemplated in Federal Law number 9 for 2006. |
| "Facility" | means an area of land with respect to which Abu Dhabi Ports has entered into a Tenure Document with a Port User. |
| "Flag State" | means the country where a Ship is registered and entitled to fly the flag of that country. |
| "Fine" | means the monies to be paid to Abu Dhabi Ports by a Port User deemed responsible for a Violation of these Port Rules. |
| "FTA" | means the Federal Transport Authority. |
| "Goods" | includes: (a) animals; (b) pallets and Containers; (c) waste; (d) solid ballast; and (e) vehicles which are being transported as cargo. |
| "Greywater" | means drainage from: (a) dishwater; (b) shower; (c) laundry; (d) bath; and (e) washbasin drains, but does not include drainage from: (a) toilets, urinals, hospitals and animal spaces, as contemplated in Rule 1.3 of MARPOL Annex IV; or (b) drainage from cargo spaces. |
| "Harbour Master" | means a Harbour Master appointed in writing by Abu Dhabi Ports, and includes a deputy Harbour Master as may be appointed, as contemplated in Article TP07/10 of the Port Regulations. |



| Defined Term | Definition |
|---|--|
| "Hazardous Material" | has the meaning contemplated in Federal Law No. 24 of 1999 for the Protection and Development of the Environment. |
| "Hazardous Waste" | has the meaning contemplated in the Executive Order of Federal Law No. 24 for the Regulation of Handling Hazardous Materials, Hazardous Waste and Medical Waste. |
| "High Consequence Dangerous Goods" | has the meaning given in Rule 22.3. |
| "Highest Astronomical Tide" | means the highest level of water which can be predicted to occur under any combination of astronomical conditions. |
| "Hot Work" | means the use of oxyacetylene or electric welding or cutting plant or any blow lamp or blow torch or naked flame. |
| "IBC Code" | means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk adopted by the IMO. |
| "IGC Code" | means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk adopted by the IMO. |
| "IHSEMS" | means the integrated health, safety and environment management system. |
| "ILO" | means the International Labour Organization. |
| "IMDG Code" | means the International Maritime Dangerous Goods Code adopted by the IMO. |
| "IMO" | means the International Maritime Organization. |
| "IMSBC Code" | means the International Maritime Solid Bulk Cargoes Code adopted by the IMO. |
| "ISPS Code" | means the International Ship and Port Security Code adopted by the IMO. |



| Defined Term | Definition |
|---|---|
| "Incinerator" | means a facility on a Ship for incinerating solid wastes approximating in composition to household waste and liquid wastes arising from the operation of the Ship, e.g., domestic waste, cargo-associated waste, maintenance waste, operational waste, cargo residues, and fishing gear, etc. |
| "Internal Movement Vehicle" | means any vehicle specifically designed to undertake Port Operations including any mobile Lifting Device. |
| "International Air Pollution Prevention Certificate" | has the meaning contemplated in MARPOL Annex VI Regulation 6. |
| "Laid-Up Ship" | means any Ship, other than a Dead Ship, which remains, or is to remain, within a Port through lack of employment or pending the outcome of any legal proceedings before any court. |
| "Landing Place" | means wharves and other waterside Landing Places, piers, jetties and similar installations and includes approaches from land to such installations. |
| "Licence" | means a right issued by Abu Dhabi Ports to perform an Activity in a Port as contemplated in Article TP47/10 of the Port Regulations. |
| "Licensed Pilot" | means a Pilot holding a valid Pilot's Licence issued by Abu Dhabi Ports as contemplated in Article TP20/10 of the Port Regulations. |
| "Licensing Authority" | means the Licensing Authority contemplated in Federal Law No. 21 of 1995. |
| "Lifting Device" | means any machine or device used to lift a load as contemplated in OSHAD-SF Code of Practice 34.0 <i>Safe Use of Lifting Equipment and Lifting Accessories</i> . |
| "Lifting Operation" | means any lifting, hauling or rigging operation, including all operations utilising a Lifting Device. |
| "LPG" | means liquid petroleum gas. |
| "Manifest" | means a Document listing the cargo, passengers, and crew of a Ship. |



| Defined Term | Definition |
|-----------------------------|--|
| "MARPOL" | means the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978. |
| "Master" | has the meaning contemplated in the Port Regulations. |
| "Modular Path" | has the meaning given in Rule 14.9. |
| "NOC" | means a No Objection Certificate. |
| "Oil" | has the meaning contemplated in Federal Law No. 24 of 1999 for the Protection and Development of the Environment. |
| "OSHAD" | means the Abu Dhabi Occupational Safety and Health Center. |
| "OSHAD-SF" | means the OSHAD Safety Framework. |
| "Owner" | means: (a) when used in relation to Goods, includes any consignor consignee, Ship or Agent for the sale, receipt, custody, loading or unloading and clearance of those Goods; (b) when used in relation to a Ship, means the Person defined by the Certificate of Registry as the Owner or any duly authorised Agent of any such Person. |
| "Passenger" | means any Person carried on a Ship other than its crew. |
| "Passenger Terminal" | means a Port Facility used exclusively for embarking or disembarking Passengers on or from a Ship. |
| "Penalty Rating" | means the rating applied to a Violation of these Port Rules for the purpose of determining the Fine and / or Sanction as may be applied by Abu Dhabi Ports in response. |
| "Permit" | means any permit, licence, endorsement, NOC or approval. |
| "Person" | means any natural Person or any firm, company, corporation or other entity, as the context requires. |
| "Pilot" | means any Person not belonging to a Ship who has conduct thereof. |
| "Pollution" | has the meaning contemplated in Federal Law No. 24 of 1999 for the Protection and Development of the Environment. |
| "Port" | has the meaning contemplated in the Port Regulations. |
| "Port Authority" | has the meaning contemplated in the Port Regulations. |



| Defined Term | Definition |
|-------------------------------------|--|
| "Port Dues" | means any due, fee or charge payable in respect of a Ship which enters a Port, or uses any Port Facility, as contemplated in Article TP26/10 of the Port Regulations. |
| "Port Entry Permit" | has the meaning given in Rule 15.1. |
| "Port Facility" | means a Facility within a Port used either wholly or partly in connection with Port Operations. |
| "Port Operations" | means: <ul style="list-style-type: none"> (a) the loading or unloading of Goods on or from a Ship; (b) the embarking or disembarking of passengers on or from a Ship; (c) any Activity incidental to the activities in (a) and (b) which takes place, including any of the following activities specified in this sub-paragraph if they are so incidental and take place: <ul style="list-style-type: none"> (i) the Bunkering and provisioning of a Ship; (ii) the mooring of a Ship; (iii) the storing, sorting, inspecting, checking, weighing or handling of Goods; (iv) the movement of Goods, Passengers or vehicles; and (v) the use of welfare amenities contemplated in the carrying out of the activities referred to in sub-paragraphs (a), (b) and (c) (i) to (iv) above; (d) attending a Port for the purposes of the activities referred to in sub-paragraphs (a), (b) and (c) (i) to (iv) above; or (e) the embarking or disembarking on or from a Ship of its crew. |
| "Port Regulations" | means the Transport Regulations (General and Port Operations) 2010 enacted by DMAT. |
| "Port Tariff" | means the basic tariff contemplated in Article TPT03/10 of the Transport Regulations (Port Tariff, Complaint, Dispute Resolution and Planning) 2010. |
| "Port User" | means any Person that conducts an Activity in a Port and includes any Person entering a Port by vehicle, Ship or on foot. |
| "Port Waste Management Plan" | means the waste management plan contemplated in Article TP38/10 of the Port Regulations. |



| Defined Term | Definition |
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| "Port Waters" | means all waters within the boundaries of a Port. |
| "PPE" | means the personal protective equipment contemplated in OSHAD-SF Code of Practice 2.0 <i>Personal Protective Equipment</i> . |
| "Projection" | means anything which projects over the waterways within a Port and includes stairs and any tree, bush or other plant but does not include any such thing authorised by or under Law, Decree, governmental authority or contemplated in a Permit granted by Abu Dhabi Ports. |
| "Proper Shipping Name" | means the name used to describe Dangerous Goods as contemplated in the IMDG Code. |
| "Quay" | means any Quay, wharf, jetty, dolphin, landing stage, pontoon or other structure within a Port used for berthing or mooring a Ship. |
| "Relevant Authority" | means, as the context requires, the relevant and competent governmental and / or local authority and / or any service provider prescribed or approved by Abu Dhabi Ports and having jurisdiction or responsibility over a Port (including the relevant utility service providers) in each case having jurisdiction or responsibility over the relevant matter including, as applicable, the Department of Planning and Economy, the Land Registration Department, DMAT, CICPA, EAD, UPC or any other ministry, department, body, tribunal or local authority having jurisdiction or responsibility over a Port, any Facility any construction works within a Port, or any matter in connection with them. |
| "Ringelmann Chart" | means the scale for measuring the apparent density of smoke as set out in standard BS 2742:2009 or an equivalent thereof. |
| "Ro-Ro" | means roll on, roll off. |
| "Rule" | means a Rule or Rules of these Port Rules. |
| "Safety Data Sheet" | means a Document that provides information about the hazards of a product and advice about safety precautions. |
| "Sanction" | means the Sanctions set out in Schedule 2. |
| "Serious Injury" | means an injury as contemplated in Schedule B of OSHAD-SF Mechanism 11.0 <i>Incident Notification, Investigation and Reporting</i> . |



| Defined Term | Definition |
|-------------------------------------|---|
| "Ship" | has the same meaning as "Vessel" as contemplated in the Port Regulations. |
| "Social Media" | means an electronic service or account, or electronic content, including, but not limited to: <ul style="list-style-type: none"> (a) videos; (b) still photographs; (c) blogs; (d) video blogs; (e) podcasts; (f) instant and text messages; (g) email; (h) online services or accounts; or (i) Internet Web site profiles or locations. |
| "SOLAS" | means the International Convention for the Safety of Life at Sea, 1974. |
| "SOPEP" | means Shipboard Oil Pollution Emergency Plan. |
| "Tanker" | means a Ship designed to carry liquid cargo in bulk, including a combination carrier being used for this purpose. |
| "Technical Information Book" | has the meaning given in Rule 24.8. |
| "Tenure Document" | means any Document or agreement which Abu Dhabi Ports issues to grant an interest in land to a Person. |
| "Terminal Operator" | means the operator of a Port Facility. |
| "Terminal Representative" | means the Person appointed by a Terminal Operator as contemplated in Rule 24.2. |
| "Third Party Approval" | means, in respect of any Activity, all licences (including commercial trade licences), consents, approvals, NOCs, certificates and permits required from any Relevant Authority in respect of that Activity as contemplated in Applicable Law. |
| "Three Strike Rule" | has the meaning given in Schedule 2. |



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| Defined Term | Definition |
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| “Traffic Management Plan” | means the plan adopted by Abu Dhabi Ports and / or a Terminal Operator for the control of vehicle movements within a Port or Port Facility. |
| “Traffic Sign” | means an object or device for conveying, to traffic or any specified Class of traffic, warnings, information, instructions, requirements, restrictions or prohibitions of any kind. |
| “UAE” | means United Arab Emirates. |
| “UN” | means United Nations. |
| “UN Model Regulations” | means the Recommendations on the Transport of Dangerous Goods: Model Regulations, published by the UN. |
| “UPC” | means the Abu Dhabi Urban Planning Council incorporated by virtue of Emiri Decree No. 23 of 2007. |
| “Vertical Tandem Lifting” | means the lifting of two Containers, locked one above the other, in one Lifting Operation. |
| “Violation” | means any breach of these Port Rules. |



Rules of Interpretation

Unless there is something in the subject or context that is inconsistent in these Port Rules:

1. Every Rule imposed on, or which creates an obligation on, a Port User comprising more than one (1) Person is deemed to be Rule imposed on or which creates an obligation on the Persons comprising that Port User jointly and on each of them severally.
2. Any obligation on the part of a Port User to do any act or thing includes an obligation to procure that the act or thing is done.
3. Any obligation on the part of a Port User not to do any act or thing includes an obligation not to permit or suffer the act or thing to be done.
4. Any right on the part of Abu Dhabi Ports to do or not to do any act or thing does not constitute an obligation on Abu Dhabi Ports to do or not to do that act or thing.
5. Words denoting any gender include each other gender.
6. Words denoting the singular may denote the plural and vice versa, if the context requires.
7. Any reference to Applicable Law includes reference to any modification, extension or re-enactment thereof from time to time.
8. Any reference to a Port includes the waterways within the boundaries of a Port which, unless otherwise stated in the Port Regulations, shall be considered to be the line of the Highest Astronomical Tide.
9. Any reference to the right of Abu Dhabi Ports to have access to, or enter, a Port (or any part thereof) extends to Abu Dhabi Ports, any manager of Abu Dhabi Ports and any Authorised Officer, together with all necessary materials, equipment and appliances.
10. The words preceding "including" and "include" shall not be read as limited by the words that follow.
11. If any provision in a definition of these Port Rules is a substantive provision conferring rights or imposing obligations then, notwithstanding that it is only in the interpretation clause of these Port Rules, effect shall be given to it as if it were a substantive provision.
12. Headings are inserted for convenience only and do not affect the interpretation of these Port Rules.
13. Reference to these Port Rules or any other agreement or Document is a reference to these Port Rules, that agreement or Document (as applicable) as amended, modified or supplemented and in effect from time to time and includes a reference to any Document which amends, modifies or supplements it, or is entered into, made or given contemplated in or contemplated in its terms.
14. Reference to any Relevant Authority is a reference to that entity as amended, re-named, delegated, modified, replaced or supplemented from time to time.
15. A year is a period commencing from any day in a calendar year and ending on the day before the numerically corresponding day in the next calendar year.



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16. All periods of time shall be based on and computed according to the Gregorian calendar.
17. Reference to a day or a month is a reference to a calendar day or a calendar month (unless specifically stated otherwise).
18. Reference to "Abu Dhabi Ports" (unless the context requires otherwise) includes a reference to its successors and assigns.
19. In the event of any conflict between any Applicable Law, any Tenure Document and / or these Port Rules, the following order of precedence applies:
 - a) Applicable Law;
 - b) Tenure Document; and
 - c) these Port Rules.



**PART I
GENERAL PROVISIONS**

**Section 1
Purpose**

Rule 1.1 Purpose

Abu Dhabi Ports Company PJSC (hereinafter referred to as 'Abu Dhabi Ports'), in exercise of the powers conferred by the Transport Regulations (General and Port Operations), 2010 (hereinafter referred to as 'the Port Regulations'), implements the following Port Rules.

Rule 1.2 Application

Unless specifically otherwise stated, these Port Rules apply at all times to all Ports and to all Port Users.

Rule 1.3 Coming into Force

These Port Rules come into force on the 20th May 2019 and replace previous versions of the Port Rules.



Section 2 Rules of Application

Rule 2.1 Applicable Law

Each Port User shall obey Applicable Law including, amongst others:

- (a) the Port Regulations;
- (b) the OSHAD-SF; and
- (c) Federal Law No. (24) of 1999 for the Protection and Development of the Environment.

Rule 2.2 Other Regulations

Nothing in these Port Rules may be construed as conflicting with, overriding or invalidating any Applicable Law.

Rule 2.3 Amendments and Publications

Abu Dhabi Ports may amend these Port Rules from time to time and the most recent version notified to Port Users shall apply.

Rule 2.4 Indemnification

Each Port User shall indemnify Abu Dhabi Ports against all penalties, liabilities, costs, losses or damages that Abu Dhabi Ports incurs in connection with any acts or omissions of a Port User or any Person under the control of a Port User whilst working or acting on behalf of that Port User.

Rule 2.5 False or Misleading Information

A Port User shall not knowingly make a false or misleading statement, either orally or in writing, or supply a Document required or authorised to be made under these Port Rules to Abu Dhabi Ports.

Rule 2.6 Function and Powers of the Harbour Master

- 2.6.1 If a matter falls within the functions of the Harbour Master as contemplated in Article TP07/10 Section 2 of the Port Regulations, then the Harbour Master or his delegate may:
 - (a) give written or verbal directions as contemplated in Article TP07/10 Section 3 of the Port Regulations; or
 - (b) permit a Ship to follow a procedure or practice other than that contemplated in these Port Rules, if satisfied that the other procedure or practice is as safe as that contemplated in the relevant Rule and is in the interests of security, good order, protection of the environment, and the effective and efficient working of the Port.
- 2.6.2 Contravention of a substituted procedure or practice as contemplated in Rule 2.6.1(b) is deemed to constitute a contravention of the procedure or practice contemplated in the relevant Rule.



Rule 2.7 Function and Powers of Abu Dhabi Ports

- 2.7.1 Abu Dhabi Ports may give written or verbal instructions, as contemplated in the Port Regulations in relation to the powers and functions of a Port Authority, if the matter does not fall within the functions of the Harbour Master as set out in Rule 2.6.
- 2.7.2 Abu Dhabi Ports may permit a Person to follow a procedure or practice other than that contemplated in these Port Rules in respect of matters that do not fall within the functions of the Harbour Master as set out in Rule 2.6, if Abu Dhabi Ports is satisfied that the other procedure or practice is as safe as that contemplated in the relevant Rule and is in the interests of security, good order, protection of the environment, and the effective and efficient working of the Port.
- 2.7.3 Contravention of a substituted procedure or practice as contemplated in Rule 2.7.2 is deemed to constitute a contravention of the procedure or practice contemplated in the relevant Rule.
- 2.7.4 Abu Dhabi Ports may delegate the whole, or part, of any function or power specified in this Rule 2.7 to any service provider that it sees fit.

Rule 2.8 Compliance with Direction or Instruction Given

- 2.8.1 A Port User shall not, without reasonable cause, disobey any:
 - (a) direction given by the Harbour Master as contemplated in Rule 2.6; or
 - (b) instruction issued by Abu Dhabi Ports as contemplated in Rule 2.7.
- 2.8.2 No Violation is committed under these Port Rules where a Person acts as contemplated in a direction, instruction or notice issued by the Harbour Master or an Authorised Officer of Abu Dhabi Ports, as the case may be.

Rule 2.9 Closing of a Port

In the interests of maintaining safety, security, good order and the protection of the environment, the Harbour Master or Abu Dhabi Ports may:

- (a) close a Port; or
- (b) restrict Port User access to any part of a Port on conditions as may be determined by the Harbour Master or Abu Dhabi Ports, as the case may be.

Rule 2.10 Incorporation in These Port Rules of Notices to Mariners

- 2.10.1 Notices to Mariners issued by the Harbour Master may, by reference, be incorporated into these Port Rules.
- 2.10.2 Any Notice to Mariners incorporated by reference under this Rule 2.10 shall be deemed for all purposes to form part of these Port Rules.



Rule 2.11 Incorporation in These Port Rules of Guidelines or Codes of Practice

- 2.11.1 For the purpose of providing practical guidance in respect of any one or more of the requirements of the Port Regulations or these Port Rules, Abu Dhabi Ports may issue such guidelines or codes of practice (whether prepared by Abu Dhabi Ports or not) as Abu Dhabi Ports considers appropriate.
- 2.11.2 Any guidelines or codes of practice incorporated by reference under this Rule 2.11 shall be deemed for all purposes to form part of these Port Rules, any failure by a Port User to observe a provision of a guideline or code considered to be a Violation as contemplated in Rule 3.1.
- 2.11.3 The guidelines or codes of practice contemplated in Rule 2.11.1 includes such guidelines or codes as may be issued by Abu Dhabi Ports within the scope of the Port IHSEMS.

Rule 2.12 Exemptions and Equivalents

- 2.12.1 These Port Rules shall not apply to any:
 - (a) member of a Relevant Authority who is acting in the course of his duty;
 - (b) national or foreign naval Ships, or Ships operated under the command of the Government of the UAE;
 - (c) CTU or receptacle transported, handled or stored in connection with the operations of any Ship defined in paragraph (b) above; or
 - (d) any Person, vehicle or other equipment involved in the transport, handling or storage of a CTU defined in paragraph (c) above.
- 2.12.2 Abu Dhabi Ports may:
 - (a) grant exemption from all or any of the provisions of these Port Rules (as may be specified in the exemption) on such terms (if any) as Abu Dhabi Ports deems appropriate; or
 - (b) permit any fitting, material, appliance or apparatus, or type thereof, to be fitted or used by a Port User, or permit other provision to be made by the Port User, in the place of any particular fitting, material, appliance or apparatus, or type thereof, or provision, which is required under these Port Rules, if Abu Dhabi Ports is satisfied by trial or otherwise that it is at least as effective for the purpose for which the requirement in these Port Rules is set.



Section 3
Violations, Enforcement and Violations

Rule 3.1 Violations

- 3.1.1 In the case of any Violation of these Port Rules, depending on the type and frequency of the Violation committed and the particular circumstances, the Harbour Master or Abu Dhabi Ports may:
- (a) issue a warning to the Port User deemed responsible for the Violation; or
 - (b) issue direction or instruction to the Port User deemed responsible for the Violation, requiring the Port User remedy the Violation to the satisfaction of the Harbour Master or Abu Dhabi Ports, as the case may be; and / or
 - (c) issue a Fine to the Port User deemed responsible for the Violation; and / or
 - (d) apply a Sanction on the Port User deemed responsible for the Violation.
- 3.1.2 If a Relevant Authority imposes a third party fine that relates to or is covered by any Applicable Law, Abu Dhabi Ports has the right to impose an appropriate Fine as contemplated in these Port Rules in addition to the third party fine.
- 3.1.3 Notwithstanding receipt of any warning, direction, instruction, Fine or Sanction, the Port User must promptly remedy the Violation cited to the satisfaction of the Harbour Master or Abu Dhabi Ports, as they case may be.

Rule 3.2 Violation Penalty Rating

The Penalty Rating applied for each Violation is set out in Schedule 1 of these Port Rules.

Rule 3.3 Discretion to Vary a Fine or Sanction

Depending on the type of Violation committed and the particular circumstances, in relation to the Penalty Rating contemplated in Rule 3.2, Abu Dhabi Ports may:

- (a) increase the Penalty Rating;
- (b) reduce the Penalty Rating;
- (c) allow a period of time to remedy, to its satisfaction, the Violation without the imposition of a Fine or Sanction; or
- (d) discharge the Violation without the imposition of a Fine or Sanction.

Rule 3.4 Persistent Violations

- 3.4.1 In the event of persistent Violation of these Port Rules, Abu Dhabi Ports may:
- (a) where the Three Strike Rule is applicable to a Port User, impose the Sanction related to that Three Strike Rule as set out in Schedule 2; and / or
 - (b) double the Fine payable for the Violation concerned.



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- 3.4.2 For the purposes of this Rule 3.4, if a Port User repeats the same or related Violation for which the Port User has already been issued the Warning contemplated in Rule 3.1.1(a), then such repetition will be considered as a persistent Violation of these Port Rules.

