



ميناء الملك عبدالله
King Abdullah Port

General Directions (For the Safety of Navigation)

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1 General Directions for Navigation 2016

King Abdullah Port is a privately-operated port. The Port is responsible for the navigational safety and traffic regulation of all vessels bound to and from the port.

All vessels arriving at or sailing from the port, or on passage through the ports Seaward Area, must report to VTS. The Reporting Procedures are set out in Appendix 2 of these Directions.

The Port provides a Pilotage Service for all vessels visiting the port. Mariners approaching or entering the ports jurisdiction are subject to VTS.

The Harbour Master is responsible for the regulation of vessels within the ports area of jurisdiction. He is responsible for enforcing General Directions and can issue a Special Direction to the master of any ship within his jurisdiction for the purposes of Navigational Safety or Traffic Regulation.

The powers of the Harbour Master are also delegated to specifically authorised Deputies and Assistants, including VTS Officers.

Vessel Traffic Service is operated from the Marine Centre on a continuous 24/7- basis to provide safety of Navigation for vessel traffic, and protection for the Marine environment. VTS also provides the co-ordination and communications centre for its Pilotage Service and other allied services.

VTS is designated and operated in accordance with International and the Kingdom of Saudi Arabia (KSA) legislation.

VTS provides an Information Service (IS) and Traffic Organisation Service (TOS). Navigational Assistance Services NAS may be offered as a function of both TOS and IS but only when VTS has IALA V103 trained personnel in attendance. Failure, without good cause, to obey an instruction given by VTS with the purpose of preserving marine safety, may constitute an offence.

1.1 Introduction

The General Directions are to be used in conjunction with the Pilotage Directions and Notices to Mariners as published on the King Abdullah Port website.

It is the duty of the Master of a vessel to which a General Direction applies to comply with that Direction. The giving of a General Direction or a Special Direction shall not diminish, or in any other way affect, the responsibility of the Master of the vessel to which the direction is given in relation to his vessel, persons on board, its cargo, or any other person or property. Vessels may be issued with a Special Direction by the Harbour Master via VTS. These will be directions particular to a specific vessel for the purpose of navigational safety.

The Master of a vessel who fails to comply with a General Direction or Special Direction shall be guilty of an offence. It shall be a defence to the master of a vessel charged with such an offence to prove that he had reasonable ground for supposing that compliance with the Direction in question would be likely to imperil his vessel, or that in the circumstances compliance was impracticable.

Nothing contained in these Directions shall relieve the Master of any vessel of the obligation to comply with the Convention on the International Regulations for Preventing Collisions at Sea 1972, or a Special Direction given by the Harbour Master.

In order to maintain and enhance safety of navigation in King Abdullah Port and its Seaward approaches, it is important that master's and Watch-keepers are aware of current Directions, Notices to Mariners and Port Information Notices. It is therefore vital that owners/agents ensure that all such relevant information and publications are promptly distributed to vessels as appropriate. Current Notices can be obtained directly from the Port's internet web-site at www.portsdevco.com

These directions were reviewed and acknowledged by ECA (the government legislating body for King Abdullah Economic City and including King Abdullah Port). These directions were Agreed by ECA to be in compliance with its Ports Rules and Regulations.

2 Definitions and Interpretation

In these Directions, unless the context otherwise requires: -

The Port's Area means the area comprising the King Abdullah Port and its Seaward Area.

At Anchor in relation to any vessel means anchored either ahead or astern by anchors, but not moored!

Berthed in relation to any vessel means secured to a quay or specifically designed link-span or secured alongside a vessel so secured.

Clearance to Proceed means a time-limited permission from the Harbour Master or VTS for a specific vessel, or vessels, to navigate through or within the Port area.

Collision Regulations means The International Regulations for Preventing Collisions at Sea 1972.

Compulsory Vessel means a vessel for which pilotage is compulsory as defined in the Pilotage Directions.

Deep-Water Channel means a navigable channel, commencing in position 22⁰ 16.07' N, 38⁰ 53.04' E (KAP Fairway buoy) and northwards to include the channel and berth approaches of, as far as the northern limit of the port.

VTS means a designated vessel traffic service operated and authorised by the Port Offering Traffic Organisation Services (TOS) and Information Services (IS), as defined in IMO Resolution A.857 (20), to vessels within the King Abdullah Port area

Designated VTS means a VTS in accordance with IMO Guidelines and vessels which are subject to comply with the rules of that VTS.

