



مجموعة موانئ أبوظبي
AD PORTS GROUP

Khalifa Port

Pilotage Directions

Issued By:

Abu Dhabi Ports

Version 3.0

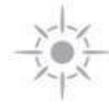
June 2024

[THIS PAGE LEFT INTENTIONALLY BLANK]



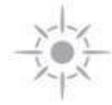
TABLE OF CONTENTS

1. DEFINITIONS	1
2. DIRECTIONS	2
2.1 Area of Jurisdiction	2
2.2 Compulsory Pilotage	2
2.3 Allocation of Pilots	2
2.4 Exemptions from Compulsory Pilotage	2
2.5 Pilotage Exemption Certificates (PECs)	3
2.6 Suspension of Pilotage Directions	3
2.7 Responsibility of the Master	3
3. PILOT BOARDING & CHANNEL APPROACHES	4
3.1 Pilot Boarding Places	4
3.2 Secondary Channel Entry/Exit Route	4
3.3 Pilot Boarding Arrangements	5
4. ETA'S AND ETD'S	6
4.1 Estimated time of arrival (ETA) at pilot boarding station	6
4.2 Estimated time of departure (ETD) or vessels moving within the pilotage area	6
4.3 Failure to comply with ETA / ETD requirements	6
5. SCHEDULE 1 - PILOTAGE EXEMPTION CERTIFICATES	7
5.1 Introduction	7
5.2 Conditions for the Issue of a PEC	7
5.3 Applications for PEC - Conditions and Qualifications	8
5.4 Examination and Assessment	9
5.5 PEC Required Documents	10
5.6 Validity of PEC	10
5.7 Exclusions, Indemnity and Reporting	11
6. SCHEDULE 2 - REMOTE PILOTAGE	11



1. DEFINITIONS

- **‘The Authority’** or **‘Pilotage Authority’** means the Abu Dhabi Ports (ADPORTS)
‘Port’ means within the waterside limits of Khalifa Port.
- **‘Pilot’** means a skilled professional mariner, licensed by Abu Dhabi Port.
- **‘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 competence, issued by a competent Administration, allowing the Holder to take charge of the class of vessel being navigated.
- **‘Pilotage Exemption Certificate’** “PEC” means a certificate issued by the Authority to a ship’s master exempting a vessel from compulsory pilotage when personally navigated by that master.
- **‘Applicant’** means a Master applying for a PEC.
- **‘Holder’** means the holder of a valid PEC certificate.
- **‘Vessel’** means a craft designed for water transportation capable of maneuvering on their own power.
- **‘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.
- **‘Hazardous Goods’** means goods with a potential to cause harm or damage to persons, other living organisms, property or the environment.
- **‘LOA’** means length overall of a vessel from the forward most point on the bow to the aftermost point on the stern.
- **‘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 the combinations.



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 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;
- Tug and Tows \geq 80 m Combination Length.

Note:

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

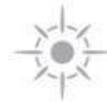
2.3 Allocation of Pilots

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.

2.4 Exemptions from Compulsory Pilotage

Warships and vessels designated for public service or owned, used or managed by the UAE Government, or any of its public bodies or organizations, are exempt from compulsory pilotage.



2.5 Pilotage Exemption Certificates (PECs)

Masters of vessels subject to compulsory pilotage may apply for and be issued with Pilotage Exemption Certificates (PEC) for Khalifa 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 similar size, with similar engines and steering and with similar maneuvering characteristics.

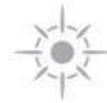
2.6 Suspension of Pilotage Directions

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

2.7 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 or 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. PILOT BOARDING & CHANNEL APPROACHES

3.1 Pilot Boarding Places

Where Pilotage is required by these Directions, pilots will embark/disembark Vessels at the following:

a) Primary - Outer Pilot Boarding Ground- Alpha (A)

The outer pilot boarding ground place centered in position 24° 57.00'N, 054° 33.40'E, named (A) alpha. This pilot boarding ground will be used as deep-water (DW) boarding place for the maximum permissible deep draft vessels and for any other vessels regardless of its size and type. The channel entry/exit approaches will be between KP1 & KP2 Buoys.

b) Secondary - Inner Pilot Boarding Ground - Bravo (B)

The inner pilot boarding ground place centered in position 24-54.00N, 054-38.20E, named (B) bravo. This pilot boarding ground will be used for certain ships on terms of a variety of parameters such as type, draught, length overall, weather and tide conditions. The channel entry /exit approaches will be between KP8 & KP10 Buoys.

