

Notice To Mariner No. 113

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SUBJECT : **SAFETY / SECURITY REGULATIONS & REQUIREMENTS
FOR TANKERS CALLING FUJAIRAH
(OIL TERMINALS & ANCHORAGE AREA)**

Port of Fujairah is pleased to inform you the following for tankers calling at Fujairah, kindly advise all your principals accordingly. This Notice to Mariner supersedes previous notices nos. 69,74, 81,84,85, 89, 99 and 100.

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1. Checklist - Ship Certificates
2. CAS Checklist
3. Emergency Towing Wires
4. Permission to Enter – ISPS Form No.1
5. Tanker Pre-Arrival information.

I. CERTIFICATES

Tankers calling at Port of Fujairah Oil Terminals or F.O.A.A must have the following valid original statutory certificates & documents onboard,

- a) Load Line Certificate
- b) Cargo Ship Safety Construction Certificate
- c) Cargo Ship Safety Equipment Certificate
- d) Cargo Ship Safety Radio Certificate
- e) Civil Liability Certificate issued from flag state (issued in accordance with provisions of International Convention on Civil Liability for Oil Pollution Damage 1992)
- f) The International Oil Pollution Prevention (I.O.P.P) Certificate
- g) Certificate of Ship's Registry
- h) Certificate of Class (Hull & Machinery)
- i) Ship Sanitation Control Exemption Certificate
- j) ISM Safety Management Certificate
- k) Oil Record Books (Engine / Cargo & Ballast Operations)
- l) Shipboard Oil Pollution Emergency Plan (SOPEP)
- m) International Air Pollution Prevention Certificate (IAPP) (if applicable)
- n) International Ship Security Certificate (ISSC)
- o) Shipboard Marine Pollution Emergency Plan (SMPEP) (Chemical vessels only)
- p) NLS Certificate (Chemical vessels only)
- q) Certificate of Fitness (Chemical vessels only)

Note : Tanker requesting Anchorage / Port Clearance must submit copies of above certificates in advance along with duly filled "CHECKLIST - SHIP CERTIFICATES" (Attachment 1).

For Single Hull Tankers

1. Single Hull Tankers of more than 25 years of age are not allowed for any Hydrocarbon operations regardless ship's Dead Weight.
2. CAS Certificate and Flag State Permission required for Single Hull Tankers between 15 & 25 years of age along with duly filled "CAS CHECKLIST" (Attachment 2).

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II. GENERAL REGULATIONS

1. Pilot Station

a) Port of Fujairah

i) Port of Fujairah Fairway Buoy

Co-ordinates: $25^{\circ} 09.33' N$ & $056^{\circ} 22.2' E$

Light : FL.R.2s

ii) Pilot Station for vessels calling Port of Fujairah

Half nautical mile East of Port of Fujairah Fairway Buoy, that means at Position,

$25^{\circ} 09.33' N$ & $056^{\circ} 22.73' E$

b) Vopak Horizon Fujairah Limited

Pilot Station for tankers calling at Vopak Horizon Fujairah Terminal is at position,

$075^{\circ} x 2.0$ Nautical Mile from Fujairah Breakwater Racon, co-ordinates,

$25^{\circ} 11.00' N$ & $056^{\circ} 24.27' E$

2. Berthing / Unberthing available round the clock.
3. Vessels will be berthed on first come first served basis.
4. Maximum allowed trim berthing / unberthing and alongside is $0.015 \times LOA$.
5. All communication whilst Cargo Operation at Oil Terminals by U.H.F and the Channels as decide by Terminal Superintendent.
6. In case of Pollution or Fire, immediately inform the Port Control.
7. Wind Speed restriction for Marine Loading Arms.
 - Service position : 30 knots
 - Operational Position : 40 knots
 - Parked position : 80 knots
8. Immobilising, Maintenance, Hot work, Tank cleaning and tank washing are not allowed at Oil Terminals.
9. Crew change is allowed at Port of Fujairah Oil Terminals, but is not allowed at Vopak Terminal.
10. Fresh water supply available through pipeline at Port of Fujairah Oil Terminals.
11. De-slopping by shore pipeline not available at the Terminals.
12. Bunker/Slop barges/Utility Boats are not allowed whilst alongside Oil Terminals.
13. If there are any protrusions on ship's hull, then ship's agent should arrange pneumatic fenders.

