



مجموعة موانئ أبوظبي
AD PORTS GROUP

Al Dhafra Region Ports Pilotage Directions

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1. DEFINITIONS

‘Al Dhafra Region VTS’ means a Vessel Traffic Services system that manages and monitors maritime traffic to ensure safe, efficient, and secure vessel movements within Al Dhafra region Ports, including the Ports of Mugharraq, Delma, Mirfa, Sila, and Jabal Dhanna.

‘Applicant’ means a Master applying for a PEC.

‘Compulsory Pilotage’ means the requirement to engage a Port licensed Pilot to conduct Pilotage service of a vessel. Unless the vessel itself falls under the category of exempted ones.

‘Combination length’ of a tug and tow is the total length of the combination measured from the forward most point of the leading tug to the after most point on the stern of the connected tail tug including the length of the towed unit and the towing rope between combinations.

‘Hazardous Goods’ means goods with a potential to cause harm or damage to persons, other living organisms, property, or the environment.

‘Holder’ means the holder of a valid PEC certificate.

‘LOA’ means length over all of a vessel from the forward most point on the bow to the aftermost point on the stern.

‘Master’ means a professional qualified seafarer serve as Captain - In command of the ship.

‘Master’s Certificate of Competency’ means a document issued to Master who meet the STCW standards of competency, issued by a competent Administration, allowing the Holder to take charge of the class of vessel being navigated.

‘Pilotage Authority’ means the Abu Dhabi Ports Group (ADPORTS GROUP).

‘Pilotage Exemption Certificate (PEC)’ means a certificate issued by the Authority to a ship’s Master for specific vessel and specific Port exempting a vessel from compulsory Pilotage when personally navigated by that Master.

‘Port’ means within the waterside limits of any of Al Dhafra Region Ports.

‘Port Regulations’ The Transport Regulations (General and Port Operations) issued by the Abu Dhabi Department of Municipal Affairs and Transportation

‘Specific Port’ means the Ports of Mugharraq; Sila, Delma, Mirfa & Jabal Dhanna.

‘Tug assistance’ means tug helps in mooring, berthing / un-berthing or escorting operation of a ship by either towing or pushing a vessel towards the Port.

‘Vessel’ means any craft designed for water transportation capable of maneuvering on their own power.

2. DIRECTIONS

2.1 Area of Jurisdiction

For the purposes of this Pilotage Direction the area of jurisdiction as defined by the Port Limits, depicted in the Port Regulations.

2.2 Application

These Pilotage directions apply to all vessels entering or departing the specific Port limits within the Al Dhafra Region of the Emirate of Abu Dhabi, UAE.

2.3 Compulsory Pilotage

Within the Port Limits, Pilotage shall be compulsory for all ships to which this direction applies, as follows:

- All vessels \geq 40m LOA.
- All vessels carrying hazardous goods in bulk \geq 24m LOA.
- All passenger vessels carrying more than 12 Passengers \geq 24m LOA.
- All types and lengths of Tug and Tow Combination.

Note:

1. Vessels where the Master is not familiar with navigating in Al Dhafra Region Ports are strongly recommended to employ the services of a Port-licensed Pilot.
2. Vessels engaged in activities such as dredging, maintaining navigation buoys and marks, or construction within the Al Dhafra Region Ports Pilotage District are subject to the requirements of the Harbour Master.

2.4 Allocation of Pilots

A licensed Pilot may be accompanied by a Pilot under training or another Pilot, to assist him in exceptional circumstances, because of the design or size of the vessel or in adverse weather conditions, or other operational or safety reasons. The Harbour Master may allocate two or more licensed Pilots to a vessel.

2.5 Exemptions from Compulsory Pilotage

Warships and vessels designated for public services or owned, used, or managed by the UAE Government, or any of its public bodies or organizations, are exempted from compulsory Pilotage at the discretion of the Harbour Master.

2.6 Pilotage Exemption Certificate (PECs)

Masters of vessels subject to compulsory Pilotage may apply for and be issued with Pilotage Exemption Certificates (PEC) for specific Al Dhafra Region Port, subject to the conditions set out in Schedule 1.

PEC will only be issued to a Master for a named vessel, or vessels, where the vessels are of equivalent size, with similar engines and steering and with similar maneuvering characteristics.