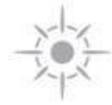
3.2 Secondary Channel Entry/Exit Route

- a) The sufficient sea room, navigable depth, dimensions of the navigational areas such as approaches, maneuvering area in the new inner pilot boarding place (B), allow safe pilot boarding conditions, and the approximately one mile (1848 meters) space between the special mark buoy KP 08 & lateral buoy KP10 with 280 meters channel width, satisfy the safe navigation day and night for inbound or outbound of certain ships.

The following requirements are mandatory whenever the vessel intend to transit through the secondary channel corridor (between the special mark KP8 and the red port-hand later a mark KP10):

A. Inbound Vessels:

- Inbound vessel of maximum of 11.0m draught and less than 240m LOA, may transit at any time day & night.
- Inbound vessel with more than 11.0m draught (up to 12.0m) and less than 240m LOA may considered to use the secondary channel (corridor) in the tidal window



Khalifa Port Pilotage Direction Version 3.0

ONLY - after satisfying certain additional operational requirements (e.g. compliance with a prescribed UKC and weather limitations, etc.).

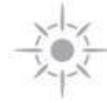
B. Outbound Vessels:

- Outbound vessel, regardless of the LOA, and up to maximum of 11.0m draught may transit at any time day & night.
- Outbound vessel, regardless of the LOA, with more than 11.0m draught (up to 12.0m) may considered to use the secondary channel (corridor) in the tidal window ONLY - after satisfying certain additional operational requirements (e.g. compliance with a prescribed UKC and weather limitations, etc.).
- Dynamic under keel clearance, vessel horizontal/vertical motions, squat effect, draught and tide/water depth must be taken into account at all times.
- In line with the good practice of seamanship, the requirements of the master-pilot information exchange should be conducted before entering the channel or departing the berth. Angle and speed of approach should be properly planned within the passage plan and conducted safely while steering a vessel to the channel entry/exit point, between the yellow special mark buoy KP8 & the red port-hand lateral mark buoy KP10. Entry on a shallow angle (at the lowest possible angle) to channel direction should be considered, taking into account the natural factors affecting the ship motion, type of the ship and its characteristics.

Khalifa Port VTS will assign the pilot boarding ground for embarking or disembarking from a vessel according to the type, size and draught of the vessel. However, the planned boarding or disembarking area may be changed by Khalifa Port VTS in the event of adverse weather conditions, poor visibility or other operational or safety reasons and the vessel passage plan should allow this.

3.3 Pilot Boarding Arrangements

- Masters are reminded that the Pilot transfer arrangements on the International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter V Regulation 23, taking due account of the recommendations in IMO Assembly Resolution A.1045(27).
- A good lee should be provided by adjusting course and speed so that the Pilot transfer can be accomplished safely.
- The Pilot reserves the right to refuse to transfer to a Vessel if, in his or her opinion, the transfer arrangements are not in accordance with the requirements outlined above.



Pilot boarding arrangements will be confirmed by VTS. Boarding speed should not exceed 5 knots.

4. ETA'S AND ETD'S

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

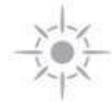
Vessels bound to the Khalifa Port requiring the services of a pilot shall give Khalifa Port VTS Station 48, 24, 12hrs advance notification, including the ETA, maximum draft and destination within the pilotage area. A further updated ETA shall be sent to Khalifa VTS Station no later than 3 hours by VHF radio prior to arrival at the pilot boarding point.

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

Outward vessels or vessels moving within the Khalifa Port which require the services of a pilot shall give Khalifa VTS Station 12 & 03 hours' notice confirmed by not less than 1 hours' 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. 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

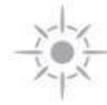
5.2.1 Vessels which has a maximum LOA of 200 meters, constantly working within Khalifa Port pilotage area, with qualified, familiar and confident Master can be exempted from the inbound and outbound channel pilotage, through the PEC process and the port pilot can board / disembark the vessel at the port main basin.

5.2.2 Type of Exemption Certificates:

- a) Channel Pilotage Exemption Certificate will be issued as per the requirements to ensure that the vessel master has the required local knowledge and can demonstrate the ability to safely navigate within the compulsory pilotage zone, and it will be valid only for the specified master and vessel.
- b) Channel and Berthing/Un-Berthing Pilotage Exemption Certificate will be issued for the capable vessel that not required tugs assistance, fitted with additional maneuvering aids, such as two main engines and bow/stern thruster 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 Assessment by Sr. 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 Harbour pilot will board the vessel.

