



مجموعة موانئ أبوظبي
AD PORTS GROUP

Musaffah Port Pilotage Directions

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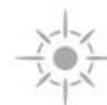


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1. DEFINITIONS

Term	Meaning
APPLICANT	Master applying for an MFC or PEC.
AIR DRAFT/ DRAUGHT	The distance from the surface of the water to the highest point on a vessel.
COMBINATION LENGTH	A 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.
DRAUGHT	Vertical distance between the waterline and bottom of the vessel hull (Keel).
ESCORTING TUG	Approved tug provided for the purposes of safe navigation and/or shifting in the channel.
HM	Musaffah Port Harbour Master.
HOLDER	The holder of a valid PEC certificate.
HAZARDOUS Goods	Goods with a potential to cause harm or damage to persons, other living organisms, property or the environment.
LOA	Length overall of a vessel from the forward most point on the bow to the aftermost point on the stern.
MASTER	A professional qualified seafarer serves as Captain /In command of the ship.
MFC	Musaffah Channel Familiarization Certificate.
NTM	Notice to Mariners.
MASTER CERTEFICATE OF COMPETENCY	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.
MARSA	AD Ports Marine Application System.
PORT	Within the waterside limits (water boundaries) of Musaffah Port.
PILOT	skilled professional mariner, licensed by Abu Dhabi Port.
PEC	Pilotage Exemption Certificate issued by the Authority to a ship's master exempting a vessel from compulsory pilotage when personally navigated by that master.
SIDE TOWAGE	Any tug assisting a barge or a tow while connected through the side and transiting Musaffah Channel or shifting berths within Musaffah port limits.
TUG ASSISTANCE	Tug helps in mooring, berthing/un-berthing or escorting operation of a ship by either towing or pushing a vessel towards the port.
THE AUTHORITY	Pilotage Authority, the Abu Dhabi Ports Group, represented by the Port Harbour Master.
VESSEL	Any ship, craft or structure designed for water transportation and operation, capable of navigation & maneuvering on their own power.
VTS	Vessel Traffic Services.



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, which include:

- Musaffah Port basin.
- The Old Musaffah Channel (Khour Al Bateen) & approaches.
- The New Musaffah Channel & approaches.

2.1 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.

2.2 Compulsory Pilotage

Pilotage within the port of Musaffah is compulsory for all commercial vessels navigating in the channels or shifting berth.

2.3 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.

2.4 PEC & MFC

Masters of vessels subject to compulsory pilotage may apply for Pilot Exemption Certificates (PEC) for Musaffah Port, subject to the conditions set out in **Schedule 1** or Musaffah Channel Familiarization Certificate (MFC) subject to the conditions set out in **Schedule 2**.

PEC and MFC 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.

Exemptions from Pilotage are Granted as follows:

- For holders of a Musaffah Channel Familiarization Course Certificate (MFC) it applies to:
 - A. Vessels \leq 80m LOA
 - B. Tug and Tows \leq 80 m Combination Length
 - C. All assisting Tugs with Side Towing \leq 40m LOA
 - D. All vessels carrying hazardous goods in bulk \leq 40m LOA
 - E. All Passenger vessels carrying less than 12 Passengers \leq 40m LOA



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- For Holders of a Pilot Exemption Certificate (PEC) it applies to:
 - A. Vessels >80 m ≤140 m LOA

2.5 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.

2.6 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 master's 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 Place

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

New Musaffah Channel

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

The outer pilot boarding ground place centered in position 24°34.30'N 54°13.94'E, named (A) alpha. This pilot boarding ground will be used as deep-water (DW) boarding place for the maximum permissible deep draught vessels and for any other vessels regardless of its size and type. The channel entry/exit approaches will be between M1 & M2 Buoys.

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

The inner pilot boarding ground place centered in position 24°29.00'N 54°14.20'E, named (B) bravo. This pilot boarding ground will be used for vessels with a draught of less than 5 meters and for certain vessels on terms of a variety of parameters such as type, length overall, weather and tide conditions. The channel entry /exit approaches will be between M09 & M10 Buoys.

Old Musaffah Channel- Khour Al Bateen

The pilot boarding place centered in position 24°30.099'N 54°17.898'E, named Khowr Al Bateen. This pilot boarding ground will be used for vessels calling Musaffah Port and terminals located at the Northern Side of the Causeway (floating bridge). Maximum allowable draught (4.7) meters. Vessel above (4.7) meters draught and up to maximum (6.2) meters will be considered only during the High tide window – subject to HM approval.