2.7 Suspension of Pilotage Directions

The Harbour Master may temporarily suspend or amend these Pilotage Directions from time to time without notice as, in his opinion, may be necessary.

2.8 Responsibility of the Master

Nothing in these Pilotage Directions relieves the Master of his overriding obligation to ensure the safe conduct and navigation of his ship. It is the duty of the Master of a vessel to comply with this Direction. It is Important that Masters are aware of current Port Rules, Directions, Circulars and Notices to Mariners.

Masters of Vessels engaging the services of a Pilot shall remain on the bridge during the 'ACT' of Pilotage and ensure that a member of the crew who is capable of understanding and executing the Pilot's orders and advice is available at all times.

3.0 PILOT BOARDING ARRANGMENT AND BOARDING GROUNDS

3.1 Pilot Boarding Places

Where Pilotage is required by these Directions, Pilots will embark / disembark. vessels at the following positions:

(a) Mugharraq Port

| | Channels | Latitude | Longitude |
|---|--|--------------|---------------|
| 1 | Mugharraq -Delma Channel "Western Channel" | 24° 12.00' N | 052° 31.50' E |
| 2 | Mugharraq -Sir Bani Yas Channel "Northern Channel" | 24° 14.30' N | 052° 34.50' E |

(b) Delma Port

| Latitude | Longitude |
|---------------|----------------|
| 24° 28.590' N | 052° 20.300' E |

(c) Sila Port

| Latitude | Longitude |
|---------------|----------------|
| 24° 04.100' N | 051° 48.300' E |

The Pilot boarding or disembarking areas may be adjusted by VTS or the Pilot, in coordination with the vessel's Master, in the event of adverse weather, poor visibility, congested traffic, or other operational challenges or safety requirements. Adjustments will be based on the vessel's size, type, draft, cargo, and traffic situation, and the vessel's passage plan should account for such changes.

3.2 Pilot Boarding Arrangements

Masters are reminded that Pilot transfer arrangements must comply with the International Convention for the Safety of Life at Sea (SOLAS) 1974, Chapter V, Regulation 23, and take into account the recommendations set forth in IMO Assembly Resolution A.1045(27).

To ensure a safe transfer, Masters must provide a good lee by adjusting the vessel's course and speed accordingly.

The Pilot reserves the right to refuse transfer if the transfer arrangements are deemed non-compliant with the above requirements.

Pilot boarding arrangements will be confirmed by Al Dhafra VTS, and the vessel's boarding and disembarking speed should generally not exceed 5 knots.

4.0 ETA'S AND ETD'S

4.1 Estimated time of arrival (ETA) at Pilot boarding station

Vessels bound to Al Dhafra Region Ports requiring the services of a Pilot shall give Al Dhafra VTS 48, 24, 12 hrs. advance notification, including the ETA, maximum drafts, and destination within the Pilotage area.

A further updated ETA shall be sent to Al Dhafra VTS, no later than 3 hours by VHF prior to arrival at the Pilot boarding ground.

4.2 Estimated time of departure (ETD) or vessels moving within the Pilotage area.

Outward vessels or vessels moving within Al Dhafra Region Ports which require the services of a Pilot shall give Al Dhafra VTS 12 & 03 hours' notice confirmed by not less than 1 hour notice of their estimated time of departure (ETD).

4.3 Failure to comply with ETA / ETD requirements.

Vessels failing to provide an ETA or ETD, in the required time scale, may be delayed in the event of a Pilot being unavailable.

5.0 SCHEDULE 1 – PILOTAGE EXEMPTION CERTIFICATES

5.1 Introduction

Pursuant to the Port Regulations the Port Authority may grant a Pilotage Exemption Certificate to the Master of a vessel operating within the Pilotage Area of a specified Port subject to the requirements set out below.

5.2 Conditions for the issue of a PEC

Channel and Berthing/Un-Berthing Pilotage Exemption Certificate will be issued for the capable vessel for specific Port that not required tugs assistance, fitted with additional maneuvering aids, such as two main engines and bow/stern thrusters or other auxiliary devices or machineries e.g. berthing and un-berthing manoeuvres can be safely achieved without the assistance of the Port tug (s).

Ships Masters enrolled should fulfil and comply with the certain criteria and pass the practical and theoretical Assessment by licensed Pilot and Harbour Master, therefore, PEC must be granted only when a certain level of experience has been gained by Masters.