Rule 3.5 Fines to be Paid to Abu Dhabi Ports

All Fines imposed for any Violation contemplated in Rule 3.1 shall be paid into the funds of Abu Dhabi Ports.

Rule 3.6 Presumption of Jurisdiction

If, in any legal proceedings, a question arises as to whether or not a Port User, including an Agent or other Person acting for and on behalf of the Port User, is within the provisions of these Port Rules, the Port User, Agent or Person as the case may be shall be taken to be within those provisions unless the contrary is proved.

Rule 3.7 Saving of Prosecutions Under Other Laws

Nothing in these Port Rules shall prevent any Person from being prosecuted under any other Applicable Law for any act or omission which constitutes a Violation under these Port Rules, or from being liable under that other Applicable Law to any punishment or penalty higher or other than that provided by these Port Rules.



Section 4
Authorisation of Activities

Rule 4.1 Abu Dhabi Ports Permit

- 4.1.1 A Port User shall not conduct an Activity listed in Schedule 3, or any notice issued by Abu Dhabi Ports from time to time amending this list, other than under the authority of a Permit issued by Abu Dhabi Ports.
- 4.1.2 The Abu Dhabi Ports Permit contemplated in this Rule 4.1 may be issued by Abu Dhabi Ports subject to whatever terms and conditions Abu Dhabi Ports considers to be appropriate.
- 4.1.3 The fee for the issue of the Abu Dhabi Ports Permit is as set out in the Port Tariff.
- 4.1.4 A Port User issued an Abu Dhabi Ports Permit shall not transfer that Permit to another Port User other than with the consent of Abu Dhabi Ports.
- 4.1.5 Each reference in these Port Rules to a requirement to secure consent prior to conducting an activity shall have the same meaning as the requirement to secure an Abu Dhabi Ports Permit as contemplated in this Rule 4.1.
- 4.1.6 No Abu Dhabi Ports Permit shall be required as contemplated in this Rule 4.1 if the Activity is required as a result of an emergency situation subject to the Person conducting the Activity submitting a report to Abu Dhabi Ports describing the Activity and explaining why the situation was regarded as an emergency.

Rule 4.2 Compliance With Abu Dhabi Ports Permit Conditions

Each Port User issued an Abu Dhabi Ports Permit shall:

- (a) comply with any terms and conditions of that Permit; and
- (b) notify Abu Dhabi Ports in writing within twenty-four (24) hours if any term or condition of the applicable Abu Dhabi Ports Permit is breached.

Rule 4.3 Status of Abu Dhabi Ports Permit

- 4.3.1 The granting of an Abu Dhabi Ports Permit does not constitute any expression of opinion by Abu Dhabi Ports as to:
 - (a) the technical merits of an Activity or its compliance with any specifications to which the Abu Dhabi Ports Permit applies;
 - (b) the fitness for purpose of an Activity, or any Facility of a Port User to which the Abu Dhabi Ports Permit applies;
 - (c) whether or not an Activity, or a Facility of a Port User to which the Abu Dhabi Ports Permit applies, complies with Applicable Law or the requirements of any Relevant Authority; or
 - (d) whether or not any Third Party Approval is required.



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- 4.3.2 The granting of an Abu Dhabi Ports Permit does not relieve the holder of the Abu Dhabi Ports Permit of any obligation to:
- (a) obtain Third Party Approval contemplated in the subject matter of the Abu Dhabi Ports Approval; or
 - (b) comply with Applicable Law and the requirements of any Relevant Authority.

Rule 4.4 Third Party Approval

- 4.4.1 If any Person issuing a Third Party Approval specifies that an Abu Dhabi Ports Permit is required as contemplated in that Third Party Approval, the relevant Port User shall:
- (a) coordinate with, and supply all necessary information and documents to Abu Dhabi Ports contemplated in the Abu Dhabi Ports Permit; and
 - (b) obtain the Abu Dhabi Ports Permit, as the case may be.
- 4.4.2 Each Port User shall promptly provide a copy of any Third Party Approval obtained by it to Abu Dhabi Ports.
- 4.4.3 In relation to obtaining any Third Party Approval for an Activity in any part of a Port that is designated as a "critical location" by the CICPA, each Port User with a Tenure Document shall be registered with the CICPA.



**PART II
SAFETY OF NAVIGATION AND MARINE OPERATIONS**

**Section 1
General**

Rule 5.1 Application of this Part

Unless stated otherwise, this Part II of these Port Rules applies to all Ships and all activities undertaken on or in Port Waters.

Rule 5.2 Responsibility of Ship Master

- 5.2.1 Unless stated otherwise, the Master of each Ship shall be responsible for compliance with all Rules in this Part II of these Port Rules.
- 5.2.2 Nothing in these Port Rules affects the authority of the Master for the safe navigation of a Ship in Port Waters.

Rule 5.3 Granting of Harbour Master Consent

- 5.3.1 In granting his consent for an Activity as contemplated in these Port Rules, the Harbour Master may establish the conditions applied to his consent as he sees fit in the interests of the:
 - (a) safety, security, efficiency and good order of the Port; or
 - (b) protection of the environment.
- 5.3.2 Unless stated otherwise, a fee shall be payable on each occasion that the consent of the Harbour Master is requested as contemplated in these Port Rules.
- 5.3.3 The fee payable for the consent contemplated in this Rule 5.3 is as set out in the Port Tariff.

Rule 5.4 Consent to Leave Port

A Ship shall not leave Port other than with the consent of the Harbour Master.

Rule 5.5 Port Dues

- 5.5.1 Each Master, Owner or Agent of a Ship which enters a Port shall be jointly and severally liable to pay in respect of the Ship such Port Dues as may be prescribed by Abu Dhabi Ports.
- 5.5.2 The Port Dues contemplated in this Rule 5.5 shall include:
 - (a) the costs Abu Dhabi Ports may incur:
 - (i) implementing a direction issued by the Harbour Master as contemplated in Rule 2.6;
 - (ii) implementing an instructions issued by Abu Dhabi Ports as contemplated in Rule 2.7;
 - (iii) removing Oil or other Hazardous Material discharged by the Ship into Port Waters; and
 - (b) any Fine issued as contemplated in Rule Rule 3.2.



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- 5.5.3 If the Port Dues contemplated in this Rule 5.5 are not paid on demand:
- (a) where payment is required to be made in advance as contemplated in Article TP26/10 Regulation 4 of the Port Regulations, the Harbour Master may refuse permission for the Ship to enter Port;
 - (b) where payment is required to be made before a Ship leaves Port, the Harbour Master may refuse to grant his consent as contemplated in Rule 5.4;
 - (c) the Port Dues payable may be recovered as a civil debt from the Owner, his agent and the Master of the Ship either jointly or severally.



Section 2
Incidents and Liabilities

Rule 6.1 Incident Reporting

6.1.1 As contemplated in Article TP16.4/10 of the Port Regulations, each Ship shall immediately notify the Harbour Master if any of the following occur as soon as the Master becomes aware of the matter:

- (a) a fire;
- (b) an explosion;
- (c) the involvement of the Ship in a:
 - (i) collision;
 - (ii) grounding;
 - (iii) striking;
- (d) in relation to any Persons on board the Ship:
 - (i) loss of life;
 - (ii) Serious Injury;
- (e) the loss of any Person overboard from the Ship;
- (f) any discharge or threat of discharge from the Ship into the water of:
 - (i) Dangerous Goods;
 - (ii) other Hazardous Materials;
- (g) any defect on the Ship involving the:
 - (i) main propulsion systems;
 - (ii) steering systems;
 - (iii) radar;
 - (iv) compasses;
 - (v) radio equipment;
 - (vi) anchors;
 - (vii) cables;
- (h) another Ship in apparent difficulty;
- (i) any obstruction to navigation;
- (j) any aid to navigation within the Port that is:
 - (i) functioning improperly;
 - (ii) damaged;
 - (iii) off-position;
 - (iv) missing;



- (k) the presence in the water of any:
 - (i) Dangerous Goods;
 - (ii) harmful substances;
 - (iii) Oil slick;
 - (iv) drifting Container or other package;
- (l) the presence of a Ship in the Port that may impede the safe movement of other Ships;
- (m) any weather conditions that are detrimental to safe navigation;
- (n) any matter that may affect the safety and security of the Ship or those on board; or
- (o) any other navigational or environmental incident.

6.1.2 The incident notification as contemplated in Rule 6.1.1 shall include:

- (a) in relation to the Ship:
 - (i) the name;
 - (ii) the IMO number, if applicable;
 - (iii) position;
 - (iv) port of departure;
 - (v) port of destination;
 - (vi) if Dangerous Goods, pollutants or Hazardous Materials are carried on board, the address from where information may be obtained on the danger, hazard or threat posed by these Dangerous Goods, pollutants or Hazardous Materials;
- (b) details of the incident;
- (c) if any oil is discharged into the environment, as contemplated in Article 5 of the regulations for the protection of the marine environment attached to the Executive Regulations of Federal Law No. 24 of 1999 on the Protection and Development of the Environment:
 - (i) the adopted measures to treat the leakage;
 - (ii) if dispersants are used, the:
 - (A) quantity;
 - (B) type of any dispersants used;
 - (iii) the depth of the incident area;
 - (iv) the potential source of leakage;
 - (v) the direction of the oil slick;
 - (vi) the level of leakage if still occurring;
 - (vii) the dimensions of the formed oil slick;



- (viii) the speed and direction of the wind;
 - (ix) the atmospheric temperature;
 - (x) the state of the sea; and
 - (d) any other information as contemplated in IMO Resolution A.851(20) *General Principles for Ship Reporting Systems and Ship Reporting Requirements, Including Guidelines For Reporting Incidents Involving Dangerous Goods, Harmful Substances and / or Marine Pollutants*.
- 6.1.3 For any matter required to be notified to the Harbour Master contemplated in Rule 6.1.1 paragraphs (a) to (f), (n) and (o), whether or not damage is done to any property, including underwater property, the Ship shall submit to the Harbour Master a full written report setting out the circumstances of the incident, whichever is the sooner:
- (a) within twenty-four (24) hours of the accident; or
 - (b) before departure of the Ship from the Port.
- 6.1.4 The Master of a Ship reporting a matter under Rule 6.1.2 shall:
- (a) furnish any further particulars that the Harbour Master may require; and
 - (b) comply with any direction issued by the Harbour Master contingent upon granting his consent to proceed.
- 6.1.5 Prior to the granting of the consent contemplated in Rule 6.1.4(b), in addition to Rule 5.3, the Harbour Master may require:
- (a) a minimum twenty-four (24) hours' notice prior to any proposed manoeuvre of the Ship;
 - (b) the completion of a risk assessment the results of which are to be submitted in writing to the Harbour Master;
 - (c) that the manoeuvre takes place during the hours of daylight;
 - (d) that a Licensed Pilot be engaged for the manoeuvre notwithstanding:
 - (i) any PEC that may be held by the Master;
 - (ii) exemption from pilotage issued by the Harbour Master on grounds of Ship length; or
 - (e) that the manoeuvre is undertaken with the assistance of tugs supplied by a Licensed towage provider as may be specified by the Harbour Master.



Rule 6.2 Damage to Property

- 6.2.1 Each Ship that damages property within the Port shall:
- (a) immediately report the occurrence to:
 - (i) the Harbour Master; and
 - (ii) other Relevant Authority(ies); and
 - (b) submit to the Harbour Master a full written report setting out the circumstances of the occurrence, whichever is the sooner:
 - (i) within twenty-four (24) hours of the accident; or
 - (ii) before the departure of the Ship from the Port; and
 - (c) furnish any further particulars that the Harbour Master may require.
- 6.2.2 The “property” contemplated in Rule 6.2.1 includes:
- (a) fouling or displacing:
 - (i) a buoy;
 - (ii) navigational aid;
 - (iii) navigational channel;
 - (b) in relation to a Port Facility its:
 - (i) infrastructure;
 - (ii) equipment; or
 - (iii) other property owned or managed by:
 - (A) Abu Dhabi Ports; or
 - (B) the Terminal Operator.



Section 3 Conduct of Navigation

Rule 7.1 Navigation with Care

Each Ship shall be navigated at all times with such care and caution, and at a safe speed and in such manner as not to:

- (a) endanger lives;
- (b) cause to Persons:
 - (i) injury;
 - (ii) discomfort;
- (c) damage any property;
- (d) cause harm to the environment;
- (e) interfere with:
 - (i) other Ships':
 - (A) navigation;
 - (B) manoeuvring;
 - (C) loading;
 - (D) discharging;
 - (ii) moorings;
 - (iii) banks; or
 - (iv) other property.

Rule 7.2 Proceeding at Safe Speed When Passing

Each Ship shall proceed at a safe speed and distance when passing a Ship engaged in permitted activities, including:

- (a) dredging;
- (b) other underwater work or Activity;
- (c) work at a buoy;
- (d) mooring; or
- (e) rescue work.

Rule 7.3 Free Passage

A Ship shall not manoeuvre, anchor, moor or be placed in such fashion as to obstruct in any way whatsoever the free passage of other Ships.

Rule 7.4 Nautical Charts and Publications

- 7.4.1 Each Ship shall be provided with the latest updated editions of the nautical charts and other relevant publications relating to the Port.



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- 7.4.2 Where an electronic format is used for the nautical charts and publications contemplated in this Rule 7.4, the information shall be displayed on an Electronic Chart Display and Information System (ECDIS) type approved and installed on the Ship as contemplated in the relevant regulations and standards adopted by the IMO.

Rule 7.5 Port Passage Plans

Each Ship shall prepare a passage plan for the transit to / from a berth.

Rule 7.6 Use of Whistle or Siren

A Ship shall not sound or use any whistle or siren except:

- (a) for the purposes defined by and contemplated in the Collision Regulations;
- (b) briefly for the purposes of testing;
- (c) to attract attention to a state of emergency; or
- (d) as instructed by the Harbour Master.

Rule 7.7 Speed Limits for Ships

- 7.7.1 A Ship shall not exceed the speed limit as set out in a Notice to Mariners as may be issued by the Harbour Master from time to time.
- 7.7.2 A Ship may exceed the speed limit contemplated in this Rule 7.7 if:
- (a) in the opinion of the Master, it is necessary to do so to prevent or mitigate a threat to the Ship as circumstances dictate; or
 - (b) instructed to do so by the Harbour Master.

Rule 7.8 Clear Landing Places

A Ship shall not be placed or positioned so as to obstruct or impede the safe passage of other Ships or the access to any Landing Place.

Rule 7.9 Attendance at Landing Place

A Ship shall not be moored alongside any Landing Place unattended without the consent of the:

- (a) Harbour Master; and
- (b) Person in charge of the Landing Place, if appropriate.

Rule 7.10 Navigation Under the Influence of Alcohol or Drugs

A Person shall not navigate, or knowingly cause or permit another Person to navigate, a Ship whilst under the influence of alcohol or drugs.



Rule 7.11 Person on the Bridge

- 7.11.1 The bridge of each power-driven Ship underway or at anchor shall be attended at all times by either:
- (a) the Master; or
 - (b) a member of the crew who is capable of taking charge of the Ship and, when a Pilot is on board, capable of understanding the advice given by a Pilot.
- 7.11.2 When the holder of a pilotage exemption Certificate (PEC) has conduct of a Ship, a second Person who is competent to take charge of the Ship shall be immediately available to take charge in an emergency.

Rule 7.12 Embarking or Disembarking Personnel

- 7.12.1 No Person other than a Pilot in the exercise of his duties shall disembark or embark from a Ship that is in motion other than with the consent of the Harbour Master.
- 7.12.2 The disembarking or embarking of a Person from a Ship underway as contemplated in this Rule 7.12 shall only be undertaken by way of:
- (a) the Pilot transfer arrangements as contemplated in IMO Assembly Resolution A.1045(27); or
 - (b) a helicopter provided for that purpose.

Rule 7.13 Maintenance of Machinery Configuration

Other than in an emergency, no changes shall be made to the machinery configuration of a Ship, including machinery generating power, whilst the Ship is underway in:

- (a) a restricted channel;
- (b) the vicinity of a structure; or
- (c) other Ships.

Rule 7.14 Compliance with Collision Regulations

Each Ship while underway or at anchor shall comply with the Collision Regulations other than:

- (a) in an emergency; or
- (b) as instructed by the Harbour Master.

Rule 7.15 Ship Reporting

Each Ship while underway shall advise Port control on passing a designated reporting point.



Rule 7.16 Hazardous Material

- 7.16.1 As contemplated in Article 9 of the regulations for the protection of the marine environment attached to the Executive Regulations of Federal Law No. 24 of 1999 on the Protection and Development of the Environment, in addition to the information contemplated in Article TP16.2/10 Regulation 1 of the Port Regulations and the consent contemplated in Rule 7.17.1, at least seventy-two (72) hours prior to Port arrival, each Ship shall submit to the Harbour Master a Manifest of all Hazardous Material on board including their:
- (a) types or classification;
 - (b) quantities;
 - (c) shipment source(s); and
 - (d) destination(s).
- 7.16.2 In addition to the information contemplated in Rule 7.16.1, each Ship shall submit to the Harbour Master the following at least seventy-two (72) hours prior to Port arrival:
- (a) in relation to any Dangerous Goods on board;
 - (i) a copy of the Document of Compliance for the Ship;
 - (ii) as appropriate, a declaration that all Dangerous Goods are packaged as contemplated in the IMDG Code;
 - (iii) a stowage plan for all Dangerous Goods;
 - (b) in relation any hazardous liquids or liquefied gases on board, as appropriate, a copy of the:
 - (i) International Oil Pollution Prevention Certificate as contemplated in MARPOL Annex I Regulation 7;
 - (ii) International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk as contemplated in MARPOL Annex II Regulation 9;
 - (iii) Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk as contemplated in the IBC Code; and
 - (iv) International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk as contemplated in the IGC Code.
- 7.16.3 Each Ship transporting the following Hazardous Material into a Port, classified as contemplated in the IMDG Code, shall display a red flag or light as contemplated in the International Code of Signals:
- (a) more than 10 kilograms of explosives in Division 1.1 or 250 kilograms in aggregate of explosives in Division 1.2, 1.3 and 1.5; when explosives in Division 1.1 are carried simultaneously in the Ship with explosives in Division 1.2, 1.3 or 1.5, the overall limit is 10 kilograms;
 - (b) more than 25,000 kilograms of sodium chlorate or potassium chlorate, or more than 500,000 kilograms of ammonium nitrate of Class 5.1;



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- (c) bulk liquefied gases of Class 2, including the remnants of such gases which remain after their discharge from a tank which has not subsequently been gas-freed or inerted;
 - (d) bulk liquids of Class 3, including the remnants of such liquids which remain after their discharge from a tank which has not subsequently been gas-freed or inerted;
 - (e) bulk liquids of Classes 4, 5, 6.1 and 8 of Packing Groups I and II; and
 - (f) bulk liquids of Class 6.1, Packing Group III, if such liquids have a harmful inhalation risk.
- 7.16.4 The red flag or light contemplated in Rule 7.16.3 shall be positioned so as to be as conspicuous as is reasonably practicable and, in the case of a light, so that it is above any other light being displayed by the Ship.
- 7.16.5 Each non self-propelled Ship transporting Hazardous Material into a Port shall have either its towing craft or, when moored, its accompanying craft display the appropriate flag or light contemplated in Rule 7.16.3.
- 7.16.6 This Rule 7.16 shall not apply to Hazardous Material or Dangerous Goods forming part of the equipment or stores of the Ship.

Rule 7.17 Dead Ships (Ship Seeking Place of Refuge)

- 7.17.1 A Dead Ship shall not enter a Port other than with the written consent of the Harbour Master.
- 7.17.2 Each Ship intending to enter a Port that has a Dead Ship in tow, in addition to the information contemplated in Article TP16.2/10 Regulation 1 of the Port Regulations, and the consent contemplated in Rule 7.17.1, shall submit to the Harbour Master the following information at least seventy-two (72) hours prior to Port arrival:
- (a) the number of Dead Ships being towed;
 - (b) the total length of the tow;
 - (c) the method of towing;
 - (d) the distance from and estimated transit time to the Port;
 - (e) the nature of the incident (if any) that disabled the Dead Ship;
 - (f) for the Dead Ship the name and contact details of the:
 - (i) registered owners or operators;
 - (ii) hull insurers (or of the lead hull insurer authorised to act on behalf of hull insurers);
 - (iii) Principle and Interest insurers;
 - (iv) classification society;
 - (v) Designated Person Ashore;
 - (vi) salvors engaged, if any;



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- (g) type and quantity of Bunker Fuel on board the Dead Ship;
- (h) cargo details for the Dead Ship including location on board;
- (i) the nature and quantity of any Hazardous Materials or Dangerous Goods on the Dead Ship;
- (j) the extent of the power available on the Dead Ship and whether it is sufficient:
 - (i) for working the main engine;
 - (ii) steering gear;
 - (iii) deck machinery;
 - (iv) lowering or heaving the anchors;
- (k) whether the Master is on board the Dead Ship;
- (l) the number of other crew and / or other persons on board the Dead Ship;
- (m) whether the Dead Ship is a:
 - (i) Tanker; and, if so,
 - (ii) whether the Tanker is gas free;
- (n) the means of radio communication available to the Dead Ship;
- (o) whether the towing Ship or the Dead Ship can be disconnected and handed over to another tug at sea;
- (p) the nature of immediate assistance or other services required from Abu Dhabi Ports by the towing Ship or the Dead Ship;
- (q) the future intentions of the Master of the Dead Ship and / or salvor, as the case may be; and
- (r) any other information which may affect the:
 - (i) safety, security, efficiency and good order of the Port; or
 - (ii) protection of the Port environment.

7.17.3 The consent contemplated in Rule 7.17.1 may be withdrawn or cancelled by the Harbour Master at any time if the Dead Ship becomes, or is likely to become, in the opinion of the Harbour Master, a danger to:

- (a) life;
- (b) the environment;
- (c) other Ships;
- (d) Port infrastructure; or
- (e) other property.



Rule 7.18 Maintenance of VHF Radio Watch

Each Ship shall:

- (a) maintain continuous listening watch on the appropriate Port control VHF working channel;
- (b) only use the working channel contemplated in Rule 7.18(a) for bridge-to-bridge navigational safety communications.

Rule 7.19 Anchoring

- 7.19.1 Each Ship shall anchor in anchorages designated for that purpose by the Harbour Master.
- 7.19.2 Other than in an emergency, or as instructed by the Harbour Master, a Ship shall not anchor:
 - (a) in a designated exclusion zone;
 - (b) in a position which may endanger:
 - (i) the safety of another Ship;
 - (ii) any:
 - (A) buoy;
 - (B) mooring;
 - (C) Ship lying thereto;
 - (c) within 300 metres of where a cable or other subsurface service has been laid;
 - (d) within 200 metres of any wharf, Landing Place or Quay except for the purpose of:
 - (i) turning the Ship;
 - (ii) berthing or un-berthing the Ship;
 - (e) so as to obstruct any:
 - (i) fairway; or
 - (ii) Designated Area.
- 7.19.3 Other than with the consent of the Harbour Master, at all times a Ship at anchor shall:
 - (a) be capable of being:
 - (i) safely moved;
 - (ii) navigated;
 - (b) have sufficient qualified crew or other competent Persons readily available as contemplated in any direction issued by the Harbour Master for the removal or shifting of the Ship; and
 - (c) deal, so far as reasonably practicable, with any emergency that may arise.