Dredger means any vessel, whether self-propelled or not which is engaged in dredging, excavating, raising, pumping, eroding or dispersing silt, sand, clay, stone, rock, or any other material.

Fairway means a channel, which is a regular course or track of shipping, and includes any recommended track which is designated in these Directions.

Gross Tonnage, in relation to a vessel, means the gross tonnage of that vessel as ascertained in accordance with The International (Tonnage) Convention.

Harbour Master means the person appointed by King Abdullah Port as responsible for navigational safety within the Port

The Port means King Abdullah Port and all areas within its jurisdiction

Information Service means a service provided by VTS, in support of the vessel's own port passage plan, to ensure that essential information becomes available in time for on-board navigational decision-making.

Major Incident means an incident involving any or all of the following:

- (i) serious structural damage or damage affecting a vessels seaworthiness;
- (ii) death or serious injury;

- (iii) major pollution;
- (iv) channel or berth obstruction: and for the purposes of (i) above “major pollution” means pollution in which containment or clean-up is beyond the scope of local resources and requires external assistance.

Master, in relation to any vessel, means any person, (whether or not the Owner and whether or not acting lawfully), having or taking command, charge, management or conduct of the vessel for the time being.

Moored, when used in relation to a vessel means: -

- (i) secured to a mooring chain or mooring buoy either ahead or astern or both, or
- (ii) secured alongside any vessel so secured, or
- (iii) secured both ahead and astern by anchors, or
- (iv) secured ahead by anchor and astern by mooring ropes to a quay or dolphin.

Navigable Channels, means all buoyed and marked fairways within the limits of the Port and its Seaward Area Port Limits.

Navigation Exclusion Zone means an area which vessels are not permitted to enter or are requested to leave in accordance with Direction 17.

Nominated Hazardous Vessel, means every vessel which is: -

- (i) a vessel, carrying liquid bulk dangerous cargoes with flammable or toxic properties or has non-gas free cargo spaces;
- (ii) a vessel carrying liquefied gas in bulk or has non-gas free cargo spaces;
- (iii) a vessel carrying explosive substances classified as Class 1.1, 1.2 or 1.3 in the IMDG Code;
- (iv) any other vessel which the Harbour Master considers should be classed as a nominated hazardous vessel due to the particular nature of her cargo.

Notice to Mariners, means a navigational procedure or navigational safety notice promulgated by the Harbour Master to vessels intending to navigate in or through the Port’s area. Notices are consecutively numbered, starting with No.1 on the 1st. January of each year, and are distributed and displayed on the website.

Overtaking Vessel, for the purposes of these Directions one vessel shall be deemed to be overtaking another vessel moving within the Port’s area when coming up with another vessel from more than 22.5° abaft her beam, that is in such a position with reference to the vessel she is overtaking while proceeding in the same direction in the same navigable channel.

Port Information Notice means an operational or organisational notice promulgated by the Port to port users of the Port’s area. Notices are consecutively numbered, starting with No.1 on the 1st. January of each year, and are distributed and displayed on the Port’s website.

Port Passage Plan, means a documented schedule of navigational information, including details of the proposed pilotage, navigational routing, minimum under keel clearance, towage, berth position, and navigation aid status. The plan is designed to assist the vessel safely from sea to berth, or vice versa.

Quay, means any quay, wharf, jetty, pier, dolphin, landing stage, mooring pile, pontoon or other structure used for berthing or mooring vessels and includes any roll-on-roll-off, bridge

Regulated Vessel, means every vessel having a gross tonnage of more than 50 tons

Reporting Points, means positions within the Port Area at which all Regulated Vessels must report to VTS.

Restricted Visibility, means any condition in which visibility is restricted by fog, mist, falling snow, heavy rain storm, sand storm or any other similar cause. And additionally, for these Directions when visibility of less than 1 nautical mile is reported in any part of the Port area.

Restricted Visibility Regulations, means a set of procedures implemented by VTS to improve vessel safety within the port's area when restricted visibility has been reported.

Sailing Vessel, means any vessel under sail providing that propelling machinery if fitted, is not being used.

Small Vessel, means any vessel the overall length of which does exceed 20 metres and not a sailing vessel.

Sound Signal, means any sound signal prescribed by the Collision Regulations or these Directions.

Special Directions - any Direction given by the Harbour Master via VTS to a specific vessel for the purpose of navigational safety. Must be complied with by that vessel.