14. Mooring lines

- 14.1 Ropes or wires acceptable.
- 14.2 Wires should be used for mooring if available.
- 14.3 If vessel uses ropes and wires at the same time, mixed mooring not allowed for leading in the same direction of head, stern, breast and or springs.
- 14.4 All mooring lines should be in good condition and tended to with same tension.

15. Emergency Towing Wires

Two Emergency Towing wires, length 50-55m, diameter according to deadweight stipulated in OCIMF Mooring guidelines, to be provided one forward and one aft on the weather deck. The wires must be the type recommended for good quality mooring wires each wire must have two eyes. One eye goes over the ship's bollard with extra four turns to take the tension for a safe and secured towing. The other eye must be maintained one metre above the waterline at any freeboard. Please find attached sketch (Attachment 3).

- 16. All personnel on deck shall be wearing appropriate personal protective equipment.
- 17. Transfer of Gas by S.T.S operation is not allowed at Fujairah Offshore Anchorage Area.

18. Boarding Arrangements**a) Safe Embarkation and Disembarkation of the Pilot**

The master of a ship navigating in the port or approaches, shall afford such suitable "Weather lee" and speed reductions as dictated by the practices of good seamanship in order to provide a safe embarkation or disembarkation operation.

Pilot ladder and associated equipment to comply with SOLAS standards and the requirements of International Pilot's Association

b) Pilot Ladder

A clean and efficient pilot ladder fitted with spreaders and manropes shall be made available for the pilot to embark or disembark. At night the ladder need to be illuminated with efficient and safe light.

c) Supervision of Pilot Ladders

The rigging of pilot ladders for the embarkation/disembarkation of pilots shall be supervised by a responsible ship's officer, and shall be so effected that the ladder is well clear of any overboard discharge and that each step of the ladder rests firmly against the side of the ship. Pilot boarding / disembarking shall also be supervised by a responsible ship's officer.

d) Accommodation and Pilot Ladder (combination)

Whenever, as in the case of large vessels, the height of the deck above the water level exceeds 30 ft (9.0 metres) the accommodation ladder shall also be used in conjunction with the pilot ladder and shall be lowered to above 22 ft (7.0 metres) above the water level with the pilot ladder immediately adjacent to the bottom of the accommodation ladder.

e) **Mechanical Hoists**

A mechanical hoist of an approved pattern shall be considered an acceptable alternative to a conventional pilot ladder to be used in conjunction with the accommodation ladder.

NOTE:

Mechanical hoists whose operation relies upon a single wire are not of approved pattern under these rules.

19 Deballasting

If vessel is Segregated Ballast Tanker (SBT) of the Double Hull type and all ballast water contained in the ballast tanks is totally segregated from the cargo tanks, this includes the vents and pipelines, testing inspection before deballasting shall not be applicable.

If deballasting is required for CBT (Clean Ballast Tankers) while loading operation, permission can be obtained with the following terms and conditions,

- a. Deballasting must be in daylight under inspection, testing and monitoring of an **approved** petroleum inspector from Testing Services or Oil Laboratory.
- b. The Chemist Surveyor must board the vessel on arrival at anchorage prior berthing for sampling and testing the ballast tanks and double bottom tanks containing clean ballast water. The analysis & results must be informed to the Port Control Tower by fax and VHF.

The ballast water must not have more than the specified 10 ppm oil content, then only the pilot shall board the vessel for berthing.

- c. After berthing, the vessel can start deballasting (in daylight hours only) under the observation of Chemist Surveyor. Every hour he must take the samples and these samples to be tested until the discharge of clean ballast water is completed.
- d. If the surveyor observes any oil content while deballasting, discharging must be stopped immediately and Port Control informed through VHF radio, Channel 10 or 16.
- e. Final survey report must be submitted within 24 hours to the Harbour Master's office.

20. Attestation of Hydrocarbon Cargo Documents

Attesting Hydrocarbon Documents such as, Statement of Exportation of Oil and its Derivatives, Discharge Certificate, Certificate of Origin and Loading Certificate will be done only for Companies have bunkering Licenses in Fujairah and for tankers did cargo operation at Fujairah Oil Tanker or Vopak Horizon Fujairah Terminals. To get attested aforesaid certificates, concerned parties should follow the below instructions,

- a) Ship's E.T.A and survey company involved in Cargo operation should be informed to Harbour Master's office 2 days in advance. Port Authority will appoint an independent surveyor to attend Cargo Operation to check Quality, Quantity and Cargo Documents. Survey Charges, transportation and laboratory charges will be on Agent's account or the requested party.