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- 7.19.4 The Harbour Master shall immediately be notified whenever a Ship at anchor:
- (a) drifts; or
 - (b) otherwise moves not under command.

Rule 7.20 Diving Operations

- 7.20.1 A Person shall not conduct a diving operation other than with the consent of the Harbour Master.
- 7.20.2 The consent contemplated in this Rule 7.20 is in addition to the Permit contemplated in Rule 4.1.
- 7.20.3 Each Ship employed in diving operations shall display the International Code of Signals A, IR or RY as appropriate.
- 7.20.4 Each Ship employed in diving operations at night shall display a quick-flashing yellow light of such a character as to be visible all round the horizon at a distance of at least 2 miles, the flash rate not to exceed 30 flashes per minute.
- 7.20.5 Nothing in these Port Rules shall authorise any operation on the seabed or foreshore without the consent of Abu Dhabi Ports.

Rule 7.21 Lost Equipment and Cargo

- 7.21.1 Each Ship shall immediately notify the Harbour Master if there is a slip, parting from or loss overboard of:
- (a) an anchor;
 - (b) a chain;
 - (c) a cable;
 - (d) a propeller;
 - (e) a CTU; or
 - (f) other cargo.
- 7.21.2 The notification contemplated in this Rule 7.21 shall include:
- (a) the nature and size of the lost item;
 - (b) the location of the loss;
 - (c) if Dangerous Goods have been lost; and
 - (d) the direction of drift of a floating item.
- 7.21.3 Each Ship shall take all practicable steps to recover an item lost overboard.
- 7.21.4 To mark the position of an item lost overboard, each Ship shall, where practicable, leave:
- (a) a buoy; or
 - (b) other floating device.
- 7.21.5 A Ship shall not leave the vicinity of a lost item other than as instructed by the Harbour Master.



Rule 7.22 Laying of Moorings and Buoys

- 7.22.1 A Person shall not lay down any of the following in Port Waters without the Permit contemplated in Rule 4.1:
- (a) mooring;
 - (b) buoy; or
 - (c) similar tackle.
- 7.22.2 The Harbour Master may cause an unauthorised mooring, buoy or tackle to be removed and recover the expenses of so doing from the Owner or any other Person claiming ownership.



Section 4
Mooring

Rule 8.1 Use of Moorings

- 8.1.1 A Ship shall not be made fast to any mooring belonging to or controlled by Abu Dhabi Ports other than with the consent of the Harbour Master.
- 8.1.2 A Ship shall not moor to any navigation buoy, pillar or mast established by Abu Dhabi Ports other than:
 - (a) in an emergency; or
 - (b) as instructed by the Harbour Master.
- 8.1.3 Each Ship shall move from a mooring if instructed to do so by the Harbour Master.

Rule 8.2 Securing of Ships

- 8.2.1 Each Ship shall:
 - (a) be securely made fast at all times whilst moored;
 - (b) use sufficient number of fenders adequate for the size of the Ship when moored;
 - (c) permit another Ship or Ships to lay alongside if instructed to do so by the Harbour Master;
 - (d) give free access to the movement of personnel and Goods across the deck to any other Ship moored alongside;
 - (e) if rope is used for mooring, not make fast except to a designated:
 - (i) dolphin;
 - (ii) buoy;
 - (iii) mooring post; or
 - (iv) bollard; and
 - (f) not use for mooring:
 - (i) a wire rope unless the following are protected to the satisfaction of the Harbour Master:
 - (A) a bollard; and / or
 - (B) the edging of the coping of the wharf or jetty; or
 - (ii) chain cables other than with the consent of the Harbour Master; and
 - (g) immediately notify the Harbour Master should the Ship part from its moorings.



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8.2.2 A Person shall not secure a Ship to any moored Ship so as to cause to that Ship or mooring:

- (a) danger; or
- (b) damage.

Rule 8.3 Maintenance of Moorings, Shore Connections and Rat Guards

Each Ship made fast to a mooring shall at all times and to the satisfaction of the Harbour Master:

- (a) have sufficient crew on board to attend to:
 - (i) the moorings;
 - (ii) the gangways; or
 - (iii) other shore connections; and
- (b) ensure each of the following extending from the Ship to the wharf or Quay is provided with an effective rat guard:
 - (i) chain;
 - (ii) hawser; or
 - (iii) rope.

Rule 8.4 Use of Propellers and Thrusters

8.4.1 A Ship made fast to a mooring shall not use propellers or thrusters other than:

- (a) briefly for the purposes of testing;
- (b) as may be advised to the Master by a Licensed Pilot; or
- (c) as instructed by the Harbour Master.

8.4.2 The use of a propeller or thruster contemplated in this Rule 8.4 shall be such as to avoid causing any injury damage to the infrastructure of the Port, the environment or any other Ship or property.

Rule 8.5 Immobilisation of Propulsion

8.5.1 A Ship shall not cause to be carried out maintenance or repair work on the Ship that will result in the Ship becoming a Dead Ship, other than with the consent of the Harbour Master.

8.5.2 This Rule 8.5 shall not apply to a Dead Ship which is drydocked or within the precincts of, or berthed or moored alongside, a Licensed Ship repair facility.

Rule 8.6 Laid-Up Ships

8.6.1 A Ship shall not be laid-up on a mooring or at anchor other than with the written consent of the Harbour Master.

8.6.2 This Rule 8.6 shall not apply to a laid-up Ship which is within the precincts of, or berthed or moored alongside, a Licensed Ship repair Facility.



Rule 8.7 Shifting

A Ship shall not shift from a mooring other than with the consent of the Harbour Master.



Section 5 Pollution Prevention

Rule 9.1 Compliance with Environmental Policy

In addition to this Part II Section 5, each Ship shall comply with the Rules for environmental prevention contemplated in Part III Section 1 Part B of these Port Rules.

Rule 9.2 Ballast Water

- 9.2.1 Not less than forty eight (48) hours prior to arrival each Ship shall submit to Abu Dhabi Ports a ballast declaration as contemplated in IMO Document MEPC 59/INF.3.
- 9.2.2 A Ship shall not discharge ballast water:
 - (a) other than with the consent of the Harbour Master; and
 - (b) unless the ballast water to be discharged has been:
 - (i) exchanged prior to Port arrival as contemplated in IMO Document MEPC 59/INF.3; or
 - (ii) treated as contemplated in the International Convention for the Control and Management of Ships' Ballast Water and Sediments.
- 9.2.3 This Rule 9.15 shall not apply to the discharge of ballast water from a Ship necessary for the purpose of securing the safety of the Ship and those on board or saving life at sea.

Rule 9.3 Emission of Fumes or Smoke

- 9.3.1 A Ship shall not continuously emit fumes or smoke from any machinery which is as dark as, or darker than, Shade 2 on the Ringelmann Chart for a period exceeding three (3) minutes.
- 9.3.2 This Rule 9.3 shall not apply to the emission of dark smoke in circumstances affecting the safety of life or of the Ship.

Rule 9.4 Discharge of Pesticides or Chemicals

A Ship shall not discharge pesticides or chemicals into Port Waters, including pesticides or chemicals in dilution:

- (a) whose use is banned in the UAE as contemplated in Applicable Law;
- (b) that consist of any other substance or material harmful to:
 - (i) mammals;
 - (ii) fish;
 - (iii) birds; or
 - (iv) plant life.



Rule 9.5 External Repairs or Maintenance

A Ship shall not perform any of the following maintenance activities other than with the consent of the Harbour Master:

- (a) cleaning of the hull above and below the waterline;
- (b) painting;
- (c) sandblasting;
- (d) propeller polishing; or
- (e) repairs to machinery below the waterline, including thrusters.

Rule 9.6 Prevention of Discharges

Each Ship made fast to a mooring shall ensure all discharges facing the Quay or jetty are:

- (a) closed; or
- (b) provided with adequate covers to prevent any inadvertent discharge of water or effluent or substances.

Rule 9.7 Internal Repairs or Maintenance

9.7.1 A Ship shall not perform internal repairs or maintenance unless:

- (a) prior to commencement, the Harbour Master has been advised of the nature and extent of the repairs contemplated;
- (b) if required, the Hot Work permit contemplated in Rule 4.1 has been obtained; and
- (c) adequate precautions have been taken to guard against the risk of harm to:
 - (i) Port Operations; or
 - (ii) the environment.

9.7.2 If, in the opinion of the Harbour Master, the precautions contemplated in Rule 9.7.1(c) are not adequate, the Harbour Master may order that the work be stopped until precautions to the satisfaction of the Harbour Master have been taken.

Rule 9.8 Anti-Fouling

9.8.1 Each Ship shall ensure coatings or other measures taken to prevent hull fouling are compliant with the International Convention on the Control of Harmful Anti-Fouling Systems on Ships.

9.8.2 A Ship shall not apply anti-fouling paint containing Tributyltin or other organotins.

9.8.3 Rule 9.8.2 shall not apply to a Ship within a Licensed Ship repair Facility.



Rule 9.9 Deck Runoff Due to Precipitation

During precipitation, each Ship shall take appropriate steps to prevent the discharge into Port Waters of any runoff from the deck of material harmful to the environment including:

- (a) garbage;
- (b) Oil;
- (c) pesticides;
- (d) chemicals;
- (e) paint;
- (f) metals; or
- (g) debris.

Rule 9.10 Aqueous Film Forming Foam

9.10.1 A Ship shall not discharge Aqueous Film Forming Foam (AFFF) into Port Waters other than with the consent of the Harbour Master.

9.10.2 This Rule 9.10 shall not apply in case of emergency.

Rule 9.11 Fire Main Systems

9.11.1 A Ship shall not operate the fire main system of the Ship other than with the consent of the Harbour Master.

9.11.2 This Rule 9.11 shall not apply in case of emergency.

Rule 9.12 Cathodic Protection

A Ship shall not use a hull Cathodic Protection system in Port Waters other than a system using impressed current cathodic protection.

Rule 9.13 Machinery and Contact Discharges

Other than to a licensed waste reception service provider, a Ship shall not discharge:

- (a) bilgewater;
- (b) elevator pit effluent;
- (c) gas turbine washwater;
- (d) gasoline or compensating effluent that has come into contact with Oil;
- (e) welldeck discharges containing any pollutants including:
 - (i) Greywater;
 - (ii) Oil;
 - (iii) Garbage;
- (f) sludge generated from an exhaust gas scrubber;



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- (g) brine from a Ship distillation system and / or reverse osmosis water that has come in contact with:
 - (i) machinery;
 - (ii) industrial equipment;
 - (iii) toxic or Hazardous Materials; or
 - (iv) wastes.

Rule 9.14 Boiler / Economizer Blow-Down

- 9.14.1 A Ship shall not Blow-Down a boiler in Port Waters.
- 9.14.2 This Rule 9.14 shall not apply if the boiler Blow-Down is conducted:
 - (a) immediately prior to entering a Licensed Ship repair Facility; or
 - (b) for safety purposes.

Rule 9.15 Discharge of Sewage (Blackwater)

- 9.15.1 As contemplated in Article 14 of the regulations for the protection of the marine environment attached to the Executive Regulations of Federal Law No. 24 of 1999 on the Protection and Development of the Environment, other than to a licensed waste reception service provider, a Ship shall not discharge sewage (blackwater).
- 9.15.2 Sewage treated by the sewage system contemplated in MARPOL Annex IV Regulation 9.1 shall, for the purpose of these Port Rules, be considered as Greywater as contemplated in Rule 9.16.
- 9.15.3 This Rule 9.15 shall not apply to the discharge of sewage from a Ship necessary for the purpose of:
 - (a) securing the safety of the Ship and those on board; or
 - (b) saving life at sea.

Rule 9.16 Discharge of Greywater

- 9.16.1 As contemplated in Article 14 of the regulations for the protection of the marine environment attached to the Executive Regulations of Federal Law No. 24 of 1999 on the Protection and Development of the Environment, other than to a licensed waste reception service, a Ship shall not discharge Greywater.
- 9.16.2 This Rule 9.16 shall not apply if:
 - (a) no Greywater storage facility is required to be provided on the Ship as contemplated in Applicable Law; and



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- (b) the Ship minimises the Greywater discharge as far as it is practicable including the introduction of:
 - (i) kitchen oils;
 - (ii) food;
 - (iii) Phosphates; or
 - (iv) Toxic soaps and detergents.
- (c) the discharge of Greywater from a Ship is necessary for the purpose of:
 - (i) securing the safety of the Ship and those on board; or
 - (ii) saving life at sea.

Rule 9.17 Waste Incinerators

A Ship shall not:

- (a) use a waste Incinerator; or
- (b) discharge waste (ash) generated by a waste Incinerator other than to a licensed waste reception service provider.



Section 6 Bunkering Operations

Rule 10.1 General Requirements

Each Ship shall ensure each Bunkering Operation is undertaken only:

- (a) if the weather conditions are suitable;
- (b) at a berth or anchorage that has been approved by the Harbour Master for Bunkering Operations;
- (c) by a licensed Bunker Fuel Supplier; and
- (d) if the Abu Dhabi Ports Permit contemplated in Rule 4.1 has been issued.

Rule 10.2 Notification of a Bunkering Operation

- 10.2.1 Each Ship shall apply for the Permit contemplated in Rule 4.1 at least twenty-four (24) hours prior to the commencement of a Bunkering Operation.
- 10.2.2 Immediately prior to the commencement of a Bunkering Operation, each Ship shall notify the Harbour Master.
- 10.2.3 The notification contemplated in Rule 10.2.2 shall include the:
 - (a) name of the Ship receiving Bunker Fuel;
 - (b) name of the anchorage or berth where the Bunkering Operation will take place;
 - (c) quantity and type of Bunker Fuel to be loaded; and
 - (d) anticipated start and completion time.
- 10.2.4 On completion of a Bunkering Operation, each Ship shall notify the Harbour Master advising the times of starting and completing the Bunkering Operation.

Rule 10.3 Conduct of Bunkering Operation

- 10.3.1 As the case may be, each Ship, each Master of a Bunkering Barge and the Bunker Fuel Supplier shall ensure, within their respective areas of responsibility, each Bunkering Operation is carefully planned and executed as contemplated in:
 - (a) Applicable Law;
 - (b) the Port IHSEMS; and
 - (c) Best International Practices.
- 10.3.2 If, in the opinion of the Harbour Master, the arrangements contemplated in Rule 10.3.1 are not adequate, the Harbour Master may order that the Bunkering Operation be stopped until arrangements to the satisfaction of the Harbour Master have been established.

Rule 10.4 Appointment of Responsible Officer on Ship

- 10.4.1 Each Ship and, as the case may be, each Master of a Bunkering Barge shall appoint a Responsible Officer prior to each Bunkering Operation.



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10.4.2 The Responsible Officer appointed as contemplated in this Rule 10.4 shall:

- (a) oversee the Bunkering Operation;
- (b) have the authority to stop the Bunkering Operation if necessary; and
- (c) have the means to immediately stop the Bunkering Operation.

Rule 10.5 Appointment of Responsible Person for a Shore Supply

10.5.1 In the case of Bunker Fuel supplied from shore, the Bunker Fuel Supplier shall appoint a responsible Person prior to each Bunkering Operation.

10.5.2 Throughout the Bunkering Operation the responsible Person contemplated in this Rule 10.5 shall:

- (a) remain on duty close to the Ship-shore Bunker Fuel connection;
- (b) be able to respond to an emergency; and
- (c) have the means to immediately stop the Bunkering Operation.

Rule 10.6 Maintenance of Visual Watch

As the case may be, the following shall ensure a constant visual watch is maintained throughout each Bunkering Operation:

- (a) each Ship;
- (b) each Master of a Bunker Fuel Barge; and / or
- (c) the Bunker Fuel Supplier.

Rule 10.7 Hot Work

Each Ship shall ensure no Hot Work is undertaken during a Bunkering Operation.

Rule 10.8 Oil Spill Response

10.8.1 Each Ship shall ensure, prior to the commencement of each Bunkering Operation, the Oil spill response equipment in the SOPEP as contemplated in MARPOL Annex I Regulation 37 is:

- (a) maintained in good condition; and
- (b) may be readily deployed.

10.8.2 Each Bunker Fuel Supplier shall ensure, as the case may be, the:

- (a) Bunkering Barge is provided with sufficient length of boom as to form a containment enclosure around the Ship receiving Bunker Fuel at both the forward and aft of the Ship; or



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- (b) Bunker Fuel delivery vehicle is provided with adequate spill containment equipment including:
 - (i) absorbent materials;
 - (ii) non-sparking recovery tools; and
 - (iii) appropriate PPE for handling Bunker Fuel.

Rule 10.9 Actions During Oil Spills Emergencies

- 10.9.1 Each Ship engaged in a Bunkering Operation shall ensure, if Oil is spilled:
 - (a) all pumping is stopped;
 - (b) all valves are closed;
 - (c) the incident is immediately reported to the Harbour Master as contemplated in Rule 6.1;
 - (d) the SOPEP is activated; and
 - (e) any Oil spill is dealt with.
- 10.9.2 The incident report to Abu Dhabi Ports contemplated in Rule 12.5 shall include the following additional information:
 - (a) the name of the Ship receiving Bunker Fuel;
 - (b) as the case may be, the name of the Bunkering Barge;
 - (c) the nature of the incident;
 - (d) the spill location;
 - (e) the time of the spill;
 - (f) the quantify of Oil spilled:
 - (i) into the water;
 - (ii) onto the deck of the
 - (A) Ship receiving Bunker Fuel;
 - (B) Bunkering Barge; and
 - (iii) onto land.

Rule 10.10 Disposal of Waste

Each Bunker Fuel Supplier shall ensure any Oil-contaminated waste is transported and disposed of as contemplated in the Port Waste Management Plan.

Rule 10.11 Safety Data Sheet

Each Bunker Fuel Supplier shall, on request, prior to commencing a Bunkering Operation, issue a Safety Data Sheet (or Material Safety Data Sheet) to each Ship receiving Bunker Fuel as contemplated in IMO Resolution MSC.286(86) *Recommendations for Material Safety Data Sheets (MSDS) For MARPOL Annex I Oil Cargo and Oil Fuel*.



Rule 10.12 Fuel Oil Quality

Each Bunker Fuel Supplier shall ensure the Bunker Fuel delivered to a Ship issued with an International Air Pollution Prevention Certificate meets the Bunker Fuel quality requirements as contemplated in MARPOL Annex VI Regulation 18.3.

Rule 10.13 Supply of Bunker Delivery Note

10.13.1 Each Bunker Fuel Supplier, on completion of a Bunkering Operation involving a Ship issued with an International Air Pollution Prevention Certificate, or on request, shall issue a Bunker Delivery Note.

10.13.2 The Bunker Delivery Note contemplated in this Rule 10.13 shall:

- (a) contain at least the information as contemplated in appendix V to MARPOL Annex VI;
- (b) include a declaration signed and certified by a duly authorised representative of the Bunker Fuel Supplier that the Bunker Fuel supplied is in conformity with the Bunker Fuel quality requirements as contemplated in MARPOL Annex VI Regulation 18.3 and that the sulphur content does not exceed, as the case may be:
 - (i) the limit value given by MARPOL Annex VI Regulation 14.1;
 - (ii) the limit value given by MARPOL Annex VI Regulation 14.4; or
 - (iii) the specific limit value (% m / m) as may be specified by the Owner or other representative of the Ship receiving the Bunker Fuel, as contemplated by the Bunker Fuel Supplier and on the basis of notification from the Owner or other representative of the Ship receiving the Bunker Fuel that the Bunker Fuel is intended to be used:
 - (A) in combination with an equivalent means of compliance as contemplated in MARPOL Annex VI Regulation 4; or
 - (B) is subject to a relevant exemption for a Ship to conduct trials for sulphur oxides emission reduction and control technology research as contemplated in MARPOL Annex VI Regulation 3.2; and
- (c) be copied and retained in a format approved by Abu Dhabi Ports by the Bunker Fuel Supplier:
 - (i) for a period of not less than three (3) years from the date of issue; and
 - (ii) available for inspection by:
 - (A) Abu Dhabi Ports; or
 - (B) a Relevant Authority.



Rule 10.14 Supply of Bunker Fuel Sample

- 10.14.1 Each Bunker Fuel Supplier shall provide to the Master of each Ship issued with an International Air Pollution Prevention Certificate receiving Bunker Fuel, or on request, a representative sample of the Bunker Fuel supplied.
- 10.14.2 The Bunker Fuel sample contemplated in this Rule 10.12 shall:
- (a) fulfil the requirements as contemplated in IMO Resolution MEPC.182(59) *Guidelines for the Sampling of Fuel Oil for Determination of Compliance with the revised MARPOL Annex VI*;
 - (b) on completion of the Bunkering Operation be:
 - (i) sealed;
 - (ii) signed by:
 - (A) a duly authorised representative of the Bunker Fuel Supplier; and
 - (B) the Master of the Ship receiving the Bunker Fuel or the Responsible Officer contemplated in Rule 10.4.



Section 7
Miscellaneous

Rule 11.1 Access to Ship

Each Ship shall permit the Harbour Master, or a Person authorised by the Harbour Master, access to the Ship at all reasonable times for the purpose of inspection to determine whether the Ship complies the provisions of these Port Rules.

Rule 11.2 Supply of Information to Harbour Master

In performing the inspection contemplated in Rule 11.1 the Harbour Master, or a Person authorised by the Harbour Master, may direct the Master of the Ship to supply information in respect to:

- (a) the condition of the Ship
- (b) the equipment of the Ship;
- (c) the nature and quantity of the fuel on the Ship;
- (d) the location in which the cargo and the fuel of the Ship are stored; or
- (e) any other information the Harbour Master, or a Person authorised by the Harbour Master, considers appropriate for the administration of these Port Rules.

Rule 11.3 Prevention of Violations

- 11.3.1 The Harbour Master, or a Person authorised by the Harbour Master, performing the inspection contemplated in Rule 11.1 may take any action on board a Ship with respect to that Ship that he considers necessary or reasonable in the circumstance to prevent the occurrence, commission or continuation of a Violation under:
 - (a) these Port Rules; or
 - (b) any Applicable Law within the responsibility or jurisdiction of Abu Dhabi Ports.
- 11.3.2 The master of each Ship and every person on board the Ship shall give the Harbour Master, or a Person authorised by the Harbour Master, all reasonable assistance to enable him to carry out his duties and functions under:
 - (a) these Port Rules; or
 - (b) any Applicable Law within the responsibility or jurisdiction of Abu Dhabi Ports.
- 11.3.3 No person shall obstruct or hinder the Harbour Master, or a Person authorised by the Harbour Master, while he is engaged in carrying out his duties and functions as contemplated in this Rule 11.3, or knowingly make a false or misleading statement, either orally or in writing, to the Harbour Master, or a Person authorised by the Harbour Master.