Traffic Organisation Service, means a service provided by VTS to prevent the development of dangerous maritime traffic situations, and to provide for the safe and efficient movement of vessel traffic within the Port's area.

Underway, means that a vessel is not at anchor, or made fast to the shore or aground.

Ultra Large Vessel, means any vessel whose length overall exceeds 310 meters.

Vessel includes every description of water craft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.

Vessel constrained by her draft, means a power-driven vessel which, because of her draft in relation to the available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following.

ECA means Economic Cities Authority, the Saudi government body assigned legislator for legislations related to the King Abdullah Economic City and including King Abdullah Port.

3 Conduct of master's and Vessels

No Master shall cause or permit a vessel to navigate within the Port's area in an unsafe condition except as may be necessary in the interest of safety of the vessel or her crew and times comply with the following Directions.

3.1 Bridge Manning

The Master of every vessel underway shall ensure that there are at least two persons on the bridge or at the control position, they shall be:

- (i) the Master or authorised Pilot
- (ii) a crew member capable of
 - taking charge of the vessel, and,
 - when a Pilot is on board, taking and acting upon the Pilot's directions.

3.2 Competent Helmsman

The master of every vessel shall ensure that it is steered at all times by a person suitably qualified and trained under IMO STCW regulations. No automatic devices or equipment shall be used for steering purposes unless attended by a suitably STCW qualified and trained helmsman.

The Master of every vessel shall be capable of demonstrating knowledge of legislation and guidelines in force from time to time regarding the use of automatic steering equipment.

3.3 Navigation under the Influence of Drink or Drugs

- (i) The Master of every vessel shall not navigate or take control of a vessel when the Harbour Master has reasonable cause to suspect that the Master of a vessel has levels of drugs or alcohol in his body which may –

- impair his fitness to navigate; or
- render him incapable of taking proper control of the vessel;

he may instruct the vessel to proceed to a designated berth, or if the vessel is already on a berth, he may instruct the Master that the vessel is to remain in that position.

- (ii) A vessel instructed under Direction 3.3 (i) above shall remain in the position designated until, in a case where the Master is suspected of having alcohol in his body, he submits to a breath test on equipment provided by the Harbour Master
- (iii) The Master of every vessel shall comply with an instruction given under direction 3.3 (i)
- (iv) No Owner of a vessel shall knowingly cause or permit any person to navigate or attempt to navigate that vessel in contravention of this direction.

3.4 Vessels to be navigated with Care

The Master of every vessel commits an offence who navigates a vessel without due care and attention and in such a way as to: -

- (i) prejudice the safety of, or (whether directly or indirectly) cause injury or damage to, any person or property in the Port's area or to the banks of the Harbour; or
- (ii) interfere with the navigation, manoeuvring, loading or discharge of any other vessel; or
- (iii) be without reasonable consideration for other persons in the Port's area.

3.5 Vessel Manning

Except with the permission of the Harbour Master the Master of every regulated vessel which is within the Port's Area shall at all times ensure that his vessel is capable of being safely moved and navigated, and that there are sufficient crew or other competent persons readily available –

- (i) to attend to his vessel's moorings;
- (ii) to comply with any directions given by the Harbour Master for the un-mooring, mooring and moving of his vessel; and
- (iii) to deal, so far as reasonably practicable, with any emergency that may arise.

3.6 Vessels to Be Kept in a Moveable Condition

Except where the vessel is lying aground, the Master of every regulated vessel shall not take any steps to render his vessel incapable of movement without first seeking permission from the Harbour Master and, subject as aforesaid, shall at all times keep his vessel so loaded and ballasted, and in such condition, that it is capable of being safely moved.

If at any time a regulated vessel is incapable of being safely moved by means of its own propulsive machinery, the Master or owner shall inform the Harbour Master as soon as reasonably practicable.

3.7 Vessel Leaving Dock, Quay or Anchorage

The Master of every vessel leaving a dock, quay or anchorage shall do so in a manner that does not hazard any moored vessel or impede the movement of any vessel underway and must receive positive clearance from King Abdullah Port.

3.8 Abandonment of Vessels

No Master shall abandon a vessel in the waters or on the shore of the Harbour unless this is necessary for the safety of the crew.

A Master who leaves a vessel in the waters or on the shore of the Harbour in such circumstances or for such a period that he may reasonably be assumed to have abandoned it shall be deemed to have abandoned it there unless the contrary intention is shown.