- b) Attach copies from the following certificates and Originals should be available while attesting.
- i) Cargo Bill of Lading.
 - ii) Certificate of Origin.
 - iii) Cargo Manifest.
 - iv) Certificate of Quantity.
 - v) Certificate of Quality.
- c) All above documents must be submitted within a week from the date of completion of cargo operation for attesting.

III SAFETY GUIDE OPERATION

1. All Equipment, Mechanical, Electrical Devices & Inert Gas System must be in full working condition and shall maintain readiness status consistent with SOLAS, MARPOL and OCIMF.
2. Maximum operational wind speed is 30 knots.
3. Inert Gas System should be operational if applicable and tanks should be inerted to less than 8% of Oxygen by volume. Tankers not fitted with IG system as per SOLAS chapter II-2 Regulation 60 and carrying oil other than crude oil of flashpoint 60⁰ C or above can be exempted.
For Tankers below 20,000 DWT, IGS is not required but it must be working if fitted.
For tankers from 20,000 to 40,000 DWT, SOLAS Exemption Certificate is required if IGS is not fitted.
4. A properly rigged ship's gangway or accommodation ladder with safety net should be provided for the safe access of the shore personnel.
5. Tanker to be free from internal / external leakage and all cargo systems to be fully operational.
6. Stress calculations for cargo and ballasting executed and shall be within recommended safety limits. Cargo load and or discharge plan shall be ready as applicable.
7. All navigation, mooring, lighting equipment, mooring communications and engines fully operational.
8. Radars to be switched off while alongside berth.
9. VHF and AIS either switched off or on low power.
10. GMDSS equipment grounded, MF/HF to be switched off.
11. Pump rooms adequately ventilated on exhaust mode and illuminated along with fixed oxygen / gas detection and monitoring systems, which should be fully operational and running.
12. Fixed means of communication inside pump rooms from cargo control room to be fully operational with audible and visual alarms. Bilge high level alarms to be in working condition.
13. Deck lighting to be fully operational.

14. Propeller to be fully submerged (maximum as is possible).
15. Manifold drip trays to be clean, dry and without any traces of oil.
16. All scuppers on weather deck to be plugged and chocked.
17. All Stores, Engine Room and Accommodation external doors to be closed.
18. All vents to be trimmed to exclude entry of cargo vapours inside Accommodation and Engine Room / Machinery Spaces.
19. Air conditioning system to be in recirculation mode, or to be fitted with gas detection system at the Fresh Air intake vents.
20. Wilden pumps to be rigged properly and earthed, ready for instant operation.
21. Fire fighting equipment ready at the operation manifold, this includes,
 - A- Dry Powder fire extinguishers.
 - B- Two fire hoses ready at forward and aft of the manifold.
 - C- Fire plan including updated crew list with Ports name and date, stowage plan and MSDS for onboard cargo.
 - D- International Shore Connection with requisite nuts/bolts/gaskets and spanners.
 - E- Fire main to be kept pressurised throughout vessel stay at terminal.
22. Anti Oil Pollution equipment ready at the manifold.
23. Pressure gauges fitted at all manifolds on either side.
24. Pressure Vacuum valves in good working condition.
25. All cargo and ballast tank covers to be closed and secured.
26. Unused cargo and bunker connections secured with blanks fully bolted.
27. All COT's to be fitted with operational independent Overfill Alarms with visual and audible means on main deck beside Cargo Control Room.

Below conditions required to be fulfilled by the vessels not fitted with overfill alarms and fixed tanks gauging system for cargo oil tanks,

- a. At least 3 nos. operational and MMC/UTI tapes onboard with certificates.
 - b. Vessel should not top off more than 2 cargo tanks at a time.
 - c. Tanks should not be loaded more than 90% of their capacities.
 - d. Number of cargo watch keepers increased to monitor not only topping off tanks but other tanks as well to confirm tanks levels are maintaining.
 - e. Each watch keeper must carry independent walkie talkie to communicate with cargo officer directly without any delay.
28. Oxygen and Acetylene bottles must be stowed inside the specified lockers and to be disconnected from the mains. No empty bottles outside the specific lockers.