Rule 11.4 Stranded and Abandoned Ships

- 11.4.1 Each Owner or Person who has charge of a Ship shall not intentionally strand, abandon or otherwise destroy the Ship.
- 11.4.2 Each Person who leaves a Ship on the banks or shore of the Port in such circumstances, or for such a period that it may reasonably be assumed that the Ship is abandoned, is considered having so abandoned the Ship as contemplated in this Rule 11.4.
- 11.4.3 As contemplated in Article TP07/10 Section 3.2 of the Port Regulations, the Harbour Master may:
 - (a) raise, remove or destroy any Ship or wreck sunken, stranded or abandoned within the Port;
 - (b) recover from the person responsible for such Ship all costs incurred in such raising, removal or destruction and in lighting, buoying, marking or detaining the Ship or wreck; and
 - (c) on non-payment after written demand of such costs or any part thereof, sell such Ship or wreck and out of the proceeds of the sale defray such unpaid costs, rendering the surplus, if any, to the Person entitled thereto and recover any unpaid balance from the Owner of such Ship or wreck or from the Person who was the Owner of the Ship at the time it was sunk, stranded or abandoned.
- 11.4.4 Where the Owner of a Ship which is stranded, abandoned or sunk sells the Ship, or otherwise parts with the ownership of the Ship, he shall forthwith notify the Harbour Master in writing of the name and address of the new owner of the Ship.

Rule 11.5 Unseaworthy Ships

- 11.5.1 As contemplated in Article TP07/10 Section 3.3 of the Port Regulations, the Harbour Master may give notice to the Owner or other Person legally responsible for the upkeep of any Ship within a Port, calling upon him to remove or otherwise dispose of such Ship which in the opinion of the Harbour Master is not seaworthy or is likely to become an obstruction, wreck or derelict.
- 11.5.2 Should the Owner or Person to whom the notice contemplated in Rule 11.5.1 is issued fail to comply with such notice within the time specified, the Harbour Master may do whatever may be necessary for the removal or disposal of such Ship and to recover all costs incurred from the said Owner or Person.

Rule 11.6 Use of Pyrotechnics

A Person shall not ignite or activate a pyrotechnic light or other explosive substance other than:

- (a) when lawfully required as a distress or emergency signal for a Ship under the authority of the Master; or
- (b) as part of an event conducted under the authority of Abu Dhabi Ports.



Rule 11.7 Display of Bright Lights

- 11.7.1 With the exception of those for indicating a distress or emergency, and other than with the consent of the Harbour Master, no Person shall exhibit in or over or adjacent to the Port:
- (a) searchlights;
 - (b) floodlights; or
 - (c) other bright lights.
- 11.7.2 The Harbour Master may by a written notice as contemplated in Rule 2.6.1(a), within the time specified in the notice, require a Person placing or using on or near a Port a light which is likely to mislead Persons navigating in Port Waters or to interfere with the safe navigation of Ships, to:
- (a) screen the light;
 - (b) alter the light;
 - (c) extinguish the light; or
 - (d) remove the light.

Rule 11.8 Navigational Marks and Buoys

A Person shall not move or interfere with any navigational buoy other than with the consent of the Harbour Master.

Rule 11.9 Removal of Obstructions Other Than Ships

- 11.9.1 The Harbour Master may remove anything, other than a Ship, causing or likely to become an obstruction or impediment in any part of a Port.
- 11.9.2 If anything removed by the Harbour Master as contemplated in this Rule 11.9 is so marked as to be readily identifiable as the property of any Person, the Harbour Master may issue notice to that Person to retake the property within the period specified in the notice.
- 11.9.3 If possession is not retaken within the period specified in Rule 11.9.2, and as contemplated in the terms of the notice, Abu Dhabi Ports may sell or otherwise dispose of the property as contemplated in Applicable Law
- 11.9.4 If anything removed as contemplated in this Rule 11.9 is sold by Abu Dhabi Ports, and the proceeds of sale are insufficient to reimburse Abu Dhabi Ports for the amount of the expenses incurred in the exercise of removal, or is unsaleable, Abu Dhabi Ports may, subject to the Port Regulations or other Applicable Law, recover as a debt in any court of competent jurisdiction the deficiency or the whole of the expenses, as the case may be:
- (a) from the Person who was the Owner at the time when the thing removed came into the custody of the Harbour Master; or
 - (b) who was the Owner at the time of its abandonment or loss.



Rule 11.10 Removal of Projections

- 11.10.1 If any Projection is a danger to navigation, the Harbour Master may:
- (a) remove it; and
 - (b) recover the expenses of removal from the Owner or occupier of the land on which the Projection was situated.
- 11.10.2 If any Projection is an obstruction or inconvenience to navigation, but not a danger thereto, the Harbour Master may by notice as contemplated in Rule 2.6.1(a) require the Owner or occupier of the land on which the Projection is situated to remove the Projection within such time as may be specified in the notice.
- 11.10.3 If a Person to whom notice is given as contemplated in Rule 11.10.2 fails to comply with the notice within the time stated in the notice, the Harbour Master may himself remove the Projection.
- 11.10.4 Subject to the Port Regulations or other Applicable Law, Abu Dhabi Ports may recover the expenses of removal from the Person on whom the notice contemplated in Rule 11.10.2 was served as a debt in any court of competent jurisdiction.

Rule 11.11 Repair of Landing Places

- 11.11.1 Without prejudice to Rule 11.8, the Harbour Master may by notice as contemplated in Rule 2.6.1(a) require the Owner or occupier of a Landing Place to remedy its condition to the satisfaction of the Harbour Master within the time specified in the notice if, in the opinion of the Harbour Master, the Landing Place is or is likely to become, by reason of its insecure condition or want of repair:
- (a) dangerous to Persons or Ships using a Port;
 - (b) injurious to the condition of a navigable waterway; or
 - (c) a hindrance to the navigation of a Port.
- 11.11.2 If a Person to whom notice is given as contemplated in Rule 11.11.1 fails to repair a Landing Place within the time stated in the notice, Abu Dhabi Ports may carry out the work the Harbour Master considers necessary to remedy the conditions of the Landing Place or embankment in question and may recover the expenses of so doing from the Person on whom the notice was served as a debt in any court of competent jurisdiction.



**PART III
PORT FACILITIES AND CARGO HANDLING**

**Section 1
Conduct in a Port**

**Part A
General**

Rule 12.1 Use of Port Facilities

Subject to any other provision as contemplated in this Part III of these Port Rules, no Person shall use a Port Facility otherwise than for the purpose for which it is provided.

Rule 12.2 Prohibited Activities

Within any part of a Port, including a Port Facility managed by a Person other than Abu Dhabi Ports, a Port User shall not:

- (a) consume alcohol other than with the consent of:
 - (i) Abu Dhabi Ports; and
 - (ii) other Relevant Authorities; or
- (b) be in a state of intoxication;
- (c) behave in a threatening or violent manner;
- (d) be in possession of or consume narcotics other than lawfully prescribed medication;
- (e) access a Port Operations area other than as contemplated in Rule 17.3;
- (f) remove Goods from a Port without the Permit contemplated in Rule 21.2;
- (g) except in areas designated by Abu Dhabi Ports for this purpose:
 - (i) smoke;
 - (ii) use a naked light;
- (h) do anything wilfully or negligently that may cause injury to Persons or damage to property or the environment;
- (i) commit any:
 - (i) nuisance;
 - (ii) act of indecency;
 - (iii) use any defamatory language;
- (j) desecrate or fail to respect prayer rooms;
- (k) violate Applicable Law in respect of dress and public decency;
- (l) carry out photography in or of a Port unless granted a Permit to do so as contemplated in Rule 4.1;



Port Rules Issue 2.2

- (m) howsoever obtained, publish an image of a Port in any media, including Social Media, without the express written consent of Abu Dhabi Ports;
- (n) write, draw or affix any defamatory matter upon any premises or property of Abu Dhabi Ports;
- (o) remove or deface:
 - (i) the writing on a notice board or Document:
 - (A) set up or issued by Abu Dhabi Ports;
 - (B) posted or issued by order of Abu Dhabi Ports; or
 - (ii) deface the writing on a board or a notice authorised by Abu Dhabi Ports to be exhibited;
- (p) obstruct or do anything likely to obstruct the authorised activities of another Port User;
- (q) interfere with or hinder an employee of Abu Dhabi Ports in the execution of his duty;
- (r) move, operate, obstruct, stop or in any other way interfere with equipment which is not owned, operated or under control of the Port User except in an emergency where the equipment is intended to be used in an emergency;
- (s) establish a:
 - (i) camp;
 - (ii) temporary shelter;
- (t) except in areas designated by Abu Dhabi Ports for the purpose:
 - (i) cook;
 - (ii) reheat food;
 - (iii) wash food containers; or
- (u) carry or otherwise transport a LPG container into a Port other than where this container supplies fuel for the propulsion of a vehicle.

Rule 12.3 Liability

Each Port User:

- (a) is responsible for any damages to a Port caused by its Activity;
- (b) shall comply with the insurance requirements set out in any Abu Dhabi Ports Permit contemplated in Rule 4.1; and
- (c) shall indemnify Abu Dhabi Ports for all costs incurred as contemplated in Rule 2.4.

Rule 12.4 Animals

- 12.4.1 A Port User shall not bring an animal into a Port other than with the consent of Abu Dhabi Ports.



Port Rules Issue 2.2

- 12.4.2 Abu Dhabi Ports may confiscate or confine any domesticated, tame or wild animal that is found at large in a Port.
- 12.4.3 Each Master shall properly secure animals that are on board his Ship and not allow an animal to come ashore without the consent of Abu Dhabi Ports.
- 12.4.4 This Rule 12.3 shall not apply to any Relevant Authority that uses animals in the conduct of its lawful business in a Port.

Rule 12.5 Incident Reporting

- 12.5.1 Each Port User shall report to Abu Dhabi Ports any incident involving:
 - (a) injury to a Person;
 - (b) Pollution;
 - (c) damage to Port infrastructure or property; or
 - (d) a near miss.
- 12.5.2 This Rule 12.3 shall not apply to a Ship, other than to a Ship moored at a Port Facility, which shall comply with the incident reporting requirements of Rule 6.1.

Part B Environmental Protection

Rule 13.1 Compliance with Port Waste Management Plan

Each Port User shall comply with the Port Waste Management Plan.

Rule 13.2 Prevention of Pollution

- 13.2.1 Each Port User shall take all reasonable steps to prevent, minimise and mitigate Pollution or damage to or degradation of the environment.
- 13.2.2 As contemplated in the regulations for the protection of the marine environment attached to the Executive Regulations of Federal Law No. 24 of 1999 on the Protection and Development of the Environment, a Port User shall not throw or deposit any harmful matter or substance of whatsoever nature into Port Waters, including effluent or polluted water or foreign organisms, other than with the consent of Abu Dhabi Ports, and, in the case where the harmful matter or substance it is to be thrown or deposited from a Ship, without the consent of the Harbour Master.

Rule 13.3 Liability for Pollution Costs

Each Port User who causes Pollution or damage to the environment shall be liable for the costs associated with the Pollution, damage or degradation to the environment, its associated impacts and any mitigating measures required to be taken by Abu Dhabi Ports.



Rule 13.4 Pollution Response

Each Port User shall immediately report to Abu Dhabi Ports:

- (a) the dropping or depositing of any article that may cause:
 - (i) a danger;
 - (ii) an obstruction;
 - (iii) Pollution;
 - (iv) a negative impact upon the environment;
 - (v) a nuisance; or
- (b) any other Port User witnessed to be performing an Activity that has or may result in (a)(i) to (a)(v) above.

Part C
Occupational Health and Safety

Rule 14.1 General Requirements

Each Port User shall comply with Applicable Law and other requirements relating to occupational health and safety matters relevant to the Activity undertaken including:

- (a) the OSHAD-SF;
- (b) the Port IHSEMS; and
- (c) Best International Practices, including relevant IMO or ILO Codes of Practice.

Rule 14.2 Personal Protective Equipment

14.2.1 Each Port User shall wear appropriate PPE for the task undertaken as contemplated in:

- (a) OSHAD-SF Code of Practice 2.0 *Personal Protective Equipment*;
- (b) the Port IHSEMS; and
- (c) Best International Practices.

14.2.2 Each Port User entering a Facility shall wear the PPE for that Facility as shown on a sign or documentation issued to the Port User, as the case may be.

14.2.3 Each Port User entering a Port Operations area shall wear:

- (a) a safety helmet;
- (b) a high visibility vest;
- (c) steel-toed safety shoes; and
- (d) any additional PPE for the area as shown on a sign or documentation issued to the Port User, as the case may be.



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14.2.4 Rule 14.2.3 shall not apply:

- (a) if the Port User is inside a:
 - (i) motor vehicle; or
 - (ii) building;
- (b) if the task undertaken by the Port User requires the use of alternative PPE precluding the wearing of the PPE contemplated in Rule 14.2.3;
- (c) in a Port Operations area exclusively used by Passengers; or
- (d) to the members of the crew of a Ship subject to each Person proceeding immediately to / from the means of access to the Ship gangway to / from a waiting vehicle.

Rule 14.3 Traffic Management

Each Port User in command of a vehicle shall:

- (a) comply with:
 - (i) Applicable Law related to roads, traffic and transport, including:
 - (A) Federal Law No. 21 of 1995 concerning traffic as amended by Federal Law No. 12 of 2007;
 - (B) Ministerial Decision No. 130 of 1997 issuing the Executive Regulation of Federal Law No. 21 of 1995 concerning traffic;
 - (C) Federal Law No. 8 of 1986 concerning the determination of the axle load of vehicles using the paved roads in the UAE;
 - (ii) the Traffic Management Plan, as updated from time to time established by:
 - (A) Abu Dhabi Ports for the general areas of a Port; or
 - (B) the Terminal Operator for a Port Facility; and
- (b) not exceed a speed limit as set out on any Traffic Sign;
- (c) not use a cellular (mobile) phone while driving;
- (d) not use the horn other than where required as contemplated in Applicable Law;
- (e) ensure all Persons within the vehicle are wearing a seatbelt, where fitted;
- (f) maintain responsible and safe road behaviour;
- (g) not operate on any Quay, wharf or in any other area used for Port Operations without the express consent of, as the case may be:
 - (i) the Harbour Master;
 - (ii) Abu Dhabi Ports; or
 - (iii) the Terminal Operator; and
- (h) yield and give right of way to an Internal Movement Vehicle;



Port Rules Issue 2.2

- (i) only park the vehicle in an area designated by Abu Dhabi Ports for that purpose;
- (j) not leave the vehicle:
 - (i) in any Port Operations area unless directed to do so by an Authorised Officer;
 - (ii) with the engine running;
- (k) not sleep in or rest underneath their vehicles other than in areas designated for this purpose;
- (l) not idle or stop the vehicle in any of the following areas:
 - (i) areas set out in:
 - (A) Article 49 of Ministerial Decision No. 130 of 1997; or
 - (B) the Federal Law No. 21 of 1995;
 - (ii) any place that may:
 - (A) prevent the through-flow of traffic;
 - (B) hinder Port Operations;
 - (C) block emergency services; or
 - (D) block junctions.

Rule 14.4 Refuelling of Vehicles

Each Port User shall ensure:

- (a) wherever possible motor vehicles are refuelled at fixed installations;
- (b) refuelling of vehicles is carried out in a well-ventilated place, preferably in the open air;
- (c) vehicles are not refuelled in holds or other confined spaces; and
- (d) LPG containers, where used for vehicle propulsion, are only changed in the open air by trained workers.

Rule 14.5 Vehicle Repairs

- 14.5.1 With the exception of an Internal Movement Vehicle, no Port User shall repair a vehicle other than in a repair or maintenance Facility designated or approved for that purpose by Abu Dhabi Ports.
- 14.5.2 An Internal Movement Vehicle may be repaired at any location within a Port Facility subject to the requirements contemplated in:
 - (a) Rule 13.2; and
 - (b) the Port IHSEMS.



Rule 14.6 Vehicle Breakdowns

Each Port User in command of a vehicle that is disabled through breakdown shall:

- (a) immediately notify Abu Dhabi Ports;
- (b) ensure the hazard warning lights are activated; and
- (c) remain with the vehicle until attended to.

Rule 14.7 Abandoned Vehicles

- 14.7.1 If Abu Dhabi Ports considers that a vehicle has been left unattended for more than seven (7) days, or such other period as may be shown on a Traffic Sign and / or notice issued by Abu Dhabi Ports, Abu Dhabi Ports may designate that vehicle as abandoned.
- 14.7.2 For any vehicle deemed abandoned under this Rule 14.6, Abu Dhabi Ports may:
 - (a) impound the vehicle;
 - (b) hand the vehicle over to a Relevant Authority; or
 - (c) undertake both (a) and (b).
- 14.7.3 Any vehicle removed and / or stored as contemplated in this Rule 14.7 shall be removed and / or stored at the risk and expense of the Owner.

Rule 14.8 Use of Portable Radios or Cellular Phone in Hazardous Areas

- 14.8.1 Abu Dhabi Ports may designate areas where portable radios and cellular phones may not be used, including such devices installed within a vehicle.
- 14.8.2 A Port User shall not use portable radios or cellular phones in an area designated as contemplated in this Rule 14.2 other than apparatus that is certified to be intrinsically safe.

Rule 14.9 Modular Paths

- 14.9.1 Abu Dhabi Ports may designate any road or route in a Port as a "Modular Path".
- 14.9.2 A Port User in charge of a vehicle shall:
 - (a) not enter or use any Modular Path designated as contemplated in this Rule 14.9 without the consent of Abu Dhabi Ports;
 - (b) comply with the:
 - (i) conditions applied by Abu Dhabi Ports to the any consent granted as contemplated in (a); and
 - (ii) requirements of all Relevant Authorities in relation to the use of Modular Paths.



Rule 14.10 Cargo Securing

Each Port User in command of a vehicle transporting Goods shall:

- (a) before the vehicle is loaded, check that the following are in sound and serviceable condition:
 - (i) the load platform;
 - (ii) the bodywork;
 - (iii) any load securing equipment;
- (b) secure the cargo in such a way that it cannot:
 - (i) shove away;
 - (ii) roll-over;
 - (iii) wander because of vibrations;
 - (iv) fall off the vehicle; or
 - (v) make the vehicle tip over;
- (c) determine the securing method best adapted to the characteristics of the cargo including:
 - (i) locking;
 - (ii) blocking;
 - (iii) direct lashing;
 - (iv) top-over lashing; or
 - (v) any combination of (i) to (iv);
- (d) check that the vehicle and blocking equipment manufacturers' recommendations are adhered to;
- (e) check the cargo securing equipment is commensurate with the constraints it will encounter during the journey;
- (f) inspect the cargo and check for overload and / or poorly balanced weight distribution before commencing a journey;
- (g) ensure that the cargo is distributed in such a way that the centre of gravity of the total cargo:
 - (i) lies as close as possible to the longitudinal axis;
 - (ii) is kept as low as possible;
- (h) wherever possible, use equipment which supports the cargo securing;
- (i) ensure that the securing arrangements do not damage the Goods transported; and
- (j) drive smoothly, adapting speed to the circumstances so as to avoid brisk change of direction and heavy breaking.



Rule 14.11 Approvals

Each Port User shall obtain all requisite Abu Dhabi Ports Permits relating to a vehicle, traffic or transport as required by:

- (a) Abu Dhabi Ports; and / or
- (b) a Relevant Authority.



Part D
Port Access

Rule 15.1 Port Entry Permit

- 15.1.1 Each Port User shall possess a valid Port Entry Permit issued or approved by Abu Dhabi Ports.
- 15.1.2 Notwithstanding Rule 15.1.1, Abu Dhabi Ports may designate a Port, or an area of a Port, where a Port User is:
 - (a) required to possess an:
 - (i) additional Port Entry Permit; and / or
 - (ii) endorsed Port Entry Permit; or
 - (b) not required to be in possession of a Port Entry Permit.
- 15.1.3 The designation contemplated in Rule 15.1.2 may be issued by Abu Dhabi Ports through:
 - (a) publication of a notice; or
 - (b) the posting of signs.
- 15.1.4 Abu Dhabi Ports may determine whether a Port Entry Permit is issued by:
 - (a) Abu Dhabi Ports;
 - (b) a Terminal Operator; or
 - (c) both (a) and (b).
- 15.1.5 Abu Dhabi Ports may, in respect of a Port Entry Permit:
 - (a) determine the manner in which a Permit is issued;
 - (b) determine the duration for which the Permit is valid;
 - (c) set out in the Port Tariff, the fees, if any, payable for a Permit;
 - (d) determine the conditions of access; and
 - (e) suspend, withdraw or cancel the Permit.
- 15.1.6 A Terminal Operator may, with the approval of Abu Dhabi Ports, in respect of a Port Entry Permit issued by the Terminal Operator:
 - (a) determine the manner in which a Permit is issued;
 - (b) determine the duration for which the Permit is valid;
 - (c) determine the conditions of access; and
 - (d) suspend, withdraw or cancel the Permit.
- 15.1.7 Abu Dhabi Ports may require a Terminal Operator that issues a Port Entry Permit contemplated in Rule 15.1.6 to pay to Abu Dhabi Ports the fees, if any, set out in the Port Tariff.



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- 15.1.8 At any time, including at any exit point of a Port, each Port User may be required to produce and show a valid Port Entry Permit to:
- (a) the Harbour Master;
 - (b) an Authorised Officer; or
 - (c) an officer of the relevant Terminal Operator.
- 15.1.9 Notwithstanding anything to the contrary in these Port Rules, entry into any part of a Port may be subject to the requirements of a Relevant Authority, including a requirement to be in possession of a valid Permit issued by the Relevant Authority.

Rule 15.2 Compliance With the Conditions of Port Entry Permit

Each Port User shall comply with the conditions of their Port Entry Permit.

Rule 15.3 Removal of Persons From Port

Abu Dhabi Ports may remove or cause to be removed any Person from a Port who fails to comply with:

- (a) the provisions of these Port Rules;
- (b) a direction issued by the Harbour Master;
- (c) an instruction given by an Authorised Officer; or
- (d) the conditions of their Port Entry Permit.

Rule 15.4 Identification

- 15.4.1 Each Port User shall be in possession of:
- (a) their Emirates Identification Card; or
 - (b) an identification Document issued or recognised by Abu Dhabi Ports.
- 15.4.2 At any time, including at any exit point, each Port User may be required to produce and show a valid identification to:
- (a) the Harbour Master;
 - (b) an Authorised Officer; or
 - (c) an officer of the relevant Terminal Operator.