If tugs required for weather or any other reasons, then the Port Pilot will board the vessel. Vessels proceeding to RO-RO jetties and requires tug to assist is subject to HM approval.

5.3 Vessels Excluded from Pilotage Exemption Certificate

- Vessels or tug-towage combination, which are carrying oil, liquefied gas, noxious liquid substances or dangerous goods in solid form in bulk or INF cargo.
- All type and length of tug-tow combinations including alongside tow.
- Vessel with machinery deficiencies OR other critical deficiencies which effect seaworthiness.
- Vessels carrying weapons on board or/ and foreign naval vessels.
- Vessel operating at higher security level than the Port (ISPS).
- Offshore structures (Oil Rig, Jack Up Barges, Dredger, Accommodation/Crane heavy-lift barges).
- Vessels with LOA more than 75 m.
- Vessels with reduced UKC below minimum.
- Deep draft vessels.
- Special movement Vessels.

5.4 Applications for PEC - Conditions and Qualifications

5.4.1 Each PEC Applicant / Holder must:

- a) Hold a valid STCW certificate of competency appropriate for the capacity in which he serves and valid for the vessel in which the PEC will be used.
- b) Be less than 65 years of age on applying date.
- c) Provide a medical fitness certificate, as required by the IMO for seafarers issued by an approved medical practitioner showing the date of examination and the period of validity/expiration date.

5.4.2 Conditions:

- a) PEC will be issued for specific and one or two of the Ports not to all Al Dhafra Region Ports.
- b) PEC will be issued for specific vessels and specific named Master.
- c) Master who expect to use tug assistance during berthing and un-berthing maneuvers will have to Request the Port Pilot.
- d) The Port Authority reserve the right to issue/withdraw and suspend PECs.

5.4.3 Qualifying and Assessment Trips for Vessels

- a) Masters of Vessels must have made the number of qualifying and assessment trips specified below, accompanied by a Pilot in the Port, within the period of the current 6 months.
- b) An Applicant for a PEC in Al Dhafra Region Ports must complete (06) six inward and (06) six outward trips, of which at least three inward and three outward trips must be undertaken during the hours of darkness.
- c) For the purposes of these Directions a trip will mean an inward or outward passage to or from the respective Port and/or berth to or from the Pilot landing/boarding station as appropriate. Moves between berths will not be regarded as a trip for this purpose.
- d) A Pilot appointed by The Port Authority will monitor and evaluate the Master's skill and performance in navigation, collision avoidance, ship handling to determine the Master's ability to navigate and manage the vessel safely.
- e) Applicants must be capable of communicating effectively using the English language, by VHF radio.
- f) The Applicant must nominate the vessel(s) and berth(s) for which the PEC will be re-issued.

5.5 Examination and Assessment

Once the Master of a vessel has satisfied the requirements set out in conditions, he will be required to undertake and pass two practical assessments by the Port Pilot followed by Harbour Master theoretical and Practical assessment.

The examination will assess, amongst other things, the applicant's knowledge of:

- a) Local knowledge and Port information.
- b) Safe Channel primary and secondary entry/exit approaches, WPT, Courses and Distances.
- c) Depths in the channel approaches, main channel and in the Port basin.
- d) Tide and current in the channel and Ports basin.
- e) Berths number, locations, and depths alongside.
- f) Channel length, width.
- g) Vessels movement, safe speed and passing requirement.
- h) AtoN identifications and understanding.
- i) Risks and Hazards, emergency response and reporting process.
- j) VTS, reporting points, channel clearances and information exchange/ communication requirement.
- k) Standards marine English terminology.
- l) Passage & contingency planning.
- m) Vessel draught, trim, squat and UKC requirements.
- n) Safe Pilot embarkation & disembarkation.
- o) Vessel capabilities, maneuverings & mooring procedures.
- p) Rules, safety, and security awareness.
- q) International Association of Lighthouse Authorities (IALA) Maritime Buoyage System A general principles and rules.
- r) Length, width, and depths of channels.
- s) Emergency preparedness.
- t) Notices to Mariners and any other matters that the examiners consider to be appropriate.

Failure of a practical assessment. The PEC Holder or applicant must successfully complete a practical re-assessment.