29. All COT's to be fitted with closed tank gauging system with remote readout in cargo control room. This system should also have High level alarms for each tank.
30. Sampling only allowed with closed sampling devices and samplers.
31. At Oil Terminal-1, after each operation (Loading or discharging) the stripping of Loading Arms can be done by the following options,
- i) To Tanker.
 - ii) To Quay sump tank.
 - iii) To User's Line.
- First part : Outboard arm assembly always to tanker.
- Second part : Riser and inboard arm assembly to quay sump tank or user's line.
32. Pre-operation Safety Key Meeting
- A Key meeting will be held immediately after berthing before any operation commences between the ship's Master, the cargo officer normally chief officer and the Terminal Superintendent for operational and safety details.
- No ullaging / gauging / sampling and any other paper work with agents / loading master shall commence till vessel is cleared by the Terminal Superintendent.

IV PORT OF FUJAIRAH OIL TERMINALS

1. OIL TERMINAL-1

1.1 GENERAL INFORMATION

1	Total quay length	840 metres
2	Height of quay above sea level *	4.75 metres
3	Height of Lowest Low Water *	0.10 metres
4	Height of Highest Astronomical Tide *	2.80 metres
5	Extreme Highest Water*	3.14 metres
6	Vessel's maximum Length Over All	250 metres
7	Maximum arrival draught **	13.5 metres for round the clock operation.
8	Maximum sailing draft **	14.0 metres for round the clock operation.
9.	Maximum displacement	120,000 Tonnes
10	Water Depth alongside at C.D	15 metres

* Above Chart Datum (CD)

** Prior approval required from Harbour Master if draught more than the mentioned.

1.2 BERTH CONSTRUCTION & DESIGN CRITERIA

Oil Tanker Terminal-1 at Port of Fujairah is designed to accommodate following sizes of vessels at various berths with respective MLA's (Marine Loading Arms),

Berth	Berth Length x Depth (Metres)	Max. LOA x Max Draught (Metres)	Max. Displacement (Tons)	M.L.A	Maximum Allowed Height of MLA from Jetty Top (Metres)
OT1 - B1	240 x 15	180 x 13.5	54,000	4 x 12" (Two Black & Two White)	12.65
OT1 - B2W	150 x 15	130 x 13.5	25,000	2 x 12" (One Black & One White)	12.65
OT1 - B2	300 x 15	250 x 13.5	120,000	4 x 16" (Two Black & Two White)	15.15
OT1 - B2E	150 x 15	130 x 13.5	25,000	2 x 12" (One Black & One White)	12.65
OT1 - B3W	150 x 15	130 x 13.5	25,000	2 x 12" (One Black & One White)	12.65
OT1 - B3	300 x 15	250 x 13.5	120,000	4 x 16" (Two Black & Two White)	15.15
OT1 - B3E	150 x 15	130 x 13.5	25,000	2 x 12" (One Black & One White)	12.65

1.3 NOTIFICATION OF SHIP'S ARRIVAL INFORMATION & CONFIRMATION

1. Following ETA messages and information is required to be forwarded to Port Control and Oil Terminal-1 Superintendent by Ship's Agent.
 - 1.1. 72 hours Notice of arrival with ETA / Arrival Draught to Pilot Station
(Refer "II-General Regulation" for Pilot Boarding Area).
 - 1.2. 48 hours Notice updating ETA & arrival draught.
 - 1.3. 24 hours Notice updating ETA & arrival draught.
 - 1.4. 12 hours Notice updating ETA & arrival draught.