Rule 15.5 Entry points into a Port

Each Port User may only enter or leave a Port through an entrance or exit designated by Abu Dhabi Ports for that purpose.



Part E
Dangerous Goods

Rule 16.1 Application

This Part III Section 1 Part E of these Port Rules shall apply to each Port User engaged in an Activity related to the transport, handling or storage of Dangerous Goods with the exception of:

- (a) a Terminal Operator; or
- (b) the Master of a Ship transporting Dangerous Cargoes into a Port.

Rule 16.2 Proscribed Dangerous Goods

A Port User shall not deliver Dangerous Goods to or from a Port proscribed by:

- (a) Applicable Law; or
- (b) any direction, instruction, procedure or guidance as may be issued by Abu Dhabi Ports from time to time.

Rule 16.3 Supply of Information to Abu Dhabi Ports

16.3.1 Where applicable, each Port User shall supply the following information to Abu Dhabi Ports prior to the delivery of Dangerous Goods to or from a Port:

- (a) for each substance:
 - (i) the UN number;
 - (ii) the Proper Shipping Name;
 - (iii) the classification as contemplated in the IMDG Code;
 - (iv) the Packing Group;
 - (v) in the case of substances of Classes 1, 4.1, 5.2, 6.2 or 7, the additional information as contemplated in Chapter 5.4 of the IMDG Code;
- (b) for the consignment:
 - (i) the number and type of packages;
 - (ii) the quantity or weight;
 - (iii) the name of the consignor (shipper) and date of delivery to the Port;
 - (iv) the Container identification as contemplated in the International Container Safety Convention;
- (c) in the case of the Ship onto which the Dangerous Goods are to be loaded:
 - (i) its name;
 - (ii) its IMO number;
 - (iii) the Agent of the Owner together with their Abu Dhabi Ports licence number;



- (iv) the stowage location of the Dangerous Goods; and
 - (v) the estimated time of departure.
- 16.3.2 With the exception of Dangerous Goods of IMDG Class 1 and Class 7, the information contemplated in this Rule 16.3 shall be submitted to Abu Dhabi Ports at least twenty four (24) hours in advance of delivering Dangerous Goods to or from a Port.
- 16.3.3 In the case of Dangerous Goods of Class 1 and Class 7, the information contemplated in this Rule 16.3 shall be submitted to Abu Dhabi Ports at least forty eight (48) hours in advance of delivering Dangerous Goods to or from a Port.

Rule 16.4 Packaging and Labelling

Each Port User shall ensure Dangerous Goods delivered to or from a Port are packed, marked, labelled and placarded as contemplated in the IMDG Code.

Rule 16.5 Transport Information

- 16.5.1 Each Port User delivering Dangerous Goods to or from a Port shall ensure the transport information contemplated in Section 5.4 of the IMDG Code is:
 - (a) supplied to the Owner of the Ship onto which the Dangerous Goods are to be loaded; and
 - (b) if requested, supplied immediately to:
 - (i) Abu Dhabi Ports; or
 - (ii) other Relevant Authorities.
- 16.5.2 The transport information contemplated in Rule 16.5.1(b) shall additionally include, for each substance, the Safety Data Sheet(s) contemplated in ISO 11014:2009 *Safety data sheet for chemical products* or equivalent standard.

Rule 16.6 Reporting of Incidents

- 16.6.1 Each Port User shall ensure any incident involving Dangerous Goods is immediately reported to:
 - (a) Abu Dhabi Ports; and
 - (b) other Relevant Authorities.
- 16.6.2 For the purpose of this Rule 16.6, a 'Dangerous Goods incident' shall mean an event involving Dangerous Goods that occurs in the course of the goods being transported, stored or handled that results in:
 - (a) the escape of smoke or flames from a package or CTU;
 - (b) breakage of a package or CTU;
 - (c) any escape of the goods or part of them from a package or CTU; or
 - (d) any leakage of fluid or radiation from a package or CTU.



**Section 2
Port Operations**

**Part A
Terminal Management**

Rule 17.1 General Requirements

- 17.1.1 Each Terminal Operator shall ensure Port Operations are undertaken:
- (a) as contemplated in:
 - (i) Applicable Law, including relevant OSHAD-SF Codes of Practice;
 - (ii) the Port IHSEMS;
 - (iii) Best International Practices, including relevant IMO or ILO Codes of Practice; and
 - (b) by Persons who are appropriately trained and supervised.
- 17.1.2 The systems of work developed and implemented as contemplated in this Rule 17.1 shall be suitably modified to take account of any new facilities which are introduced including:
- (a) plant;
 - (b) buildings; and
 - (c) working areas.

Rule 17.2 Emergency Arrangements

- 17.2.1 Each Terminal Operator shall ensure appropriate arrangements are made to deal with any emergency including:
- (a) provision of appropriate means to raise the alarm both on shore and on board a Ship;
 - (b) establish procedures for:
 - (i) notifying:
 - (A) Abu Dhabi Ports;
 - (B) other Relevant Authorities;
 - (ii) the action to be taken by each Person;
 - (c) provision and availability of appropriate emergency equipment and emergency response information;
 - (d) means to determine the identity, quantity and location of all Dangerous Goods within the Port Facility including their correct technical names, UN numbers and classifications;
 - (e) the provision of adequate and suitable means of escape that are:
 - (i) properly maintained;
 - (ii) kept free from obstruction;



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(f) the rescue of a Person from an isolated position such as:

- (i) the cab of a Lifting Device; and
- (ii) a deep bulk cargo hold.

17.2.2 The emergency arrangements developed as contemplated in this Rule 17.2 shall be drawn to the attention of other Port Users using the Port Facility.

Rule 17.3 Access Arrangements

17.3.1 Each Terminal Operator shall provide and properly maintain safe means of access to every part of the Facility which a Person is required to access for the purpose of Port Operations.

17.3.2 The access arrangements contemplated in this Rule 17.2 shall comply with:

- (a) Applicable Law, including relevant OSHAD-SF Codes of Practice;
- (b) the Port IHSEMS; and
- (c) Best International Practices, including relevant IMO or ILO Codes of Practice.

Rule 17.4 Fencing and Gating

17.4.1 Each Terminal Operator shall ensure all areas used for Port Operations are fenced and gated to the satisfaction of Abu Dhabi Ports, including, whenever practicable:

- (a) every break, dangerous corner and other dangerous part or edge of a dock, wharf, Quay or jetty;
- (b) every open side of a gangway, footway over a bridge, caisson or dock gate; and
- (c) any other place not being a Quay or jetty where a Person working or passing might fall a distance of two or more metres.

17.4.2 The fencing and gating contemplated in this Rule 17.4 shall ensure Persons on foot are whenever practicable separated from the movement of vehicles.

Rule 17.5 Provision of Transport

Each Terminal Operator shall provide:

- (a) so far as is reasonably practicable, a suitable vehicle for the transportation of Persons to cross any area where the requirements contemplated in Rule 17.4.2 cannot be met; and
- (b) by means of a gangway notice or otherwise, information how to summon the transport contemplated in this Rule 17.5.

Rule 17.6 Stacking and Stowing of Goods

Each Terminal Operator shall ensure Goods and materials that are not in Containers or vehicles are stored in stable and orderly stacks or piles on ground or floors that are firm and level.



Rule 17.7 Lighting

Each Terminal Operator shall ensure the Port Facility is suitably and adequately lighted at all times to the satisfaction of Abu Dhabi Ports.

Rule 17.8 Internal Movement Vehicles

Each Terminal Operator shall ensure each Internal Movement Vehicle:

- (a) is driven only by Persons who are:
 - (i) 18 years of age or older;
 - (ii) medically fit;
 - (iii) appropriately trained:
 - (A) on the type of vehicle used;
 - (B) the operations to be undertaken;
- (b) unless constructed for that purpose, does not transport Persons other than the driver;
- (c) is clearly marked with its unladen weight, including detachable accessories; and
- (d) is not driven by a Person wearing headphones of any description other than:
 - (i) ear protection as contemplated in Rule 14.2; or
 - (ii) where necessary to receive instruction in the performance of Port Operations.

Rule 17.9 Working On, Over or Adjacent to Water

- 17.9.1 Each Terminal Operator shall ensure all areas used for Port Operations on, over or adjacent to water, and all personnel working in these areas, comply with OSHAD-SF Code of Practice 31.0 *Working On, Over or Adjacent to Water*.
- 17.9.2 The locations of any life-saving equipment contemplated in this Rule 17.9 shall be kept free of obstructions.
- 17.9.3 Any ladder or handhold provided to facilitate the recovery of a Person from water as contemplated in this Rule 17.9 shall be:
 - (a) suitably protected from accidental damage; and
 - (b) maintained in a satisfactory condition.

Part B Berth Management

Rule 18.1 Moorings

Each Terminal Operator shall ensure:

- (a) the area around all mooring bollards is kept clear of obstructions; and
- (b) all mooring lines and bollards are suitable and in good condition.



Rule 18.2 Mooring Operations

- 18.2.1 Each Terminal Operator shall ensure:
- (a) sufficient Persons are available to moor each Ship on arrival at the Port Facility;
 - (b) each Person carrying out mooring operations:
 - (i) has received the training contemplated in IMO Circular FAL.6/Circ.11/Rev.1 *Guidelines on Minimum Training and Education for Mooring Personnel*; and
 - (ii) understands the properties and hazards associated with the different types of mooring in use.
- 18.2.2 In agreement with the Master of the Ship, each Terminal operator shall establish the minimum number of Persons required for mooring as contemplated in Rule 18.2.1(a) taking into account the:
- (a) size of the Ship;
 - (b) types of moorings provided at the Port Facility; and
 - (c) mooring lines to be used.
- 18.2.3 Any failure of the Terminal Operator and the Master of the Ship to reach agreement with respect to mooring operations shall be referred to the Harbour Master for decision.
- 18.2.4 The decision of the Harbour Master as contemplated in Rule 18.2.3 shall be binding on the Terminal Operator and the Master of the Ship.

Rule 18.3 Ship Access

- 18.3.1 Each Terminal Operator and the Master of each Ship moored at the Port Facility shall ensure sufficient, safe and suitable means of access to the Ship.
- 18.3.2 The means of access contemplated in this Rule 18.1 shall be:
- (a) of sound material and construction;
 - (b) of adequate strength;
 - (c) securely installed;
 - (d) maintained in a good state of repair;
 - (e) constructed as contemplated in Best International Practices;
 - (f) provided with suitable safety nets if passing over water where there is a significant risk of a Person falling into the water;



- (g) so placed as to ensure, during Port Operations:
 - (i) no loads pass over the means of access or, if this is not practicable, supervised at all times during cargo handling;
 - (ii) access will not be obstructed;
 - (iii) not placed on or near a route in the Port where the means of access could be struck by moving traffic on that route; and
 - (iv) regularly inspected to ensure the means of access is correctly adjusted to take account of movement due to tide and / or variations in the freeboard of the Ship.

Rule 18.4 Access to Ro-Ro Ship

Each Terminal Operator and the Master of each Ro-Ro Ship moored at the Port Facility shall ensure:

- (a) pedestrian access, separate from the vehicle access ramp(s), is provided to the Ship whenever practicable;
- (b) if pedestrian access via a vehicle access ramp is necessary, a separate walkway or walkways is provided on the outer edge or edges of the ramp fenced on both sides;
- (c) if the provision of the fenced walkway contemplated in paragraph (b) above is not practicable, a clearly marked and signed walkway is provided on one side of the vehicle access ramp;
- (d) if the requirements of either paragraphs (b) or (c) above is not practicable, pedestrians are prevented from accessing the ramp if in use by a vehicle; and
- (e) the edge of the Quay adjacent to the Ship access ramp(s) is protected to prevent people from falling into the water.

Rule 18.5 Ship-to-Ship Access

Where there is a need to gain direct access from one Ship to another moored at a Port Facility, the Terminal Operator and the Masters of the Ships concerned shall ensure gangways or other suitable access equipment are used.

Rule 18.6 Attendance of Crew

Each Master of a Ship shall ensure a competent member of the crew is in attendance at the means of access contemplated in Rule 18.3, Rule 18.4 or Rule 18.5 on each occasion a Person, other than a Pilot, disembarks or embarks the Ship.

Rule 18.7 Provision of Waste Reception Facilities

- 18.7.1 Each Terminal Operator and each Master of a Ship moored at the Port Facility shall make use of the facilities provided for the reception of waste from a Ship.



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- 18.7.2 Notwithstanding Rule 18.7.1, Abu Dhabi Ports may require:
- (a) each Terminal Operator to provide or procure proper and adequate facilities from a licensed waste disposal service provider for the reception of wastes from Ships; or
 - (b) if the Terminal Operator is not approved to receive waste by Abu Dhabi Ports, the Owner, Master or Agent of a Ship to provide or procure proper and adequate facilities from a licensed waste disposal service provider for the reception of wastes from the Ship.
- 18.7.3 In assessing the adequacy of the waste reception facilities contemplated in Rule 18.7.2, the Terminal Operator or, in the case of a Ship, the Owner, Master or Agent, as the case may be, shall have regard to:
- (a) the Port Regulations;
 - (b) the Port Waste Management Plan;
 - (c) the Port IHSEMS as it relates to the reception and handling of waste received from Ships: and
 - (d) Best International Practices for ensuring the adequacy of Port waste reception facilities including those contemplated in IMO Circular MEPC.1/Circ.834 *Consolidated Guidance for Port Reception Facility Providers and Users*.

Rule 18.8 Access to Port Waste Reception Facilities

Each Terminal Operator shall ensure any waste reception facilities provided for a particular purpose are open for use for that purpose by all Ships using the Port Facility.

Rule 18.9 Hot Work on Ship

Each Terminal Operator and each Master of a Ship, as the case may be, shall ensure the requirements contemplated in Rule 4.1 apply to any Hot Work on a Ship using that Port Facility, including the removal of any damaged or defective lashing devices.

Rule 18.10 Cleaning of Port Facility on Completion of Port Operations

Each Terminal Operator shall ensure all areas used for Port Operations are cleaned to the satisfaction of Abu Dhabi Ports on completion of Port Operations for each Ship berthed or moored alongside the Port Facility.

Rule 18.11 Passenger Terminals

Each Terminal Operator operating a Passenger Terminal shall ensure:

- (a) Passenger access to or from a Ship is limited to areas physically segregated from all other Port Operations;
- (b) access routes provided as contemplated in (a) are clearly marked;



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- (c) where it is not practicable to physically segregate Passengers as contemplated in (a), each Passenger is transported by vehicle across any area used for Port Operations;
- (d) whenever possible, vehicles transporting each Passenger to or from a Ship as contemplated in (c) are segregated from any area used for Port Operations;
- (e) the movements of each Passenger are monitored and controlled to ensure each Passenger remains in a permitted area;
- (f) wardens are deployed to prevent any Passenger from accessing any area used for Port Operations; and
- (g) vehicle access routes and Passenger drop off / pick up areas are monitored and supervised, to ensure an effective and efficient flow of traffic.

Part C Container Operations

Rule 19.1 Application of this Part

This Part III Section 2 Part C of these Port Rules shall apply only to a Terminal Operator engaged in Port Operations involving the handling of Containers.

Rule 19.2 Authority to Access Container Handling Area

- 19.2.1 Each Terminal Operator shall ensure access to a Container Handling Area is controlled through the issue of a specific authority to each:
 - (a) vehicle; and
 - (b) Person.
- 19.2.2 Details of each vehicle and Person granted an authority to access a Container Handling Area as contemplated in this Rule 19.1 shall be recorded together with the time of:
 - (a) entry to the Container Handling Area; and
 - (b) exit from the Container Handling Area.
- 19.2.3 The issue of the authority contemplated in this Rule 19.1 shall be conditional on the Person entering the Container Handling Area being informed of the procedures to be followed whilst within the Container Handling Area.
- 19.2.4 The records contemplated in this Rule 19.1 shall be:
 - (a) retained for a minimum of three (3) years by the Terminal Operator; and
 - (b) available for inspection by:
 - (i) Abu Dhabi Ports; or
 - (ii) a Relevant Authority.



Rule 19.3 Walking Within Container Handling Area

To the extent that is necessary for Port Users engaged in Port Operations to access equipment or buildings within a Container Handling Area, each Terminal Operator shall ensure walking within a Container Handling Area is prohibited other than:

- (a) along clearly designated walkways; or
- (b) under the direct supervision of a Person authorised by the Terminal Operator.

Rule 19.4 Provision of Transportation

Each Terminal Operator shall ensure, other than as contemplated in Rule 19.3, a vehicle is provided to transport Persons required to access a Container Handling Area.

Rule 19.5 Container Inspection

Each Terminal Operator shall ensure each Container entering a Container Handling Area is inspected for:

- (a) damage or tampering that could affect its safe handling; and
- (b) compliance with the International Convention for Safe Containers.

Rule 19.6 Container Weighing

19.6.1 Each Terminal Operator shall ensure the gross weight of each Container carrying cargo to be loaded onto a Ship is verified.

19.6.2 The weighing contemplated in this Rule 19.6 shall be undertaken at a Facility:

- (a) approved by:
 - (i) Abu Dhabi Ports; or
 - (ii) other Competent Authority; and
- (b) as contemplated in IMO Circular MSC.1/Circ.1475 *Guidelines Regarding the Verified Gross Mass of a Container Carrying Cargo*.

Rule 19.7 Container Movement

Each Terminal Operator shall ensure each Container is only moved using an Internal Movement Vehicles that is suitable for the purpose.

**Part D
Cargo Handling**

Rule 20.1 Supervision of Cargo Handling Operations

20.1.1 Each Master of a Ship engaged in Port Operations, or his appointed delegate, shall:

- (a) ensure the handling of cargo is supervised at all times; and
- (b) remain on board at all times during Port Operations.



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- 20.1.2 Each Master shall take all reasonable steps to ensure the safety and protection of Persons working aboard the Ship during Port Operations.

Rule 20.2 Hatches

Each Terminal Operator and the Master of each Ship engaged in Port Operations shall ensure:

- (a) a hatch covering:
 - (i) is not used unless:
 - (A) it is of sound construction and material, of adequate strength for the purpose for which it is used, free from patent defect and properly maintained;
 - (B) it can be removed and replaced, whether manually or with mechanical power, without endangering any Person;
 - (C) information showing the correct replacement position is clearly marked, except in so far as hatch coverings are interchangeable or incapable of being incorrectly replaced;
 - (ii) is not subject to any load that is likely to affect the safety of the hatch covering or endanger any Person;
- (b) a hatch is not used unless the hatch covering has been completely removed or, if not completely removed, it is secure; and
- (c) except in the event of an emergency endangering health or safety, the following are not operated except by a Person authorised to do so by the Person in control of that operation:
 - (i) Ship ramp or door associated with the ramp of a Ship;
 - (ii) power-operated hatch covering;
 - (iii) retractable car-deck; or
 - (iv) shore-based ramp.

Rule 20.3 Access to Deck Cargo

Each Terminal Operator and the Master of Each Ship engaged in Port Operations shall ensure suitable safe access is provided on all occasions when it is necessary for a Person to access deck cargo.

Rule 20.4 Fumigation of Ships

Each Terminal Operator and the Master of each Ship engaged in Port Operations shall ensure fumigation of the Ship is undertaken:

- (a) as contemplated in IMO Circular MSC.1/Circ.1264 *Recommendations on the Safe Use of Pesticides in Ships Applicable to the Fumigation of Cargo Holds*;
- (b) as contemplated in an authority granted by Abu Dhabi Ports; and
- (c) under the direction of the Harbour Master.



Rule 20.5 Fumigation of CTUs

Each Terminal Operator shall ensure the fumigation of a CTU is undertaken:

- (a) as contemplated in IMO Circular MSC.1/Circ.1265 *Recommendations on the Safe Use of Pesticides in Ships Applicable to the Fumigation of Cargo Transport Units*; and
- (b) as contemplated in an authority granted by Abu Dhabi Ports.

**Part E
Control of Goods**

Rule 21.1 Removal and Disposal of Goods

21.1.1 An Authorised Officer may through notice as contemplated in Rule 2.7.1, within such period as is set out in the notice, require the Owner of Goods to remove to another part of a Port or to a place of storage elsewhere Goods which:

- (a) are likely to rot, spoil or otherwise perish;
- (b) pose a threat to the health of Persons;
- (c) present a risk or danger in respect to the hygienic conditions of the Port;
- (d) are obstructing or unlawfully interfering with the use of a Port; or
- (e) are occupying an area needed for the purpose of Ship berthing or cargo handling, storage or transport.

21.1.2 Any Goods removed and / or stored as contemplated in this Rule 21.1 shall be removed and / or stored at the risk and expense of the Owner.

21.1.3 Goods removed as contemplated in this Rule 21.1 to a place of storage outside a Port shall be deemed to be in a Port for the purposes relating to the recovery of charges by Abu Dhabi Ports.

Rule 21.2 Permit for Goods

An Authorised Officer acting as gatekeeper at a Port may refuse to allow Goods to leave a Port or the Port Facility, as the case may be, unless the Person having charge of the Goods produces to the Authorised Officer a Permit for the Goods signed, in the case of Goods leaving a Port, by an Authorised Officer.

**Part F
Dangerous Goods (Terminal Operations)**

Rule 22.1 Application

This Part III Section 2 Part F of these Port Rules shall apply only to a Port Facility engaged in an Activity related to the transport, handling or storage of Dangerous Goods as contemplated in the IMDG Code.

Rule 22.2 Dangerous Goods Operational Procedures

22.2.1 Each Terminal Operator shall develop and implement operational procedures for the transport, handling or storage of Dangerous Goods.



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22.2.2 The procedures contemplated in this Rule 22.2 shall:

- (a) form part of a safety management system that enables the identification, assessment and control of the risks associated with the transport, handling or storage of Dangerous Goods;
- (b) take due account of:
 - (i) the precautions contemplated in the IMDG Code;
 - (ii) IMO Circular MSC.1/Circ.1216 *Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port*;
 - (iii) the hazards involved in the transport, handling and storage of Dangerous Goods; and
- (c) be approved by Abu Dhabi Ports.

Rule 22.3 Emergency Plan

22.3.1 Each Terminal Operator transporting, handling or storing Dangerous Goods shall have in place a written emergency plan for dealing with any dangerous situation arising from the transport, handling or storage of Dangerous Goods.

22.3.2 The emergency plan contemplated in this Rule 22.3 shall be:

- (a) developed in consultation with the relevant emergency services; and
- (b) approved by Abu Dhabi Ports.

22.3.3 All Persons engaged in the transport, handling or storage of Dangerous Goods shall be:

- (a) aware of the emergency plan contemplated in this Rule 22.3; and
- (b) competent in operating any necessary response equipment that they may be required to use.

22.3.4 Any equipment required for the plan contemplated in this Rule 22.3 shall be:

- (a) maintained; and
- (b) readily available.