3.2 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) as amended.
- 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 Ground

Vessels bound to the Musaffah Port requiring the services of a pilot shall give Musaffah Port VTS Station 48, 24, 12hrs advance notification, including the ETA, maximum draught and destination within the pilotage area. A further updated ETA shall be sent to Musaffah 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 Musaffah Port which require the services of a pilot shall give Musaffah 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 CERTIFICATE

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 >80 m ≤140 meters LOA, constantly working within Musaffah Port pilotage area, with qualified, familiar and confident Master can be exempted from the inbound and outbound channel pilotage, through the PEC process.

5.2.2 Type of Exemption Certificates:

- a) PEC 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 specific master and vessel (s).
- b) Channels and Berthing/Un-Berthing Pilotage Exemption Certificate will be issued for the capable vessel that not exceeding 140m in length (80 to 140 meters LOA) and 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 maneuvers 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 Pilot and Harbour Master or his delegate, 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.
- c) Channels and Berthing/Un-Berthing Musaffah familiarization Certificate (MFC) will be issued for the capable candidate & for vessel that not exceeding 80m in length and not required tugs assistance, berthing and un-berthing maneuvers can be safely achieved without the assistance of the port tug (s). Ships Masters enrolled should fulfil and comply with the certain criteria and to complete Musaffah Familiarization Course at Abu Dhabi Maritime Academy.

5.2.3 Vessels Excluded from Pilotage Exemption:

- a) Vessels with LOA more than 140m.
- b) Tug-towage combination in which the length in total more than 140 m.
- c) 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 or Special Movement.



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- d) Vessels with deficiencies.
- e) Vessels carrying weapons on board or/ and foreign naval vessels.
- f) Vessel operating at higher security level than the port (ISPS).
- g) Deep draft vessel.
- h) Offshore structures (Oil Rig, JUB, Dredger, Accommodation/Crane heavy-lift barges).

Note:

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

Tug-towage combination with Pipeline that not exceeding the 250 meters, may apply for PEC, however, this will be subjected to Harbour Master Approval.

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 Musaffah Port (New Musaffah Channel) must complete (06) six inward and (06) six outward trips, of which at least three inward and two outward trips must be undertaken during the hours of darkness.
- c) An Applicant for a PEC in Musaffah Port (Old Musaffah Channel) must complete (02) two inward and (02) two outward trips, of which at least one inward and one outward trip must be undertaken during the hours of darkness.
- d) For the purposes of these Directions a trip will mean an inward or outward passage to or from the respective port/terminal and/or berth to or from the pilot landing/boarding ground as appropriate. Moves between berths will not be regarded as a trip for this purpose.
- e) A Pilot appointed by the Harbour Master 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.
- f) Masters who expect to use approved tug assistance during berthing and unberthing maneuvers will have to hire the port pilot.



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- g) Applicants must be capable of communicating effectively using the English language, by VHF radio.
- h) PEC may only be used on vessel (s) and berth(s) which have been nominated
- i) A PEC will only remain valid while the Holder's Certificate of Competency and Medical Certificate remain valid.
- j) 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 (or his delegate) 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 (Fairway Buoy).
- Vessel capabilities, maneuverings & mooring procedures.
- Rules, safety and security awareness.
- Notice to Mariners and any other matters that the examiners consider to be appropriate.
- Musaffah Causeway (floating bridge) and Hudayriyat bridge transit requirements.

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.
- 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 maneuvering characteristics).
- 5.7.5** 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. SCHEDULE 2 – MUSAFFAH FAMILIARIZATION CERTIFICATE (MFC)

6.1 Issue of an MFC

The Authority, in exercising the powers invested in it by the Transport Regulations (General and Port Operations) shall grant an MFC to the holder of a Management Level Certificate of Competency of a vessel within the Port provided the conditions set out below are met.

6.2 Conditions and Qualifications

In order to attend a Musaffah Channels Familiarization Course the candidate must:

- a) Be in the employment of, and be nominated by, an owner/operator of vessels within the class for which the Certificate applies
- b) Be the holder of a Management Level Certificate of Competency
- c) Have carried out a minimum of 2 familiarization trips in the preceding 12 months before the course, either:
 - a. With a pilot on board, or
 - b. With a holder of an MFC

When an owner/operator books a candidate on the course, they must provide proof of that person having carried out the required familiarization trips, either by:

- a) A Testimonial Letter, on headed paper signed and stamped, stating the candidate has carried out the trips, or
- b) A Tripping Record showing the trips certified by the Pilot/MFC Holder and endorsed by the owner/operator

In order to be issued with a Musaffah Channels Familiarization Certificate the candidate must have completed the one-day Musaffah Channel Familiarization Course at Abu Dhabi Maritime Academy having met the attendance requirements.