2. The following details should be sent to Harbour Master's office with copy to Oil Tanker Terminal Superintendent through vessel's nominated agent prior vessel's arrival every time and each call to any Terminal Berth,
 - 2.1 Permission to Enter – ISPS Form No.1 (Attachment 4)
 - 2.2 Tanker Pre-Arrival information as per below format (attachment 5) (at least 72 Hrs prior arrival) signed and stamped by ship master / agent.
 1. Vessel Name
 2. Call Sign / IMO Number
 3. Flag / Port of Registry
 4. Year of Built
 5. LOA and Maximum Beam
 6. NRT / GRT / Arrival Displacement
 7. Distance Bow to Manifold & Manifold to Stern
 8. Maximum Height of Manifold above waterline
 9. Summer / Tropical Deadweight
 10. Summer / Tropical Draughts
 11. Arrival and Departure Draught
 12. Last Port of Call
 13. Next Port of Call
 14. Type of Tanker SBT or CBT
 15. Number / Size and Distance between Manifolds
 16. Maximum Load / Discharge Rate per line / hour as applicable
 17. Possibility of loading / discharging multi grades, If so, How many?
 18. Last Cargo
 19. Vessel condition (Ballast / Loaded / Part Loaded)
 20. If loaded, type and quantity of cargo onboard
 21. Type and Quantity of nominated cargo to be loaded or discharged
 22. If vessel fully inerted / Confirm Inert Gas plant operational
 23. Number and type of Mooring Ropes forward, aft, main deck and their SWL's
 24. Security Level of vessel
 25. If level more than 1, state reason for higher level
 26. Name and Rank of Ship Security Officer
 27. Ship Master's Name

V- VOPAK HORIZON FUJAIRAH LIMITED TERMINAL**BERTH CONSTRUCTION & DESIGN CRITERIA****1. Berth No. 1 & 2**

Berthing Restrictions	Berth No. 1	Berth No. 2
Water depth approaches @ CD	17.0 Metres	12.0 Metres
Water depth alongside @ CD	18.0 Metres	14.0 Metres
Maximum Arrival draft @ CD	14.8 Metres	11.2 Metres
Maximum Sailing draft @ CD	15.5 Metres	11.9 Metres
Minimum DWT	5,000 Tonnes	3,000 Tonnes
Maximum Displacement	150,000 Tonnes	60,000 Tonnes
Max / Min LOA	295.0 / 74.0 Metres	200.0 / 74.0 Metres
Max / Min Manifold height above CD	23.0 / 1.0 Metres	23.0 / 1.0 Metres
Max / Min Gangway Height above CD	22.3 / 0.9 Metres	22.3 / 0.9 Metres
Berth height above CD	9.6 Metres	9.6 Metres
Minimum Freeboard	0.3 Metres	0.3 Metres

2. Berth No. 3 & 4

Berthing Restrictions	Berth No. 3	Berth No. 4
Water depth approaches @ CD	13.3 Metres	10.7 Metres
Water depth alongside @ CD	12.3 Metres	11.9 Metres
Maximum Arrival draft @ CD	10.5 Metres	8.0 Metres
Maximum Sailing draft @ CD	11.0 Metres	8.5 Metres
Minimum DWT	2,000 Tonnes	2,000 Tonnes
Maximum DWT	15,000 Tonnes	15,000 Tonnes
Max LOA	140.0 Metres	140.0 Metres
Berth height above CD	6.1 Metres	6.1 Metres
Minimum Freeboard	0.3 Metres	0.3 Metres

3. Single Point Mooring (SPM)

Water depth approaches @ CD	20.6 Metres
Water depth alongside @ CD	26.0 Metres
Maximum Draft	17.5 Metres
Minimum DWT	40,000 MT
Maximum DWT	175,000 MT
Max LOA	300.0 Metres
Manifold Crane SWL	10.0 Tonnes for DWT 40,000 to 60,000 MT 15.0 Tonnes for DWT 60,000 MT & above
Bow chain stopper Type	AKD Tongue
Bow chain stopper size	54.0 mm or 76.0 mm
Bow chain Stopper SWL	100 or 200 Tonnes as per size of Stopper
Cargo Tank atmosphere	Inerted / Less than 8% Oxygen
Maximum trim	3.0 Metres & Propeller submerged at all times

Confirm the following whilst moored at SPM

- 1 A responsible deck officer mans the bridge.
- 2 A responsible engineer mans the engine control position.
- 3 A responsible deck officer mans the cargo control room.
- 4 A deck watch is being maintained during cargo operation maintaining communication with the bridge and cargo control room.
- 5 Inform Port Control immediately if the tanker has oil pollution or fire.
- 6 Two emergency towing wires forward and aft to be kept ready as mentioned in section II above.

VI. UNBERTHING NOTICE

FUJAIRAH OIL TANKER TERMINALS & VOPAK HORIZON FUJAIRAH LIMITED (VHFL)

The maximum allowed time for tankers to stay alongside is **ONE HOUR**, from the time of disconnection of Marine Loading Arms to Pilot boarding time. Therefore, any dispute related to Cargo Quality and Quantity or documentation among the ship, Oil Storage and Cargo Surveyor should be resolved at Fujairah Offshore Anchorage Area "C" to avoid disrupting the productivity of Oil Tanker Berths.