Rule 22.4 High Consequence Dangerous Goods

22.4.1 A Terminal Operator shall not accept for delivery High Consequence Dangerous Goods as contemplated in Section 1.4.3 of the IMDG Code other than with the consent of:

- (a) Abu Dhabi Ports; and
- (b) other Relevant Authorities.

22.4.2 The consent contemplated in this Rule 22.2 is in addition to the Permit contemplated in Rule 4.1.



Rule 22.5 Reporting of Incidents

Each Terminal Operator shall immediately report any incident involving Dangerous Goods to:

- (a) Abu Dhabi Ports; and
- (b) other Relevant Authorities.

Rule 22.6 Training

Each Terminal Operator shall ensure each Person engaged in the transport, handling or storage of Dangerous Goods is trained as contemplated in:

- (a) the IMDG Code;
- (b) Applicable Law; and
- (c) the Port IHSEMS.

Rule 22.7 Packaging, Marking and Labelling of Packages

A Terminal Operator shall not permit Dangerous Goods to enter the Port Facility unless these Goods are appropriately packaged, marked and labelled as contemplated in the IMDG Code.

Rule 22.8 Marking and Placarding of Cargo Transport Unit

A Terminal Operator shall not permit any Dangerous Goods CTU to enter the Port Facility unless the Dangerous Goods CTU is marked and placarded as contemplated in the IMDG Code.

Rule 22.9 Segregation and Safe Storage of Dangerous Goods

Each Terminal Operator transporting, handling or storing Dangerous Goods shall ensure, for the substance concerned, the required segregation and environmental conditions are maintained as contemplated in, as the case may be, the:

- (a) IMDG Code;
- (b) UN Model Regulations; or
- (c) Safety Data Sheet for the substance concerned.

Rule 22.10 Site Access

Each Terminal Operator shall ensure access to any area used for the transport, handling or storage of Dangerous Goods is:

- (a) restricted to those Persons having a legitimate need to access the area;
- (b) provided with an access control system including the means to:
 - (i) identify the extent of access to be permitted for each Person; and
 - (ii) account for everyone within the area at any given time.



Rule 22.11 Area for Damaged Dangerous Goods and Disposal

- 22.11.1 Each Terminal Operator transporting, handling or storing Dangerous Goods shall ensure an area is designated for the storage of a damaged Dangerous Goods CTU.
- 22.11.2 The area contemplated in this Rule 22.10 shall be provided with facilities to enable the:
- (a) repacking of a Dangerous Goods CTU; and
 - (b) the separation and disposal of waste contaminated by Dangerous Goods.

Rule 22.12 Lighting

Each Terminal Operator shall ensure any area used for the transport, handling or storage of Dangerous Goods is sufficiently lit to enable Persons to read labels, placards and signs where necessary.

Rule 22.13 Dangerous Goods Advisor

- 22.13.1 Each Terminal Operator transporting or handling Dangerous Goods shall appoint a Dangerous Goods Advisor.
- 22.13.2 The Dangerous Goods advisor as contemplated in this Rule 22.13 shall:
- (a) monitor compliance with Applicable Law and these Port Rules as they apply to the transport, handling or storage of Dangerous Goods;
 - (b) ensure the training contemplated in Rule 22.6 is undertaken;
 - (c) implement the emergency procedures contemplated in Rule 22.3;
 - (d) investigate and, where appropriate, prepare reports on serious incidents or infringements recorded during the transport, handling or storage of Dangerous Goods for submission to:
 - (i) Abu Dhabi Ports;
 - (ii) other Relevant Authorities;
 - (e) implement appropriate measures to avoid the recurrence of incidents or infringements;
 - (f) verify that personnel involved in the transport, handling or storage of Dangerous Goods have detailed operational procedures and instructions;
 - (g) implement verification procedures to ensure the presence of the documents and safety equipment that shall accompany any vehicle leaving a Port Facility transporting Dangerous Goods; and
 - (h) implement verification procedures to ensure compliance with Rule 22.7 and Rule 22.8.
- 22.13.3 Two or more Persons may be appointed to fulfil the role of the Dangerous Goods Advisor as contemplated in this Rule 22.13 subject to each being appropriately trained and all the responsibilities contemplated in Rule 22.13.2 being addressed.



Part G
Liquid Bulk Cargoes (Tanker Berth Operations)

Rule 23.1 Application of this Part

This Part III Section 2 Part G of these Port Rules shall apply only to Port Operations involving liquid bulk cargoes.

Rule 23.2 General

Each Terminal Operator shall ensure Port Operations involving the handling of liquid bulk cargoes are carried out as contemplated in:

- (a) Applicable Law;
- (b) the Port IHSEMS; and
- (c) Best International Practices, including relevant guidance issued by The Society of International Gas Tanker and Terminal Operators (SIGTTO).

Rule 23.3 Agreements Between Master and Terminal Operator

23.3.1 Each Terminal Operator and the Master of each Ship, prior to commencing the loading or discharge of liquid bulk cargoes, shall:

- (a) agree in writing:
 - (i) the procedure for the loading or discharge of the liquid bulk cargo, including the maximum cargo handling rate;
 - (ii) the action to be taken should an emergency arise during the cargo operation; and
- (b) agree clear unambiguous communications between the Ship and the shore;
- (c) complete a Ship / shore safety checklist as contemplated in the *International Safety Guide for Oil Tankers and Terminals Fifth Edition, 2006*, published by the Oil Companies International Marine Forum.

23.3.2 The Ship / shore safety checklist contemplated in Rule 23.3.1(c) shall be:

- (a) signed by a representative of the:
 - (i) Ship Master;
 - (ii) Terminal Operator;
- (b) retained for a minimum of three (3) years by the Terminal Operator; and
- (c) available for inspection by:
 - (i) Abu Dhabi Ports; or
 - (ii) a Relevant Authority.



Rule 23.4 Cargo Transfer Hoses

- 23.4.1 Each Terminal Operator shall ensure:
- (a) cargo-transfer hoses are examined before each use; and
 - (b) the results of the examination are recorded.
- 23.4.2 The records contemplated in Rule 23.4.1(b) shall be:
- (a) retained for a minimum of three (3) years;
 - (b) available for inspection by:
 - (i) Abu Dhabi Ports; or
 - (ii) a Relevant Authority.

Rule 23.5 Means of Escape

- 23.5.1 Each Terminal Operator shall ensure each berth to be used for Port Operations involving liquid bulk cargoes has appropriate means of escape from all locations on the berth.
- 23.5.2 If only one means of escape is provided as contemplated in this Rule 23.5, either water sprays or shelters shall be provided that offer protection against radiant heat or exposure to toxic gases for a Person awaiting rescue.

Rule 23.6 Emergency Release Couplings

Each Terminal Operator shall ensure emergency release couplings are used for all Port Operations involving the transfer of liquefied gases.



Part H
Solid Bulk Cargoes (Non-Hazardous Material)

Rule 24.1 Application of this Part

This Part III Section 2 Part H of these Port Rules:

- (a) shall apply only to Port Operations involving solid bulk cargoes to be loaded or unloaded to or from a Bulk Carrier; and
- (b) does not apply to Port Operations undertaken using cargo handling equipment installed on the Ship.

Rule 24.2 Appointment of Terminal Representative

Each Terminal Operator shall appoint a Terminal Representative to have responsibility for Port Operations.

Rule 24.3 Compliance with IMO Requirements

24.3.1 Each Terminal Operator shall ensure Port Operations are undertaken as contemplated in the:

- (a) IMSBC Code;
- (b) BLU Code; and
- (c) BLU Manual.

24.3.2 Each Terminal Operator shall ensure the Terminal Representative contemplated in Rule 24.2, and other essential personnel, are provided with a copy of the documents contemplated in Rule 24.3.1.

Rule 24.4 Operational Suitability of Port Facilities

Each Terminal Operator shall:

- (a) only accept Bulk Carriers that:
 - (i) are suitable as contemplated in Rule 24.6;
 - (ii) can safely berth alongside the Port Facility taking into consideration the requirements contemplated in the BLU Code;
- (b) ensure all loading or unloading equipment is:
 - (i) properly certified as contemplated in:
 - (A) Applicable Law including the OSHAD-SF;
 - (B) the Port IHSEMS;
 - (C) Best International Practices;
 - (ii) examined, tested and maintained at regular intervals, as contemplated in relevant Applicable Law and insurance requirements;



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- (c) ensure all personnel engaged in Port Operations are:
 - (i) provided with and use appropriate PPE for the solid bulk cargoes concerned;
 - (ii) duly rested to avoid accidents due to fatigue taking into account any guidance as may be issued by Abu Dhabi Ports; and
- (d) ensure the terminal area and all equipment are in a clean and tidy condition.

Rule 24.5 Training of Personnel

- 24.5.1 Each Terminal Operator shall ensure training is provided to all personnel engaged in Port Operations commensurate with their responsibilities.
- 24.5.2 The training contemplated in this Rule 24.5 shall be designed to provide familiarity with:
 - (a) the general hazards of loading and unloading of solid bulk cargoes; and
 - (b) the adverse effect improper loading and unloading operations may have on the safety of the Ship taking into account the recommendations contemplated in Section 2.3.3 of the BLU Manual.

Rule 24.6 Suitability of Bulk Carrier

Each Terminal Operator shall ensure each Bulk Carrier loading or unloading solid bulk cargoes:

- (a) holds the appropriate valid statutory certification including, if required, the Document of Compliance for Ships Carrying Solid Dangerous Goods in Bulk; and
- (b) is provided with solid bulk cargoes holds and hatch openings of sufficient size and such a design to enable the solid bulk solid bulk cargoes to be loaded, stowed, trimmed and unloaded satisfactorily.

Rule 24.7 Submission of Information from Ship to Terminal Operator

- 24.7.1 Each Master of a Bulk Carrier shall, at least forty eight (48) hours prior to Port arrival, provide the Terminal Operator with the information contemplated in Section 3.2 of the BLU Manual.
- 24.7.2 The information contemplated in this Rule 24.7 is in addition to the pre-arrival notification contemplated in the Port Regulations and elsewhere in these Port Rules.

Rule 24.8 Port Facility Information

- 24.8.1 Each Terminal Operator shall:
 - (a) publish a Technical Information Book including the information contemplated in Appendix 1 of the BLU Code;



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- (b) supply to each Master of each Bulk Carrier using the Port Facility:
 - (i) the information specified in Section 3.3 of the BLU Manual;
 - (ii) estimated times for berthing and departure; and
 - (iii) minimum water depth at the berth as contemplated in the BLU Code, which shall be progressively updated and passed to the Master on receipt.
- 24.8.2 The information contemplated in Rule 24.8.1(b) shall be supplied to the Master at the earliest opportunity, and no later than forty eight (48) hours prior to Port arrival.
- 24.8.3 The date and time the information contemplated in Rule 24.8.1(b) was transmitted to the Master shall be recorded by the Terminal Operator with the method of transmission.
- 24.8.4 The records contemplated in Rule 24.8.3 shall be:
 - (a) retained by the Terminal Operator for a minimum of three (3) years; and
 - (b) available for inspection by:
 - (i) Abu Dhabi Ports; or
 - (ii) a Relevant Authority.

Rule 24.9 Loading or Unloading Plan

- 24.9.1 Prior to commencing loading or unloading, each Terminal Operator and each Master of a Bulk Carrier shall agree on the loading or unloading plan as contemplated in SOLAS Regulation VI/7.3.
- 24.9.2 The plan contemplated in this Rule 24.9 shall be:
 - (a) in the format contemplated in Appendix 2 of the BLU Code taking into account the recommendations contemplated in the BLU Manual;
 - (b) signed by:
 - (i) the Master; and
 - (ii) the Terminal Representative.
- 24.9.3 Each Master of a Bulk Carrier shall forward the proposed loading or unloading plan contemplated in this Rule 24.9 to the Terminal Representative at the earliest opportunity prior to arrival.
- 24.9.4 In the case of the initial loading or unloading plan contemplated in Rule 24.9.3, on receipt the Terminal Representative shall:
 - (a) confirm that the proposed plan corresponds to the requirements of the Port Facility; or
 - (b) revert to the Master requesting a review of the proposed plan advising the nominal loading or unloading rate, as appropriate.



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- 24.9.5 Each loading plan prepared as contemplated in this Rule 24.9 shall ensure all ballast pumping rates and loading rates are considered carefully to avoid overstressing the hull.
- 24.9.6 Any change to the plan contemplated in this Rule 24.9 which, according to either party, may affect the safety of the Ship or crew, shall be prepared, accepted and agreed by both parties in the form of a revised plan.
- 24.9.7 The loading or unloading plan contemplated in this Rule 24.9, and any subsequent agreed revisions, shall be:
- (a) retained by the Terminal Operator for a minimum of three (3) years; and
 - (b) available for inspection by:
 - (i) Abu Dhabi Ports; or
 - (ii) a Relevant Authority.
- 24.9.8 Any failure of the Terminal Operator and the Master of a Bulk Carrier to reach agreement with respect to the loading or unloading plan contemplated in this Rule 24.9 shall be referred, by the Master, to the Harbour Master for a decision.
- 24.9.9 Any decision taken by the Harbour Master as contemplated in Rule 24.9.8 shall be binding on the Terminal Operator and the Master of the Bulk Carrier.

Rule 24.10 Ship / Shore Safety Checklist

- 24.10.1 Before loading or unloading of solid bulk cargoes commences, the Terminal Representative and each Master of a Bulk Carrier shall ensure a Ship / shore safety checklist is completed.
- 24.10.2 The Ship / shore checklist contemplated in this Rule 24.10 shall be:
- (a) in the format contemplated in Appendix 3 of the BLU Code taking into account the recommendations of the BLU Manual;
 - (b) completed and signed by the Terminal Representative and the Master as contemplated in Appendix 4 of the BLU Code;
 - (c) retained by the Terminal Operator:
 - (i) for a minimum of three (3) years; and
 - (ii) available for inspection by:
 - (A) Abu Dhabi Ports; or
 - (B) a Relevant Authority.

Rule 24.11 Communication During Port Operations

- 24.11.1 Each Terminal Representative and each Master of a Bulk Carrier shall ensure effective communications are established and maintained during Port Operations.



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24.11.2 The communications contemplated in this Rule 24.11 shall be capable of responding to requests:

- (a) for information on the loading or unloading process; and
- (b) to suspend loading or unloading operations from any party.

Rule 24.12 Terminal Contact Information

24.12.1 Each Terminal Representative shall provide each Master of a Bulk Carrier with the names and contact details of Port Facility personnel who:

- (a) are responsible for loading or unloading operations; and
- (b) shall be contacted in case of any emergency.

24.12.2 The information contemplated in this Rule 24.12 shall ensure the Master or his representative may immediately contact a representative of the Port Facility at all times during the loading or unloading operation.

Rule 24.13 Notification of Ship Defects

Each Terminal Representative shall, without delay, notify the Master of a Bulk Carrier of apparent deficiencies to the Ship which could endanger the safe loading or unloading of solid bulk cargoes.

Rule 24.14 Compliance With Loading Plan

24.14.1 Each Terminal Representative and each Master of a Bulk Carrier shall ensure loading operations are undertaken in accordance with the plan contemplated in Rule 24.9.

24.14.2 The Terminal Operator shall not deviate from the agreed loading plan other than by prior consultation and written agreement with the Master.

Rule 24.15 Right of Master to Suspend Loading Operations

If a Terminal Operator deviates from the loading plan contemplated in Rule 24.9 without prior agreement, where this would result, or is likely to result, in any limitations of the Ship being exceeded, or likely to be exceeded if the loading continues, each Master of a Bulk Carrier has the right to:

- (a) suspend loading operations;
- (b) notify the:
 - (i) Harbour Master; and
 - (ii) FTA.

Rule 24.16 Compliance with Unloading Plan

24.16.1 Each Terminal Representative and each Master of a Bulk Carrier shall ensure unloading operations are undertaken in accordance with the plan contemplated in Rule 24.9.



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24.16.2 Each Master of a Bulk Carrier shall advise the Terminal Representative:

- (a) of any deviation from the unloading plan contemplated in Rule 24.9; or
- (b) any other matter which may affect unloading.

24.16.3 Prior to and during all stages of unloading operations, each Terminal Representative shall:

- (a) consult with the Master if there is a need to amend the unloading plan contemplated in Rule 24.9; and
- (b) comply with the duties contemplated in Section 6.3 of the BLU Code taking into account the recommendations of the BLU Manual.

Rule 24.17 Completion Agreement

24.17.1 On completion of Port Operations each Terminal Representative and each Master of a Bulk Carrier shall agree in writing that the loading or unloading has been undertaken in accordance with the plan contemplated in Rule 24.9, including any agreed changes.

24.17.2 In the case of unloading solid bulk cargoes, the agreement contemplated in this Rule 24.17 shall:

- (a) include a record that the holds of the Ship have been emptied and cleaned to the requirements of the Master;
- (b) record any damage suffered by the Ship; and
- (c) any repairs carried out to the Ship.

Rule 24.18 Repair of Damage

24.18.1 On completion of Port Operations each Terminal Representative shall:

- (a) report to the Master any damage to the structure of equipment of the Ship that occurs during loading or unloading; and, if necessary,
- (b) repair the damage.

24.18.2 If the Ship is damaged such that it may impair the structural capability or watertight integrity of the hull, or the essential engineering systems of the Ship, the Master shall inform the:

- (a) administration of the Flag State, or an organisation recognised by it and acting on its behalf;
- (b) Harbour Master; and
- (c) FTA.



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24.18.3 Where immediate repair to a Bulk Carrier is considered necessary, the consent contemplated in Rule 5.4 shall not be granted until such time as the repairs contemplated in Rule 24.18.1(b) have been carried out to the satisfaction of the:

- (a) Master;
- (b) Harbour Master; and
- (c) FTA.

Part I Solid Bulk Cargoes (Hazardous Material)

Rule 25.1 Application of this Part

This Part III Section 2 Part I of these Port Rules shall apply only to Port Operations involving Hazardous Material in solid form in bulk.

Rule 25.2 General Requirements

- 25.2.1 With the exception of Port Operations undertaken using cargo handling equipment installed on the Ship, each Terminal Operator and each Master of a Bulk Carrier shall comply with the requirements for Port Operations involving solid bulk cargoes contemplated in Part III Section 2 Part H of these Port Rules.
- 25.2.2 Each Terminal Operator and each Master of a Bulk Carrier shall, as appropriate, comply with the requirements for the transport, handling or storage of Dangerous Goods contemplated in Part III Section 2 Part F of these Port Rules.

Rule 25.3 Submission of Information

- 25.3.1 Each Master of a Bulk Carrier shall, not less than forty-eight (48) hours prior to Port arrival:
 - (a) comply with the reporting requirements related to Hazardous Materials contemplated in Rule 7.16;
 - (b) ensure all documents and certificates contemplated in Rule 7.16 are additionally submitted to the Terminal Operator;
 - (c) ensure the information contemplated in the IMSBC Code appropriate to the Hazardous Material to be loaded or unloaded is supplied to the:
 - (i) Terminal Representative; and
 - (ii) Harbour Master.
- 25.3.2 Each Terminal Operator shall not commence Port Operations involving the unloading of a Bulk Carrier until in receipt of the information contemplated in Rule 25.3.1(b) and Rule 25.3.1(c).
- 25.3.3 The documents and other information contemplated in Rule 25.3.1(b) and Rule 25.3.1(c) shall be:
 - (a) retained by the Terminal Operator for a minimum of three (3) years; and



- (b) available for inspection by:
 - (i) Abu Dhabi Ports; or
 - (ii) a Relevant Authority.

Rule 25.4 Wastes in Bulk

- 25.4.1 Each Terminal Operator and each Master of a Bulk Carrier shall ensure all wastes are handled and stowed on the Ship as contemplated in the IMSBC Code for cargoes in Group B as contemplated in the IMDG Code.
- 25.4.2 Each Terminal Operator shall ensure, in addition to the documentation contemplated in these Port Rules and / or Applicable Law, as the case may be, any transboundary movement of waste is accompanied by the movement Document contemplated in Article 4.7(c) of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal from the point at which a transboundary movement commences to the point of disposal.
- 25.4.3 Solid cargoes containing or contaminated with radioactive materials as contemplated in the UAE Regulations for the Safe Transport of Radioactive Materials (FANR-REG-13) shall not be considered as wastes for the purposes of this Rule 25.4.

Rule 25.5 Deposit of Manifest

- 25.5.1 Each Master of a Bulk Carrier shall ensure, before the Ship leaves Port, a copy of the Manifest contemplated in Rule 7.16.1 is supplied to the:
 - (a) Terminal Representative; and
 - (b) Harbour Master.
- 25.5.2 The Manifest contemplated in this Rule 25.5 shall be:
 - (a) retained by the Terminal Operator for a minimum of three (3) years; and
 - (b) available for inspection by:
 - (i) Abu Dhabi Ports; or
 - (ii) a Relevant Authority.

Rule 25.6 Reporting of Incidents Involving Hazardous Material

- 25.6.1 When an incident takes place involving the loss or likely loss overboard of Hazardous Material in solid form in bulk into Port waters, each Master of the Ship concerned shall report the particulars of such an incident without delay and to the fullest extent possible to:
 - (a) the Terminal Representative;
 - (b) the Harbour Master; and
 - (c) other Relevant Authorities
- 25.6.2 The report contemplated in this Rule 25.6 shall conform to the reporting requirements contemplated in Rule 16.6.



Port Rules Issue 2.2

25.6.3 The Owner of a Ship as contemplated in SOLAS Regulation IV/1.2 shall assume the obligation upon the Master contemplated in this Rule 25.6 in the event of:

- (a) the Ship referred to in this Rule 25.6 being abandoned; or
- (b) in the event of a report from the Ship referred to in this Rule 25.6 being incomplete or unobtainable.

Rule 25.7 Health Hazards Due to Dust

Each Terminal Operator shall ensure each Person engaged in Port Operations is provided with:

- (a) appropriate breathing protection;
- (b) protective clothing;
- (c) protective skin creams;
- (d) facilities for:
 - (i) personal washing; and
 - (ii) laundering of outer clothing.

Rule 25.8 Flammable Atmosphere

Where the Manifest contemplated in Rule 7.16.1 indicates that the solid bulk cargoes may emit flammable gases in sufficient quantities to constitute a fire or explosion hazard, each Terminal Operator and each Master of a Bulk Carrier shall ensure:

- (a) the solid bulk cargoes spaces are effectively ventilated;
- (b) the atmosphere in the solid bulk cargoes spaces is monitored by means of an appropriate gas detector; and
- (c) due consideration is paid to the ventilation and monitoring of the atmosphere in the enclosed spaces adjacent to the solid bulk cargoes spaces.

Rule 25.9 Fumigation

Where fumigation is used, each Terminal Operator and each Master of a Bulk Carrier shall ensure the fumigation is undertaken as contemplated in Rule 20.4.