5.2.3 Vessels Excluded from Pilotage Exemption:

- a) Vessels or tug-towage combination, which is carrying oil, liquefied gas, noxious liquid substances or dangerous goods in solid form in bulk or INF cargo.



Khalifa Port Pilotage Direction Version 3.0

Note:

Licensed Bunker Barge with Max of 120m May apply for PEC, however, this will be subjected to Harbour Master Approval.

- b) Tug-towage combination in which the length in total more than 80m.
- c) Vessels with deficiencies.
- d) Vessels carrying weapons on board or/ and foreign naval vessels.
- e) Vessel operating at higher security level than the port (ISPS).
- f) Offshore structures (Oil Rig, JUB, Dredger, Accommodation/Crane heavy-lift barges.
- g) Deep draft vessel.

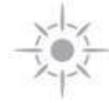
5.3 Applications for PEC - Conditions and Qualifications

5.3.1 Each PEC Applicant/ Holder must:

- a) Applicants must 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.
- 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.

5.3.2 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 Khalifa Port must complete (08) eight inward and (08) eight outward trips, of which at least three inward and two 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 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.



Khalifa Port Pilotage Direction Version 3.0

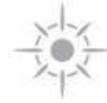
- e) Masters who expect to use approved tug assistance during berthing and unberthing maneuvers will have to hire the port pilot.
- f) Applicants must be capable of communicating effectively using the English language, by VHF radio.
- g) PEC may only be used on vessel(s) and berth(s) which have been nominated
- h) A PEC will only remain valid while the Holder's Certificate of Competency and Medical Certificate remain valid.
- i) The Applicant must nominate the vessel(s) and berth(s) for which the PEC will be reissued.

5.4 Examination and Assessment

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

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

- Local knowledge and port information.
- Safe Channel primary and secondary entry/exit approaches, WPT, Courses and Distances.
- Depths in the channel approaches, main channel and in the port basin.
- Tide and current in the channel and ports basin.
- Berths number, locations and depths alongside.
- Channel length, width.
- Vessels movement, safe speed and passing requirement.
- AtoN identifications and understanding.
- Risks and Hazards, emergency response and reporting process.
- VTS, reporting points, channel clearances and information exchange/communication requirement.
- Standards marine English terminology.
- Passage & contingency planning.
- Vessel Draught, Trim, Squat and UKC requirements.
- Safe pilot embarkation & disembarkation, Pilot boarding ground A & B.
- Vessel capabilities, maneuverings & mooring procedures.
- Rules, safety and security awareness.



Khalifa Port Pilotage Direction Version 3.0

- 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.

5.5 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.

- The original plus one copy of the Masters' Certificate of Competency, endorsed as applicable.
- Copy of the Vessel's Certificate of Registry.
- Seaman's book or other proof of sea service.
- Proof of Identity.
- Medical fitness certificate.
- A completed application form (Annex 1).
- Piloting attendance form (Annex 2).
- A letter from the ship's agent confirming the applicant's request and undertaking to pay the fee.

5.6 Validity of PEC

5.6.1 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.

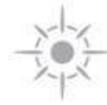
5.6.2 The Applicant for a PEC renewal must have completed a minimum of six PEC usages within 12 months. Where this cannot be proven to the Harbour Master satisfaction, the Applicant will be reassessed.

5.6.3 Applications for additional vessels / berths will be considered on a case-by-case basis.

5.6.4 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.

5.6.5 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.

5.6.6 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.



Khalifa Port Pilotage Direction Version 3.0

5.6.7 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.

5.7 Exclusions, Indemnity and Reporting

5.7.1 Pilotage will be provided until the PEC is issued.

5.7.2 All other port charges will remain payable and their collection will continue unaffected by the issue of a PEC.

5.7.3 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.

5.7.4 PECs are not transferable – (PEC will only be issued to an applicant for a named vessel, or vessels of similar size, with similar engines, steering and manoeuvring characteristics).

5.7.5 Following any marine incident e.g., Grounding, Collision, Allison, 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. SCHEDULE 2 - REMOTE PILOTAGE

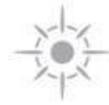
Remote pilotage means an activity where maritime pilots perform their duties without boarding the ship. The pilot can work while staying in the boat, at the wharf or in the VTS center.

Remote Pilotage operation in Khalifa Port 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, sort 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.



Khalifa Port Pilotage Direction Version 3.0

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);
- Tanker;
- 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.