4 Mooring, Berthing or Anchoring Within the Ports Area

The Master of every vessel when mooring, berthing or anchoring in the Port's area must comply with the following Directions:

4.1 Permission to Anchor

The Master of every regulated vessel shall not anchor without the permission of the Harbour Master except in case of an emergency to avoid collision, drifting, running aground or damaging any other vessel or property.

4.2 Emergency Anchorage

If, in an emergency, a vessel is obliged to anchor otherwise than in accordance with this Direction, the Master of such a vessel shall, as soon as reasonably practicable, thereafter inform VTS.

4.3 Vessels not to be made fast to a Navigational Buoy etc.

No Master of a vessel is to make fast to or lay against:

- (i) any buoy, beacon or mark used for navigational purposes, or
- (ii) without the permission of the owner, any other buoy or mooring,

4.4 Vessels not to be made fast to unauthorised Objects

No Master of a vessel shall make fast to any post, quay, ring, fender or any other thing or place not assigned for that purpose.

4.5 Vessels Not to Lie or be Moored so as to Prevent Free Transit

No Master shall cause or permit his vessel to be anchored or moored:

- (i) so as to obstruct any fairway in the Port's Area, or
- (ii) so as to impede the movement of any other vessel, or
- (iii) without prejudice to paragraphs (i) and (ii) above, in or within 60 metres of a fairway, except within a designated anchorage.

4.6 Vessels to Be Properly Berthed

The Master of every vessel which is berthed or lying at a quay shall at all times keep the vessel close alongside and securely made fast and properly and effectively moored, and shall comply with such directions concerning the number, size and position of moorings as the Marine director may give.

No master shall moor a vessel or allow a vessel to remain at a berth except with the permission of the Port.

4.7 Vessel Abreast

Except with the permission of the Harbour Master, the Master of a vessel shall not moor or anchor his vessel or otherwise allow it to remain abreast of another vessel.

Where vessels are lying abreast alongside a quay:

- (i) the Master of the outboard vessel shall keep his vessel sufficiently lit at night and in conditions of reduced visibility to alert other vessels to its position; and
- (ii) the Master of each vessel shall allow facilities for the free and safe passage across or over the deck of his vessel to or from any other vessel lying farther from the quay.

4.8 Use of Engines While Vessel Is Moored or Berthed

The Master of every vessel which is at a quay or attached to any mooring shall not knowingly or negligently permit the engines of his vessel to be worked in such a manner as to cause, or be likely to cause, injury or damage to the sea bed of the Port or to any other vessel or property.

5 Aids to Navigation

King Abdullah Port provides for the placement and maintenance of Aids to Navigation within the Port Approaches and within the Harbour. Aids to Navigation are published on navigational charts and any changes are notified by Notice to Mariners.

If any Master is in any doubt as to the provision of AtoN, they should consult with the VTS who can provide them with a consultation with a Senior Pilot.

If any Master has any suggestions for improving the provisions of AtoN at the Port, then they are invited to provide their recommendation by email to the VTS who will submit the recommendation to the Harbour Master for consideration.

King Abdullah Port welcomes any suggestions for improving services for visiting vessels.

5.1 Damage to Aids to Navigation

No Master shall move, damage or cause to malfunction any light, buoy, beacon or any other aid to navigation exhibited within the Port area.

The Master of every vessel running into, fouling or damaging any such aid to navigation shall notify the Harbour Master as soon as reasonably practicable.

Any Master observing a defective AtoN or off-station AtoN shall report it to VTS & by VHF or email or report it directly to the attending pilot.

King Abdullah Port aims to rectify any defects to critical AtoN within 48 hours and to non-critical AtoN within 7 days.

6 Duty to Report

The Master of every vessel which is berthed, anchored, moored, or underway within the Port's area shall ensure that VTS is kept fully informed of any matter or incident which he considers to be relevant to safety, environmental protection, proper traffic organisation, or the efficient organisation of the port.

6.1 Abandonment of Vessels

The Master of every vessel which is abandoned, derelict, missing, sunk, in danger of sinking, stranded or drifting without power, shall give immediate notice of the fact to the Harbour Master stating the position of the vessel where known and such other particulars as may be required for the safety of navigation.