6.3 Validity of Musaffah Channel Familiarization Certificate

6.3.1 The MFC will be valid for a period of 2 calendar years from the date on which the Candidate attend the Course.

6.3.2 The MFC is only valid for the ships of the owner/operator under whose employment the Holder was when the certificate was issued

6.4 Revalidation of Musaffah Channel Familiarization Certificate

6.4.1 Abu Dhabi Maritime Academy is responsible for the revalidation of MFC certificates.

6.4.2 The MFC can be revalidated for a further 2 years providing the following criteria are met:



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- a) The application for revalidation must be before the certificate expires. Application can be submitted as soon as the criteria in b below are met without affecting the total period of validity of the existing and revalidated certificate.
- b) The Holder has completed the following trips during the period of validity
 - a. 4 trips, 2 inbound and 2 outbound, during the first year of validity (or the period since revalidation to the end of the first anniversary of the certificate in case it is a subsequent revalidation)
 - b. 4 trips, 2 inbound and 2 outbound, during the second year of validity with one of the trips being performed in the last 6 months of the certificate's validity.
- c) The Holder remains in possession of a valid Management Level Certificate of Competency

6.4.3 These trips are to be recorded on the "Musaffah Channel Tripping Record for MFC Revalidation" form (Annex 3) and are validated by the MARSA system prior to re-issue.

6.4.4 The revalidated expiry will be based on the original certificate issue date or revalidation date if done prior to 11/01/18.

6.5 Revalidation Procedure

In order to streamline the process and remove the need for unnecessary visits to Abu Dhabi Maritime Academy the following procedure for requesting a revalidation should be followed.

1. Submit a scan of the tripping record to the Abu Dhabi Maritime Academy
2. Abu Dhabi Maritime Academy will check the record using the MARSA system
3. If the record is accepted, you will be informed by e-mail and you must then send the following original documents to Abu Dhabi Maritime Academy:
 - a. Original Certificates of Competencies and endorsements as required
 - b. Original company letter head to renew the certificates including the candidates' names
 - c. Original Tripping record duly endorsed from the company
 - d. Original existing Musaffah Channel Certificates
4. Abu Dhabi Maritime Academy will prepare and hand over the revalidated certificate to the person presenting the above documents.
5. If the tripping record is not accepted, the candidate will be informed by e-mail and then either be given the opportunity to resubmit the record or you will need to book a new course.

6.6 Exclusions, Indemnity and Reporting

6.6.1 Pilotage will be provided until the MFC is issued.



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- 6.6.2** All other port charges will remain payable and their collection will continue unaffected by the issue of an MFC.
- 6.6.3** The MFC levy charge is payable for each use of the channel as per Musaffah Channel Tariff.
- 6.6.4** The ship's operator must ensure that the ship's Master or appointed Agent inform the Harbour Master whenever there is change of Master and when the relieving Master does not have an MFC and hence make a request for a pilot.
- 6.6.5** MFCs are not transferable between owner/operators.
- 6.6.6** Following any marine incident e.g., Grounding, Collision, Allision, pollution etc., the MFC of the person involved would be suspended. Re-activation of the MFC will only be considered after a satisfactory report from the concerned authorities is issued and the Holder attends the Musaffah Channel familiarization Course.



7. HUDAYRIYAT BRIDGE & MUSAFFAH CAUSEWAY VESSELS TRANSIT

Considering the old Musaffah channel transit and passing under Hudayriyat bridge which is crossing the Old Musaffah channel (Khour Al Bateen). All required details related to maximum allowable draught, air draught and horizontal / vertical clearances to pass under Hudayriyat bridge are detailed in the Port NTM no 04/2023.

In addition, transiting through Musaffah Causeway (floating bridge) which is located South of Musaffah Port, in the middle of the overall Musaffah waterways. All required details related to communication, navigation information, causeway (floating bridge) transit practices including planning and mechanism are stated in the Port NTM no 04/2023.

Note: As from 12 March 2023, Musaffah Channel Familiarization course will consist of the old and new Musaffah channels transit, consequently, all Master holding MFC before this date, will be limited to use the new Musaffah channel only. Masters shall attend the updated course at Abu Dhabi Maritime Academy for transiting through the old Musaffah channel. Furthermore, additional trips are required for the Old Musaffah Channel PEC applicant, as specified in this document/ schedule 1 Pilotage Exemption Certificate.



8. 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 Musaffah 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.

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.