5.6 PEC Required Documents

Each Applicant must submit the following documents required for the issuance of a PEC certificate with the application form issued by the Authority.

- a) The original plus one copy of the Masters' Certificate of Competency, endorsed by flag state.
- b) Copy of the Vessel's Certificate of Registry.
- c) Seaman's book or other proof of sea service with sign in and stamp of the vessel.
- d) Proof of Identity.
- e) Seafarers Medical fitness certificate.
- f) A completed application form (Annex 1).
- g) Pilotage attendance and PEC tripping record form (Annex 2).
- h) A letter from the ship's agent confirming the applicant's request and undertaking to pay the fee.

5.7 Validity & Renewal of PEC

- a) Validity of PEC is for 12 consecutive calendar months from the date of issue or until the date of expiry of the Master's Certificate, whichever is the sooner.
- b) The Applicant for a PEC renewal must have completed a minimum of (06) six PEC usages within 12 months. Where this cannot be proven to the Harbour Master satisfaction, the Applicant will be reassessed.
- c) Applications for additional vessels / Ports will be considered on a case-by-case basis.
- d) PEC applicants requesting vessel changes, which are significantly different to existing vessels, may be required to re-apply and complete the prescribed number of trips followed by assessment.
- e) Exempted Masters who sign-off and sign-on again from / to the vessel(s) as specified in his PEC Certificate, will continue to be exempted from the requirement to take a Pilot until the expiry date of his PEC.
- f) A PEC will only remain valid while the Holder's Certificate of Competency and Medical Certificate remain valid.
- g) An application to the Issuing Authority for renewal of the existing PEC can be applied for provided that all requirements are met as per these conditions.

The Authority, at its discretion, reserves the right to suspend or withdraw a PEC whenever it deems necessary to ensure safety or security within the Port.

5.8 Exclusions, Indemnity and Reporting

- a. Pilotage service will be provided until the PEC is issued.
- b. All other Port charges will remain payable and their collection will continue unaffected by the issue of a PEC.

- c. The ship's operator must ensure that the ship's Master or appointed Agent inform the Authority whenever there is change of Master and when the relieving Master does not have a PEC and hence make a request for a Pilot.
- d. PECs are not transferable – (PEC will only be issued to an applicant for a named vessel, or vessels of equivalent size, with similar engines, steering and manoeuvring characteristics).
- e. Following any marine incident e.g., Grounding, Collision, Allision, pollution etc., the PEC of the person involved would be suspended. Issuance of a new PEC will only be considered after a satisfactory report from the concerned authorities is issued.

6.0 REMOTE PILOTAGE

Remote Pilotage means an activity where maritime Pilots perform their duties without boarding the ship. (“Translation from Finnish Legally binding only in Finnish and Swedish ...”) The Pilot can work while staying in the Pilot boat/tug, at the wharf or in the VTS center.

Remote Pilotage operation is subject to authorization, undertaken at the discretion of the Harbour Master and considered on a case-by-case basis.

Remote Pilotage can be considered for eligible vessels. Only offered to ships that fulfil certain requirements on LOA, type, draught, Type of cargo and the Master.

This service is not offered as a replacement for regular Piloting. Rather, it is a backup solution or an option to be considered and used when a vessel is stemmed for the Port and has stated that it has confirmed or suspected cases of Pandemic disease on board as notified on the Maritime Declaration of Health (MDH).

In addition, Remote Pilotage services can be offered to the frequently calling vessels, operates within a schedule and has a fixed Port rotation, such as Feeder vessels, upon Master/Agent request, and subject to Harbour Master approval.

The following Vessels are excluded from remote Piloting:

- Deep Draught vessel and ships with a marginal draught (maximum allowable draught).
- Ships with marginal dimensions in length and/or breadth (Ref. related Port requirement).
- Tankers.
- Dead ship.
- Vessel with IMDG class 1 & 7.
- Defects within the Vessel.
- Oil rigs.
- Jack up barge that are not self-propelled.
- Vessel restricted in its ability to Maneuver. And/or any vessel that may pose a threat to the safety of navigation, maritime Port operation and infrastructure. Safety Management System

7.0 ANNEXES

ANNEX 1 - Application for Issue or Renewal of a Pilotage Exemption Certificate.

ANNEX 2 - Pilotage Attendance and PEC Tripping Record.