Early sailing (within one hour from disconnection of Marine Loading Arm) is subject to confirmation from ship's master and respective user of the facility.

In case of any dispute, if the user requests in writing by fax, Port Clearance / Anchorage Clearance will be withheld till the receipt of written confirmation from the terminal user requesting vessel clearance upon resolving the dispute.

VII S.T.S OPERATION

1. Protection of Marine Environment Prohibited S.T.S Operation at off Port Limit

S.T.S tanker operation at off Port Limit is **PROHIBITED**, please refer,

1. Federal Law No. (24) of 1999 for the Protection and Development of the Environment
2. Federal Law No. (19) of 1993 concerning to the definition of territorial waters of the United Arab Emirates,

All shipping Agencies & Marine Service providing companies based in Fujairah are requested to not get involved in S.T.S tanker operation at off Port Limit. Your cooperation is requested to keep Fujairah waters clean from all types of pollution and to have safe marine operation.

2. Ship to Ship Regulation

- a. All S.T.S Operation must be at “S” area after approval from Harbour Master's Office.
 - b. Pilot & Tugs are compulsory and will be arranged by Port of Fujairah
 - c. Agent and Vessels should send E.T.A information (“S” area at F.O.A.A) to Port Control at intervals of 72 hrs., 48 hrs., and 24 hrs., prior the vessel’s arrival. Vessel should establish contact with Port control two hours prior vessel’s E.T.A on V.H.F Channels 16,8 & 10. Two hours of notice required before sailing.
 - d. Vessel's agent has to arrange Pneumatic Fenders & hoses according to “Ship to Ship Transfer Guide”.
 - e. Loaded tanker will anchor at “S” area on arrival and vessel in ballast will go alongside with the assistance of Pilot & Tugs (applicable if both vessels are almost of the same LOA).
 - f. In case of any pollution, agent must arrange an Oil Spill Response Company.
3. The sections of Certificates, General Regulations and Safety Guide Operation applicable to S.T.S.

4. Information Required

Please provide ship’s information in the given format,

	VESSEL 1	VESSEL 2
Vessel Name:		
IMO NO.		
N.R.T.		
G.R.T.		
D.W.T.		
L.O.A.		
HULL TYPE		
ARRIVAL CONDITION:		
CLASS		
E.T.A.		

VIII. SECURITY

A) ENTRY REGULATIONS

1. All visitors must report to security office before entering.
2. No unauthorized vehicles at Oil Tanker Terminal.
3. No pedestrians at Oil Tanker Terminal.
4. Visitors to use Terminal vehicle only.
5. Visitors to wear helmets and high visibility florescent jackets.
6. No work permits without pre-approval from Terminal Superintendent.
7. Visitors to take care of high voltages inside.
8. Speed limit 20 Km/hr for authorized vehicles inside Terminal.
9. Visitors to follow fire-fighting and emergency assembling instructions if applicable.
10. All types of Cameras / Mobile Cameras and electronic equipment are prohibited.
11. Use of mobile phone is strictly not allowed inside Terminal except Intrinsically Safe Mobile Phones.
12. Vessels are not allowed to take any sort of stores / spares alongside Fujairah Oil Terminal-1 berths either by boat or from shore side.

B) INSTRUCTIONS FOR VESSEL'S CREW AT OIL TERMINAL - 1 (POF)

Vessel's crew will be permitted to go ashore according to the following Regulations,

1. Ship's agent should submit crew list to Security Office at Fujairah Oil Terminal-1 Security Gate, if crew would like to visit duty free shops inside Port.
2. Each person from ship's crew must carry proper ID with photograph of bearer and submit it to Security Gate prior leaving and collect it while re-entering Terminal.
3. Safety and Security regulations mentioned above are to be followed.
4. Transport will be provided by ship's agent for any crew member require to go outside the Port.
5. Follow safety signs / boards and instructions inside the Terminal.

IX. MARINE AND PORT HANDLING CHARGES

Marine & Port Handling charges as per Port Tariff.

Thanks & Regards,

Capt. Tamer Masoud
HARBOUR MASTER