Rule 25.10 IMDG Classes 4.1, 4.2 and 4.3

Each Terminal Operator and each Master of a Bulk Carrier engaged in Port Operations involving Dangerous Goods of IMDG Classes 4.1, 4.2 and 4.3 in solid form in bulk shall ensure:

- (a) materials of these classes:
 - (i) are kept as cool and dry as reasonably practicable;
 - (ii) unless expressly provided otherwise in the IMSBC Code, are stored away from all sources of heat or ignition;



- (iii) if liable to give off vapours or gases which can form an explosive mixture with air, are stowed on board the Ship in a mechanically ventilated space;
- (b) notices of prohibition of smoking in dangerous areas are:
 - (i) clearly legible; and
 - (ii) enforced.

Rule 25.11 IMDG Class 5.1 Materials

Each Terminal Operator and each Master of a Bulk Carrier engaged in Port Operations involving Dangerous Goods of IMDG Class 5.1 in solid form in bulk shall ensure:

- (a) the materials:
 - (i) are kept as cool and dry as reasonably practicable;
 - (ii) unless expressly provided otherwise as contemplated in the IMSBC Code, are stowed away from all sources of heat or ignition;
 - (iii) are stowed separately on board from other combustible materials;
- (b) prior to loading:
 - (i) solid bulk cargoes spaces into which the material will be loaded are cleaned;
 - (ii) as far as reasonably practicable:
 - (A) only non-combustible securing and protecting materials are used;
 - (B) a minimum of dry wooden dunnage is used;
- (c) precautions are taken to avoid the penetration of oxidizing materials into other:
 - (i) solid bulk cargoes spaces;
 - (ii) bilges; and
 - (iii) spaces which may contain a combustible material.

Rule 25.12 IMDG Class 8 or With Similar Properties

Each Terminal Operator and each Master of a Bulk Carrier engaged in Port Operations involving Dangerous Goods of IMDG Class 8 in solid form in bulk, or with similar properties to IMDG Class 8, shall ensure:

- (a) the material is kept as dry as reasonably practicable;
- (b) all solid bulk cargoes spaces are clean and dry; and
- (c) precautions are taken to prevent the penetration of these materials into:
 - (i) other solid bulk cargoes spaces;
 - (ii) bilges;



- (iii) wells; or
- (iv) between the ceiling boards.

Rule 25.13 Security Provisions

Each Terminal Operator and each Master of a Bulk Carrier engaged in Port Operations involving Dangerous Goods in solid form in bulk shall:

- (a) comply with the security requirements contemplated in:
 - (i) SOLAS Chapter XI-2 of SOLAS;
 - (ii) the IMDG Code;
 - (iii) part A of the ISPS Code taking into account the guidance given in Part B of the ISPS Code;
 - (iv) the ILO / IMO Code of Practice on Security in Ports;
- (b) commensurate with their respective responsibilities ensure:
 - (i) all personnel engaged in the handling and transport of Dangerous Goods in solid form in bulk are aware of any security requirements for such cargoes, in addition to those contemplated in the ISPS Code; and
 - (ii) the training includes elements of security awareness related to the nature of Dangerous Goods in solid form in bulk for shore-based company personnel contemplated in Sections A/18.1 and A/18.2 of the ISPS Code.

Rule 25.14 High Consequence Cargoes

Rule 22.3 shall apply to High Consequence Dangerous Goods in solid form in bulk.

**Part J
Grain**

Rule 26.1 Application of this Part

This Part III Section 2 Part J shall apply only to Port Operations involving the transport of grain in bulk.

Rule 26.2 International Code for the Safe Carriage of Grain in Bulk

Each Master and Terminal Operator engaged in the loading or unloading of a Bulk Carrier with grain shall comply with the relevant requirements as contemplated in the International Code for the Safe Carriage of Grain in Bulk.



Schedule 1 PENALTY RATING FOR VIOLATIONS

The Penalty Rating referred to in Rule 3.2 for a Violation under these Port Rules:

| Violation | Rule | Penalty Rating |
|---|---------------|----------------|
| Failure to comply with Applicable Law | Rule 2.1 | 1 |
| Failure to indemnify Abu Dhabi Ports | Rule 2.4 | 3 |
| Supply of false or misleading information | Rule 2.5 | 3 |
| Disobeying Harbour Master direction | Rule 2.8.1(a) | 3 |
| Disobeying Abu Dhabi Ports instruction | Rule 2.8.1(b) | 3 |
| Conducting a Scheduled Activity without an Abu Dhabi Ports Permit | Rule 4.1.1 | 3 |
| Unauthorised transfer of Abu Dhabi Ports Permit | Rule 4.1.4 | 3 |
| Non-compliance with terms of Abu Dhabi Ports Permit | Rule 4.2(a) | 3 |
| Failure to notify Abu Dhabi Ports of breach of permit conditions | Rule 4.2(b) | 3 |
| Failure to provide copy of Third Party Approval | Rule 4.4.2 | 3 |
| Leaving port without Harbour Master consent | Rule 5.4 | 3 |
| Failure to report navigational incident, deficiency or safety-related information to Harbour Master | Rule 6.1.1 | 2 |
| Failure to submit full written incident report to Harbour Master or as required by Harbour Master | Rule 6.1.2 | 2 |
| Proceeding following an incident without Harbour Master consent | Rule 6.1.4 | 2 |
| Failure to report property damage to Harbour Master and other Relevant Authority | Rule 6.2.1(a) | 2 |
| Failure to submit full written report of property damage to Harbour Master | Rule 6.2.1(b) | 2 |
| Failure to navigate with care | Rule 7.1 | 3 |
| Proceeding at unsafe speed | Rule 7.2 | 2 |
| Obstructing free passage of other Ships | Rule 7.3 | 2 |
| Latest nautical information for the Port not on board | Rule 7.4.1 | 2 |
| Use of a non-type approved ECDIS / non-compliant with IMO requirements | Rule 7.4.2 | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|----------------|----------------|
| Failure to prepare a port passage plan | Rule 7.5 | 2 |
| Inappropriate use of whistle or siren | Rule 7.6 | 2 |
| Exceeding speed limit (Ship) | Rule 7.7 | 2 |
| Blocking a Landing Place | Rule 7.8 | 2 |
| Ship left unattended at Landing Place | Rule 7.9 | 2 |
| Navigation under the influence of alcohol or drugs | Rule 7.10 | 3 |
| Bridge not attended by master or Person able to affect command | Rule 7.11.1 | 2 |
| Second Person not immediately available during navigation conducted by PEC holder | Rule 7.11.2 | 2 |
| Person embarking / disembarking Ship in motion without Harbour Master consent | Rule 7.12.1 | 2 |
| Inappropriate method utilised for embarking or disembarking a Person from a Ship in motion | Rule 7.12.2 | 2 |
| Machinery configuration changed in restricted waterway | Rule 7.13 | 2 |
| Failure to comply with Collision Regulations | Rule 7.14 | 2 |
| Failure to advise Port control on passing a designated reporting point | Rule 7.15 | 2 |
| Failure to report Hazardous Goods on board a Ship | Rule 7.16.1 | 2 |
| Failure to submit the required documents and / or certificates in relation to Dangerous Goods on board a Ship | Rule 7.16.2 | 2 |
| Failure to submit the required documents and / or certificates in relation to hazardous liquids or liquefied gases on board a Ship | Rule 7.16.2(b) | 2 |
| Failure to display a red flag or light if transporting Hazardous Material | Rule 7.16.3 | 2 |
| Failure to correctly position red flag or light | Rule 7.16.4 | 2 |
| Failure of non self-propelled Ship transporting Hazardous Material to display red flag or light | Rule 7.16.5 | 2 |
| Failure by Dead Ship to secure written consent to enter Port | Rule 7.17.1 | 2 |
| Failure to supply required information in relation to a Dead Ship | Rule 7.17.2 | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|----------------|----------------|
| Failure to maintain continuous listening watch on Port control VHF working channel | Rule 7.18(a) | 2 |
| Use of inappropriate VHF working channel for bridge to bridge navigational safety communications | Rule 7.18(b) | 2 |
| Failure to anchor in designated anchorage | Rule 7.19.1 | 2 |
| Anchoring in proscribed location | Rule 7.19.2 | 2 |
| Propulsion disabled at anchor without Harbour Master consent | Rule 7.19.3(a) | 2 |
| Insufficient qualified crew on anchored Ship to respond to Harbour Master direction | Rule 7.19.3(b) | 2 |
| Failure to deal with an emergency | Rule 7.19.3(c) | 2 |
| Failure to notify Harbour Master if drifting in anchorage or not under command | Rule 7.19.4 | 2 |
| Conducting diving operations without Harbour Master consent | Rule 7.20.1 | 2 |
| Not displaying correct signals during diving operations | Rule 7.20.2 | 2 |
| Not displaying quick flashing yellow light during diving operations at night | Rule 7.20.3 | 2 |
| Failure to notify Harbour Master of loss of item overboard | Rule 7.21.1 | 2 |
| Failure to recover lost item | Rule 7.21.3 | 2 |
| Failure to mark lost item | Rule 7.21.4 | 2 |
| Leaving vicinity of a lost item other than as instructed by the Harbour Master | Rule 7.21.5 | 2 |
| Laying down of mooring or buoy without Abu Dhabi Ports' permit | Rule 7.22.1 | 2 |
| Mooring used without Harbour Master consent | Rule 8.1.1 | 2 |
| Mooring on a navigational mark without Harbour Master consent | Rule 8.1.2 | 2 |
| Failing to move from mooring when instructed to do so by Harbour Master | Rule 8.1.3 | 2 |
| Ship not securely made fast | Rule 8.2.1(a) | 2 |
| Mooring with insufficient or inadequate fenders | Rule 8.2.1(b) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|-------------------|----------------|
| Failure to permit other Ship to lay alongside when instructed to do so by the Harbour Master | Rule 8.2.1(c) | 2 |
| Failure to give free access to another Ship moored alongside | Rule 8.2.1(d) | 2 |
| Failure to immediately notify Harbour Master if moorings part | Rule 8.2.1(f) | 2 |
| Causing danger or damage securing to another moored Ship | Rule 8.2.2 | 2 |
| Making fast to undesignated mooring | Rule 8.2.1(e) | 2 |
| Making fast using wire rope without protecting bollards and / or Quay edge | Rule 8.2.1(f)(i) | 2 |
| Using chain cables for mooring without Harbour Master consent | Rule 8.2.1(f)(ii) | 2 |
| Failure to immediately notify Harbour Master if Ship parts from moorings | Rule 8.2.1(g) | 2 |
| Insufficient crew on board to attend to moorings and shore connections | Rule 8.3(a) | 2 |
| No rat guard on mooring line | Rule 8.3(b) | 1 |
| Using engines / propellers alongside without Harbour Master consent | Rule 8.4.1 | 2 |
| Causing injury or damage through use of engines / propellers alongside | Rule 8.4.2 | 2 |
| Immobilising propulsion without Harbour Master consent | Rule 8.5 | 2 |
| Laying up a Ship other than with the consent of the Harbour Master | Rule 8.6 | 2 |
| Shifting without Harbour Master consent | Rule 8.6 | 2 |
| Failure to submit ballast declaration 48 hours in advance of arrival | Rule 9.2.1 | 2 |
| Failure to secure Harbour Master consent to discharge ballast water | Rule 9.2.2(a) | 2 |
| Failure to comply with the requirements of IMO Document MEPC 59/INF.3 or discharge of untreated ballast water | Rule 9.2.2 | 2 |
| Emission of dark fumes or smoke | Rule 9.3 | 3 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|---------------|----------------|
| Discharge of banned pesticides or chemicals | Rule 9.4(a) | 3 |
| Discharge of harmful substance or material | Rule 9.4(b) | 3 |
| Performing external Ship repairs or maintenance without Harbour Master consent | Rule 9.5 | 3 |
| Failure to prevent discharges onto Quay or jetty | Rule 9.6 | 3 |
| Failure to advise Harbour Master prior to commencing internal repairs | Rule 9.7.1(a) | 2 |
| Failure to secure a Hot Work Permit for internal repairs | Rule 9.7.1(b) | 2 |
| Inadequate fire precautions taken prior to commencing internal repairs | Rule 9.7.1(c) | 2 |
| Using anti-fouling non-compliant with the International Convention for the Control of Harmful Anti-Fouling Systems on Ships | Rule 9.8.1 | 3 |
| Using anti-fouling paint containing Tributyltin or other organotins | Rule 9.8.2 | 3 |
| Failure to prevent runoff from deck | Rule 9.9 | 3 |
| Using AFFF without Harbour Master consent | Rule 9.10 | 3 |
| Operating fire main system without Harbour Master consent | Rule 9.11 | 2 |
| Using cathodic protection other than a system using impressed current cathodic protection | Rule 9.12 | 2 |
| Machinery or contact discharges into Port Waters | Rule 9.13 | 3 |
| Blowing-down of boiler | Rule 9.14 | 2 |
| Discharging sewage into Port Waters | Rule 9.15 | 3 |
| Discharging Greywater into Port Waters | Rule 9.16 | 2 |
| Using an Incinerator in Port | Rule 9.17(a) | 2 |
| Discharging Incinerator waste into Port Waters | Rule 9.17(b) | 3 |
| Conducting a Bunkering Operation in unsuitable weather conditions | Rule 10.1(a) | 2 |
| Conducting a Bunkering Operation at unapproved berth | Rule 10.1(b) | 2 |
| Using unlicensed supplier of Bunker Fuel | Rule 10.1(c) | 2 |
| Conducting a Bunkering Operation without a Permit | Rule 10.1(d) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|-----------------|----------------|
| Failure to apply for Bunkering Permit in due time | Rule 10.2.1 | 2 |
| Failure to notify Harbour Master prior to the commencement of a Bunkering Operation | Rule 10.2.2 | 2 |
| Failure to notify Harbour Master on completion of a Bunkering Operation | Rule 10.2.4 | 2 |
| Failure to plan and execute a Bunkering Operation as contemplated in Applicable Law, the Port IHSEMS or Best International Practices | Rule 10.3.1 | 2 |
| No Responsible Officer appointed on Ship receiving Bunker Fuel | Rule 10.4 | 2 |
| No responsible Person appointed by the Bunker Fuel Supplier Licensee for a Bunkering Operation | Rule 10.5 | 2 |
| Failure to maintain visual during a Bunkering Operation | Rule 10.6 | 2 |
| Conducting Hot Work during a Bunkering Operation | Rule 10.7 | 3 |
| Failure to maintain Oil spill response equipment in good condition | Rule 10.8.1(a) | 2 |
| Failure to ensure Oil spill response equipment readily deployable | Rule 10.8.1(b) | 2 |
| Inadequate enclosure boom on Bunker Barge | Rule 10.8.2(a) | 2 |
| Inadequate spill containment equipment on Bunker Oil delivery vehicle | Rule 10.8.2(b) | 2 |
| Failure to appropriately respond to Oil spillage during a Bunkering Operation | Rule 10.9.1 | 3 |
| Failure to submit incident report following an Oil spillage during a Bunkering Operation | Rule 10.9.2 | 2 |
| Failure to dispose Oil-contaminated waste in accordance with Port Waste Management Plan | Rule 10.10 | 3 |
| Failure to supply on request a Safety Data Sheet for the Bunker Fuel delivered to Ship | Rule 10.11 | 2 |
| Bunker Fuel not in conformity with MARPOL Annex VI Regulation 18.3 | Rule 10.12 | 2 |
| Failure to supply a Bunker Delivery Note to Ship | Rule 10.13.1 | 2 |
| Bunker Delivery Note not in conformity with appendix V to MARPOL Annex VI | Rule 10.13.2(a) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|-----------------|----------------|
| Failure to copy and retain each Bunker Delivery Note for a minimum three (3) years and / or make available for inspection | Rule 10.13.2(c) | 2 |
| Failure to supply a sample of the Bunker Fuel supplied to Ship | Rule 10.14.1 | 2 |
| Bunker Fuel sample supplied not in conformity with IMO Resolution MEPC.182(59) | Rule 10.14.2 | 2 |
| Failure to grant Harbour Master or appointed Person access to Ship | Rule 11.1 | 2 |
| Failure to supply information to Harbour Master | Rule 11.2 | 2 |
| Failure to cooperate with the Harbour Master or appointed Person | Rule 11.3.2 | 2 |
| Obstruct or hinder the Harbour Master or appointed Person, or supply false information | Rule 11.3.3 | 3 |
| Intentional abandoning or destroying of a Ship | Rule 11.4.1 | 3 |
| Failure to notify the Harbour Master in writing of the name and address of the new owner of the Ship | Rule 11.4.4 | 3 |
| Failure to comply with notice to remove unseaworthy Ship | Rule 11.5 | 3 |
| Unauthorised discharge of pyrotechnic | Rule 11.6 | 2 |
| Exhibiting light without Harbour Master consent | Rule 11.7.1 | 2 |
| Failure to comply with Harbour Master notice in relation to a light | Rule 11.7.2 | 2 |
| Interfering with navigational buoy without Harbour Master consent | Rule 11.8 | 2 |
| Failure to comply with Harbour Master notice to effect repairs to a Landing Place | Rule 11.11 | 3 |
| Unauthorised use of Port Facility | Rule 12.1 | 2 |
| Unauthorised consumption of alcohol | Rule 12.2(a) | 2 |
| In state of intoxication | Rule 12.2(b) | 2 |
| Threatening or violent manner | Rule 12.2(c) | 3 |
| Consumption of non-prescription narcotics or medication | Rule 12.2(d) | 2 |
| Unauthorised or inappropriate access to a Port Operations area | Rule 12.2(e) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|-------------------|----------------|
| Unauthorised removal of Goods from Port | Rule 12.2(f) | 3 |
| Smoking in non-designated area | Rule 12.2(g)(i) | 1 |
| Unauthorised use of naked light | Rule 12.2(g)(ii) | 1 |
| Wilful or negligent action that may cause injury or damage | Rule 12.2(h) | 2 |
| Committing a nuisance | Rule 12.2(i)(i) | 1 |
| Performing an act of indecency | Rule 12.2(i)(ii) | 2 |
| Using defamatory language | Rule 12.2(i)(iii) | 2 |
| Desecrating or disrespecting a prayer room | Rule 12.2(j) | 2 |
| Unlawfully dressed | Rule 12.2(k) | 1 |
| Unauthorised photography | Rule 12.2(l) | 2 |
| Unauthorised publication of image | Rule 12.2(m) | 2 |
| Writing, drawing or affixing defamatory material on Abu Dhabi Ports' property | Rule 12.2(n) | 3 |
| Removing or defacing an authorised notice board or Document | Rule 12.2(o) | 2 |
| Obstructing the activities of another Port User | Rule 12.2(p) | 2 |
| Interfering or hindering an Abu Dhabi Ports' Authorised Officer | Rule 12.2(q) | 3 |
| Interfering with equipment | Rule 12.2(r) | 3 |
| Establishing a camp | Rule 12.2(s)(i) | 1 |
| Establishing temporary shelter | Rule 12.2(s)(ii) | 1 |
| Cooking other than in canteen | Rule 12.2(t)(i) | 1 |
| Reheating food other than in canteen | Rule 12.2(t)(ii) | 1 |
| Washing food containers other than in canteen | Rule 12.2(t)(iii) | 1 |
| Transporting LPG not used for vehicle propulsion | Rule 12.2(u) | 2 |
| Bringing an animal into Port without consent | Rule 12.4.1 | 1 |
| Unsecured animal on Ship | Rule 12.4.3 | 1 |
| Failure to report an incident (non-Ship) | Rule 12.5.1 | 2 |
| Failure to comply with Port Waste Management Plan | Rule 13.1 | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|------------------|----------------|
| Failure to take all reasonable steps to prevent Pollution | Rule 13.2.1 | 4 |
| Unauthorised deposit or discharge of harmful matter | Rule 13.2.2 | 3 |
| Failure to report the dropping or depositing of an article | Rule 13.4 | 2 |
| Failure to comply with occupational health and safety requirements relevant to the Activity | Rule 14.1 | 2 |
| Failure to wear PPE appropriate to Activity | Rule 14.2.1 | 2 |
| Failure to wear mandatory PPE within a Facility | Rule 14.2.2 | 2 |
| Failure to wear mandatory PPE in Port Operations area | Rule 14.2.2 | 2 |
| Vehicle operated other than in accordance with Applicable Law | Rule 14.3(a)(i) | 1 |
| Failure to comply with Traffic Management Plan | Rule 14.3(a)(ii) | 1 |
| Vehicle speeding | Rule 14.3(b) | 1 |
| Using a cellular (mobile) phone while driving | Rule 14.3(c) | 1 |
| Inappropriate use of vehicle horn | Rule 14.3(d) | 1 |
| Failure by occupants to use seatbelts in moving vehicle | Rule 14.3(e) | 1 |
| Irresponsible road behaviour | Rule 14.3(f) | 1 |
| Unauthorised vehicle use in Port Operations area | Rule 14.3(g) | 2 |
| Failure to yield or give right of way to Internal Movement Vehicle | Rule 14.3(h) | 1 |
| Unauthorised parking of vehicle | Rule 14.3(i) | 1 |
| Leaving vehicle in Port Operations area without authorisation | Rule 14.3(j)(i) | 2 |
| Vehicle left with engine running | Rule 14.3(j) | 1 |
| Sleeping in or resting underneath vehicle other than in areas designated for this purpose | Rule 14.3(k) | 1 |
| Idling or stopping a vehicle in restricted area | Rule 14.3(l) | 2 |
| Unsafe refuelling of vehicle | Rule 14.4 | 1 |
| Repairing a vehicle other than in an approved Facility | Rule 14.5.1 | 1 |
| Failure to notify vehicle breakdown | Rule 14.6(a) | 1 |
| Failure to activate hazard warning lights | Rule 14.6(b) | 1 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|----------------|----------------|
| Failure to remain with disabled vehicle | Rule 14.6(c) | 1 |
| Using portable radio equipment in a proscribed area | Rule 14.8.1 | 2 |
| Using non-intrinsically safe radio equipment in controlled area | Rule 14.8.2 | 2 |
| Unauthorised use of Modular Path | Rule 14.9.1 | 1 |
| Failure to comply with conditions for use of a Modular Path | Rule 14.9.2(a) | 1 |
| Failure to comply with the conditions for entry to a Modular Path | Rule 14.9.2(b) | 2 |
| Failure to secure cargo on vehicle | Rule 14.10 | 1 |
| Failure to secure required approvals for vehicle, traffic or transport activities | Rule 14.11 | 1 |
| Entering a Port without a Port Entry Permit | Rule 15.1.1 | 2 |
| Failure to present Port Entry Permit on request | Rule 15.1.8 | 1 |
| Failure to comply with conditions of Port Entry Permit | Rule 15.2 | 2 |
| Entering a Port without a valid identification Document | Rule 15.4.1 | 2 |
| Failure to present valid identification Document on request | Rule 15.4.2 | 1 |
| Entering or leaving a Port through an undesignated access | Rule 15.5 | 3 |
| Delivery of proscribed Dangerous Goods to or from a Port | Rule 16.2 | 3 |
| Failure to supply the required information prior to delivery of Dangerous Goods | Rule 16.3 | 2 |
| Failure to supply the required information relating to Dangerous Goods in due time (not Class 1 or 7) | Rule 16.3.2 | 2 |
| Failure to supply the required information relating to Dangerous Goods in due time (Class 1 and 7) | Rule 16.3.3 | 2 |
| Delivery of incorrectly packed, marked, labelled or placarded Dangerous Goods | Rule 16.4 | 3 |
| Failure to supply transport information for Dangerous Goods | Rule 16.5 | 2 |
| Failure to report an incident involving Dangerous Goods | Rule 16.6 | 3 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|--------------------|----------------|
| Failure to comply with Applicable Law relating to occupational health and safety in relation to Port Operations | Rule 17.1.1(a)(i) | 2 |
| Failure to comply with Port IHSEMS | Rule 17.1.1(a)(ii) | 2 |
| Failure to ensure Port Operations are undertaken by appropriately trained and supervised Persons | Rule 17.1.1(b) | 2 |
| Failure to modify systems of work in response new facilities | Rule 17.1.2 | 2 |
| Inadequate arrangements to deal with an emergency during Port Operations | Rule 17.2.1 | 2 |
| Failure to draw emergency arrangements to attention of other Port Users | Rule 17.2.2 | 2 |
| Failure to maintain safe access to Port Facility | Rule 17.3 | 2 |
| Failure to adequately fence and gate area used for Port Operations | Rule 17.4.1 | 2 |
| Failure to use fencing to ensure Persons on foot are separated from vehicle movements | Rule 17.4.2 | 2 |
| Failure to provide suitable vehicle to move personnel through Port Operations area | Rule 17.5(a) | 2 |
| Failure to provide gangway notice relating to available transport | Rule 17.5(b) | 2 |
| Goods not stored in stable and orderly stacks | Rule 17.6 | 2 |
| Port Facility inadequately lit | Rule 17.7 | 2 |
| Internal Movement Vehicle driven by a Person who is underage, not medically fit and / or inappropriately trained | Rule 17.8(a) | 2 |
| Carrying of Person on Internal Movement Vehicle other than driver | Rule 17.8(b) | 2 |
| Internal Movement Vehicle not marked with unladen weight | Rule 17.8(c) | 2 |
| Internal Movement Vehicle operated by a Person wearing headphones other than PPE | Rule 17.8(d) | 1 |
| Failure to ensure areas used for Port Operations comply with OSHAD-SF Code of Practice 31.0 | Rule 17.9.1 | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|--------------------|----------------|
| Failure to ensure life-saving equipment is kept free of obstructions | Rule 17.9.2 | 2 |
| Failure to adequately protect ladder or handhold provided to facilitate recovery of a Person from water | Rule 17.9.3 | 2 |
| Failure to keep area around mooring bollards clear | Rule 18.1(a) | 2 |
| Mooring lines / bollards in poor condition | Rule 18.1(b) | 2 |
| Failure to ensure sufficient Persons available to perform mooring operations on arrival of a Ship | Rule 18.2.1(a) | 2 |
| Using untrained Person to carry out mooring operations | Rule 18.2.1(b)(i) | 2 |
| Failure to ensure each Person carrying out mooring operations understands the properties and hazards associated with the different types of mooring in use. | Rule 18.2.1(b)(ii) | 2 |
| Failure to notify Harbour Master of a dispute in respect to Mooring Operations | Rule 18.2.3 | 2 |
| Failure to comply with decision issued by Harbour Master in respect to Mooring Operations | Rule 18.2.4 | 2 |
| Failure to provide safe means of access to Ship | Rule 18.3 | 2 |
| Failure to separate pedestrian access for Ro-Ro Ship | Rule 18.4(a) | 2 |
| Failure to fence (or mark and sign) pedestrian access to Ro-Ro Ship | Rule 18.4(b) | 2 |
| Failure to protect edge of Quay adjacent to Ro-Ro Ship | Rule 18.4(e) | 2 |
| Failure to provide suitable Ship-to-Ship access | Rule 18.5 | 2 |
| Failure to ensure competent member of crew in attendance each occasion Ship is accessed | Rule 18.6 | 2 |
| Failure to make use of facilities for receipt of Ship waste | Rule 18.7.1 | 2 |
| Failure of Terminal Operator to provide or procure proper and adequate facilities for the receipt of Ship waste | Rule 18.7.2(a) | 2 |
| Failure of Ship Owner, Master or Agent to provide or procure proper and adequate facilities for the receipt of Ship waste | Rule 18.7.2(b) | 2 |
| Failure to ensure waste reception facilities are open for use by all Ships | Rule 18.8 | 2 |
| Undertaking Hot Work on a Ship without an Abu Dhabi Ports Permit | Rule 18.9 | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|----------------|----------------|
| Failure to clean Port Facility on completion of Port Operations, on departure of each Ship using the Port Facility | Rule 18.10 | 2 |
| Failure to segregate Passengers from Port Operations | Rule 18.11(a) | 2 |
| Failure to clearly mark Passenger access routes | Rule 18.11(b) | 2 |
| Failure to provide vehicle to transport Passengers within Port Facility where segregation not possible | Rule 18.11(c) | 2 |
| Failure to segregate Passenger vehicle movements from Port Operations | Rule 18.11(d) | 2 |
| Failure to monitor and / or control Passenger movements within Port Facility | Rule 18.11(e) | 2 |
| Failure to deploy wardens to ensure Passengers remain in designated area | Rule 18.11(f) | 2 |
| Failure to monitor and supervise access routes for Passenger vehicles | Rule 18.11(g) | 2 |
| Failure to use specific authorities to control access to Container Handling Area | Rule 19.2.1 | 2 |
| Failure to record details of vehicle and Persons accessing Container Handling Area | Rule 19.2.2 | 2 |
| Failure to inform Person entering Container Handling Area of the procedures to follow within | Rule 19.2.3 | 2 |
| Failure to retain records relating to Container Handling Area access | Rule 19.2.4(a) | 2 |
| Failure to make records relating to Container Handling Area access available to authority on request | Rule 19.2.4(b) | 2 |
| Failure to prohibit walking within Container Handling Area other than along designated waterways or under direct supervision | Rule 19.3 | 2 |
| Failure to provide transport to access a Container Handling Area | Rule 19.4 | 2 |
| Failure to inspect Container entering Container Handling Area | Rule 19.5 | 2 |
| Failure to verify gross weight of loaded Container to be loaded onto a Ship | Rule 19.6.1 | 2 |
| Failure to undertake Container weighing at an approved facility | Rule 19.6.2(a) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|----------------|----------------|
| Failure to undertake Container weighing in accordance with IMO guidelines | Rule 19.6.2(b) | 2 |
| Using unsuitable Internal Movement Vehicle for handling a Container | Rule 19.7 | 2 |
| Failure to supervise cargo handling | Rule 20.1.1 | 2 |
| Failure of Master or delegate to remain on board Ship while loading or discharging cargo | Rule 20.1.1(b) | 2 |
| Failure to ensure the safety and protection of Persons working aboard the Ship | Rule 20.1.2 | 2 |
| Inappropriate use of hatch covering | Rule 20.2 | 2 |
| Failure to provide safe access to deck cargo | Rule 20.3 | 2 |
| Failure to secure Abu Ports Permit and / or Harbour Master consent to fumigate a Ship | Rule 20.4 | 2 |
| Failure to comply with a notice issued by an Authorised Officer to remove / dispose of Goods | Rule 21.1 | 3 |
| Seeking to remove Goods from a Port without the required Permit | Rule 21.2 | 3 |
| Failure to develop and implement appropriate operational procedures for the transport, handling or storage of Dangerous Goods | Rule 22.2 | 3 |
| Acceptance of High Consequence Dangerous Goods without the consent of Abu Dhabi Ports and / or other Relevant Authorities | Rule 22.3 | 4 |
| Failure to report incident involving Dangerous Goods | Rule 22.5 | 3 |
| Failure to ensure each Person engaged on Port Operations involving Dangerous Goods has received appropriate training | Rule 22.6 | 2 |
| Inappropriately packaged, marked or labelled Dangerous Goods permitted to enter Port Facility | Rule 22.7 | 3 |
| Inappropriately marked or placarded Dangerous Goods CTU permitted to enter Port Facility | Rule 22.8 | 3 |
| Dangerous Goods not appropriately segregated | Rule 22.9 | 3 |
| Failure to restrict access to area used for the transport, handling and storage of Dangerous Goods | Rule 22.10(a) | 2 |
| Inadequate access control system to area used for the transport, handling and storage of Dangerous Goods | Rule 22.10(b) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|--------------------|----------------|
| Failure to designate area for storage of damaged Dangerous Goods | Rule 22.11.1 | 2 |
| Failure to provide facilities to repack, or separate and dispose of waste contaminated by Dangerous Goods | Rule 22.11.2 | 2 |
| Inadequate lighting of area used for the transport, handling or storage of Dangerous Goods | Rule 22.12 | 2 |
| Failure to appoint Dangerous Goods adviser | Rule 22.13 | 2 |
| Failure to have in place written emergency plan for dealing with a dangerous situation arising from the transport, handling or storage of Dangerous Goods | Rule 22.3.1 | 3 |
| Failure to develop Dangerous Goods emergency plan in consultation with relevant emergency services | Rule 22.3.2(a) | 3 |
| Failure to secure Abu Dhabi Ports' approval for Dangerous Goods emergency plan | Rule 22.3.2(b) | 3 |
| Failure to make Persons engaged in the transport, handling or storage of Dangerous Goods aware of the Dangerous Goods emergency plan | Rule 22.3.3(a) | 2 |
| Failure to ensure Persons operating Dangerous Goods emergency response equipment are competent to do so | Rule 22.3.3(b) | 2 |
| Failure to ensure Dangerous Goods emergency response equipment is maintained | Rule 22.3.4(a) | 3 |
| Failure to ensure Dangerous Goods emergency response equipment is readily available | Rule 22.3.4(b) | 3 |
| Failure to comply with Port IHSEMS in relation to the handling of liquid bulk cargoes | Rule 23.2(b) | 2 |
| Failure to agree procedure for the loading or discharge of a liquid bulk cargo | Rule 23.3.1(a)(i) | 2 |
| Failure to agree emergency action to be taken during cargo operations | Rule 23.3.1(a)(ii) | 2 |
| Failure to agree unambiguous communications | Rule 23.3.1(b) | 2 |
| Failure to complete Ship / shore check list | Rule 23.3.1(c) | 2 |
| Failure to sign Ship / shore check list | Rule 23.3.2(a) | 2 |
| Failure to retain Ship / shore check list | Rule 23.3.2(b) | 2 |
| Failure to make Ship / shore check list available for inspection | Rule 23.3.2(c) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|------------------|----------------|
| Failure to examine cargo-transfer hoses before use | Rule 23.4.1 | 2 |
| Failure to record results of cargo transfer hose examination | Rule 23.4.2 | 2 |
| Failure to ensure appropriate means of escape from berth | Rule 23.5 | 2 |
| Failure to ensure emergency release couplings are used | Rule 23.6 | 3 |
| Failure to appoint Terminal Representative | Rule 24.2 | 2 |
| Failure to ensure Port Operations related to solid bulk cargoes are undertaken as contemplated in IMO Codes | Rule 24.3.1 | 2 |
| Failure to ensure Terminal Representative supplied with latest edition of IMO Codes | Rule 24.3.2 | 2 |
| Acceptance of unsuitable Bulk Carrier for berthing | Rule 24.4(a) | 2 |
| Using uncertified loading or unloading equipment for solid bulk cargoes | Rule 24.4(b)(i) | 2 |
| Failure to examine, test or maintain loading or unloading equipment for solid bulk cargoes | Rule 24.4(b)(ii) | 2 |
| Failure to ensure relevant personnel are provided with and use appropriate PPE | Rule 24.4(c)(i) | 2 |
| Failure to ensure relevant personnel are duly rested | Rule 24.4(c)(ii) | 2 |
| Failure to ensure terminal area and all equipment are in a clean and tidy condition | Rule 24.4(d) | 2 |
| Failure to ensure training provided to all personnel engaged in Port Operations commensurate with their responsibilities | Rule 24.5 | 2 |
| Failure to supply information to Terminal Operator | Rule 24.7 | 2 |
| Failure to supply required information to the Master of a Bulk Carrier | Rule 24.8.1 | 2 |
| Failure to record the date and time information was transmitted to the Master with the method of transmission | Rule 24.8.3 | 2 |
| Failure to agree loading or unloading plan in accordance with SOLAS | Rule 24.9.1 | 2 |
| Incorrect format used for loading or unloading plan | Rule 24.9.2(a) | 2 |
| Loading or unloading plan not signed by Master and Terminal Representative | Rule 24.9.2(b) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|-----------------|----------------|
| Failure to forward proposed loading or unloading plan to Terminal Representative | Rule 24.9.3 | 2 |
| Failure to check the proposed loading plan corresponds to the requirements of the Port Facility | Rule 24.9.4 | 2 |
| Failure to ensure all ballast pumping rates and loading rates are considered carefully to avoid overstressing the hull | Rule 24.9.5 | 2 |
| Failure to ensure revised plan is prepared, accepted and agreed by both parties | Rule 24.9.6 | 2 |
| Failure to retain loading or unloading plans | Rule 24.9.7 | 2 |
| Failure to complete Ship / shore safety checklist | Rule 24.10.1 | 2 |
| Failure to complete Ship / shore safety checklist in required format | Rule 24.10.2(a) | 1 |
| Failure to ensure Ship / shore safety checklists completed and signed by Master and Terminal Representative | Rule 24.10.2(b) | 2 |
| Failure to retain Ship / shore safety checklist | Rule 24.10.2(c) | 2 |
| Failure to maintain effective communication | Rule 24.11 | 2 |
| Failure to provide contact details to Master of Port Facility personnel | Rule 24.12 | 2 |
| Failure to notify Master of apparent deficiencies to the Ship | Rule 24.13 | 2 |
| Failure to comply with loading plan | Rule 24.14.1 | 2 |
| Deviating from loading plan without the agreement of the Master | Rule 24.14.2 | 2 |
| Failure of Terminal Operator to suspend loading operations when directed to do so by Master | Rule 24.15 | 3 |
| Failure to advise the Terminal Representative of any deviation from the unloading plan | Rule 24.16.2(a) | 2 |
| Failure to advise the Terminal Representative of any other matter which may affect the unloading | Rule 24.16.2(b) | 2 |
| Failure to consult with the Master if there is a need to amend the unloading plan | Rule 24.16.3(a) | 2 |
| Failure to comply with the duties specified in the BLU Code | Rule 24.16.3(b) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|------------------|----------------|
| Failure to agree in writing satisfactory completion of the loading or unloading | Rule 24.17 | 2 |
| Failure to report to the Master any damage that occurs to a Ship | Rule 24.18.1(a) | 2 |
| Failure to repair damage that occurs to a Ship | Rule 24.18.1(b) | 2 |
| Failure to report to Harbour Master damage that may impair the integrity of the Ship | Rule 24.18.2 | 2 |
| Failure to submit required information to Terminal Operator | Rule 25.3.1 | 2 |
| Commencing Port Operators without required documentation | Rule 25.3.2 | 2 |
| Failure to maintain required records | Rule 25.3.3 | 2 |
| Failure to ensure wastes in bulk are stowed and handled as contemplated in the IMSBC and IMDG Codes | Rule 25.4.2 | 3 |
| Failure to ensure any transboundary movement of wastes is accompanied by a waste movement Document | Rule 25.4.2 | 3 |
| Failure to prepare and deposit Manifest of Dangerous Goods in solid form in bulk | Rule 25.5 | 2 |
| Failure to report the particulars of incidents involving the loss or likely loss of Dangerous Goods in solid form into Port Waters | Rule 25.6 | 3 |
| Failure to ensure each Person engaged in the loading or unloading of Dangerous Goods in solid form in bulk is provided with appropriate breathing protection | Rule 25.7(a) | 2 |
| Failure to ensure each Person engaged in the loading or unloading of Dangerous Goods in solid form in bulk is provided with protective clothing | Rule 25.7(b) | 2 |
| Failure to ensure each Person engaged in the loading or unloading of Dangerous Goods in solid form in bulk is provided with protective skin creams | Rule 25.7(c) | 2 |
| Failure to ensure each Person engaged in the loading or unloading of Dangerous Goods in solid form in bulk is provided with facilities for personal washing | Rule 25.7(d)(i) | 2 |
| Failure to ensure each Person engaged in the loading or unloading of Dangerous Goods in solid form in bulk is provided with facilities for laundering of outer clothes | Rule 25.7(d)(ii) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|---|--------------------|----------------|
| Failure to ensure solid bulk cargoes spaces are effectively ventilated | Rule 25.8(a) | 2 |
| Failure to ensure the atmosphere in the solid bulk cargoes spaces is monitored by mean of an appropriate gas detector | Rule 25.8(b) | 2 |
| Failure to pay due consideration to the ventilation and monitoring of the atmosphere in the enclosed spaces adjacent to the solid bulk cargoes spaces | Rule 25.8(c) | 2 |
| Failure to ensure fumigation is undertaken as contemplated in IMO Circular MSC.1/Circ.1264 | Rule 25.9 | 2 |
| Failure to keep Dangerous Goods in solid form in bulk of IMDG Classes 4.1, 4.2 and 4.3 as cool and dry as reasonably practicable | Rule 25.10(a)(i) | 3 |
| Failure to store Dangerous Goods in solid form in bulk of IMDG Classes 4.1, 4.2 and 4.3 away from sources of heat and ignition | Rule 25.10(a)(ii) | 3 |
| Failure to store Dangerous Goods in solid form in bulk of IMDG Classes 4.1, 4.2 and 4.3 in a mechanically ventilated space | Rule 25.10(a)(iii) | 3 |
| Failure to display prohibition of smoking notices in dangerous areas | Rule 25.10(b) | 3 |
| Failure to keep Dangerous Goods in solid form in bulk of IMDG Class 5.1 as cool and dry as reasonably practicable | Rule 25.11(a)(i) | 3 |
| Failure to store Dangerous Goods in solid form in bulk of IMDG Class 5.1 away from all sources of heat and ignition | Rule 25.11(a)(ii) | 3 |
| Failure to separately stow Dangerous Goods in solid form in bulk of IMDG Class 5.1 from other combustible materials | Rule 25.11(a)(iii) | 3 |
| Failure to clean solid bulk cargoes spaces to be used to stow Dangerous Goods in solid form in bulk of IMDG Class 5.1 | Rule 25.11(b)(i) | 3 |
| Failure to use non-combustible securing and protecting materials to stow Dangerous Goods in solid form in bulk of IMDG Class 5.1 | Rule 25.11(b)(ii) | 3 |
| Failure to take precautions to avoid the penetration of oxidizing materials into other solid bulk cargoes spaces, bilges or spaces which may contain a combustible material | Rule 25.11(c) | 2 |



Port Rules Issue 2.2

| Violation | Rule | Penalty Rating |
|--|---------------|----------------|
| Failure to ensure Dangerous Goods in solid form in bulk of IMDG Class 8 are kept dry as reasonably practicable while loading | Rule 25.12(a) | 3 |
| Failure to ensure all solid bulk cargoes spaces are clean and dry prior to loading Dangerous Goods in solid form in bulk of IMDG Class 8 | Rule 25.12(b) | 3 |
| Failure to take precautions to prevent the penetration of Dangerous Goods in solid form in bulk of IMDG Class 8 into other solid bulk cargoes, bilges, wells or between ceiling boards | Rule 25.12(c) | 3 |
| Failure to ensure security is established as contemplated in the IMSBC and IMDG Codes | Rule 25.13 | 3 |
| Failure to comply with the International Code for the Safe Carriage of Grain in Bulk | Rule 26.2 | 2 |



Schedule 2
LIST OF SANCTIONS

| Type of Sanction | Definition of Sanction |
|---------------------------------|---|
| Abu Dhabi Ports Step-In | means Abu Dhabi Ports to step-in and perform the Port User's obligation on behalf of the Port User and be reimbursed. |
| Cancellation of ADPC Approval | means a cancellation of any relevant ADPC Approval. |
| Compensation | means compensation to ADPC for loss suffered and / or expense incurred. |
| Confiscation | Confiscation means the confiscation of items belonging to a Port User. |
| Exclusion | means a temporary or permanent exclusion of a Port User or Person from a Port. |
| Injunction | means immediate ceasing of an activity. |
| Specific Performance | means specific performance of an obligation by the Port User. |
| Termination of interest in land | means the termination of a Port User's Tenure Document. |
| Three Strike Rule | Three (3) occurrences of violating a Rule within one hundred and eighty (180) days, where (in addition to a possible Fine) the Sanction for: (a) three (3) Violations of Rule 14.3 committed by a Port User is Transport Alternative and / or Exclusion; (b) three (3) Violations of Rule 12.1 by a Port User is Confiscation and / or Exclusion. |
| Transport Alternative | means a requirement that a Port User does not drive any vehicle in a Port for a period determined by Abu Dhabi Ports. |



Schedule 3
ACTIVITIES REQUIRING ABU DHABI PORTS PERMIT

Activities requiring an Abu Dhabi Ports Permit as contemplated in Rule 4.1 – activities marked with * require an Abu Dhabi Ports Licence:

Aircraft operations, including over-flight other than those undertaken by a Relevant Authority

Bunker Fuel supply services*

Demolition

Development including the erection of temporary structures

Display of any advertisement on a fixed structure

Diving

Dredging

Fishing, from a Quay or Ship

Food processing

Hydrographic surveying other than that conducted by a Relevant Authority*

Installation or use of a public address system

Lifting Operations other than those undertaken by Ships or within the scope of licensed Port Operations

Line Handling services*

Loading (stuffing) or unloading (un-stuffing) of a Container*

Manufacturing

Operation of a Passenger Ship, other than a Passenger Ship engaged on international voyages

Photography

Pilotage services*

Port Operations

Port Worker training

Public assemblies or events including the playing of music and fireworks displays

Racing including the use of one or more vehicles, Ships, cycles or animals in an attempt to outgain, outdistance, or prevent another vehicle, Ship, cycle or animal, as the case may be, from passing, to arrive at a given destination ahead of another vehicle, Ship, cycle or animal, as the case may be

Recreational Ship operations

Retailing



Port Rules Issue 2.2

Ship agency services*

Ship chandlery services*

Ship construction or repair*

Ship inspection or surveys other than those undertaken by a Relevant Authority or a Relevant Authority

Stevedoring services*

Swimming

Towage services*

Transport, Handling or Storage of Dangerous Goods

Truck operations*

Ship loading or unloading (terminal operations)*

Waste Collection services*