6.2 Notification of Incident

The Master of every vessel which –

- has been involved in a collision with any vessel, navigational mark, shore facility or property; or
- by reason of fire, defect or otherwise is in such a condition as to affect its safe navigation or to give rise to danger or damage to other vessels or property; or
- is at a quay which is on fire;
- has been involved in any incident or occurrence which causes or threatens contamination or pollution of the environment by any means;
- has been involved in a grounding in any part of the Port's area
- Is experiencing an emergency and requires shore assistance?

shall as soon as reasonably practicable report the occurrence by VHF or by any other means to VTS and as soon as reasonably practicable thereafter provide the Harbour Master with full details in writing.

The VTS Watch keepers are trained to receive emergency distress calls by VHF and are trained to recognize vessel emergency sound signals for fire and emergency, abandon ship and man overboard.

On receiving or hearing a distress signal or a request for assistance the VTS will notify the following:

- i. Saudi Border Guard,
- ii. Harbour Master or Duty Marine Manager
- iii. General VHF message to all vessels and suspend all pending and non-essential operations. Any vessel engaged in berthing, unberthing, manoeuvres within the harbour or in any way dependent on tug assistance or restricted in ability to manoeuvre will continue their operations until safe.
- iv. Instruct all Marine Services marine craft not directly involved with a vessel manoeuvre to suspend their current operation and remain on standby until further advice to render assistance. Any Marine Service marine craft not directly

involved with a vessel manoeuvre and is in the vicinity of the stricken vessel must render assistance if able to do so

The VTS will then activate their Emergency Response Organisation and will attempt to offer assistance where required.

Marine Services Marine Craft do have a Search and Rescue, firefighting and salvage capability, but will involve Saudi Border Guard in the first instance.

Where the incident has involved marine operations or affects the safe and efficient operation of the port, the Harbour Master will instigate their own separate Incident Investigation to identify root cause and preventive actions. The Port has its own clear guidelines on Incident Investigation.

Where the damage to a vessel is such that it affects, or is likely to affect, her seaworthiness, the Master shall not, other than with the permission of the Harbour Master and in accordance with his directions move the vessel except to clear a fairway, or to moor, or anchor in safety.

6.3 Lost Anchor

The Master of every vessel which has slipped or parted from, or lost, any anchor, chain, cable, or propeller shall: -

- (i) as soon as reasonably practicable report it to the Harbour Master and, if possible, of the position of the anchor, chain, cable or propeller and, if the Harbour Master so directs, shall cause it to be recovered as soon as practicable;
- (ii) in the case of an anchor, chain, cable or propeller, leave a buoy to mark the position thereof if known.

6.4 Ability to Manoeuvre

The Master of every vessel which is hampered so that its ability to manoeuvre is impaired but is otherwise seaworthy in all respects shall, before entering the Port area, inform VTS of the vessel's condition.

- (i) Vessels shall not enter without the consent of the Harbour Master, and is subject to any movement restrictions which he may impose
- (ii) If any vessel to which paragraph (i) of this Direction applies experiences any subsequent deterioration in its condition while navigating in the Port area, the Master shall report the circumstances immediately to VTS.

6.5 Hazardous Goods or Marine Pollutants (HAZREP or POLREP)

When an incident takes place involving the loss or likely loss overboard of packaged Hazardous Goods as per IMDG Code, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges and any discharge of oil or noxious liquid substances as per MARPOL 73/78, into the sea, vessels must make an immediate VHF report to VTS. VTS can then activate the Emergency Response Plan and support the vessel accordingly.

7 Carriage and Use of VHF Radio Equipment

The Master of every regulated vessel shall ensure that when within the Port area the vessel is equipped with a fixed or portable VHF radio capable of communicating with VTS.

7.1 Non-Regulated Vessels

Non-regulated vessels are recommended to be equipped with a VHF radio and monitor the VTS channel (VHF Channel 14), when underway in the Port area. They should report any incident as required in Direction 6.

7.2 Regulated Vessels

The Master of every regulated vessel shall

- (i) maintain a continuous listening watch on VHF when underway or anchored in the Port area.
- (ii) maintain the capability of reporting by VHF when berthed as required in Direction 6.2.

7.3 Continuous Listening Watch

The Master of every vessel to which paragraph (b) of this Direction applies shall maintain a continuous listening watch on the bridge or control position. The listening watch required by this Direction shall be maintained on (Channel 14 –VTS working channel) or on such other channels as may have been agreed with VTS.

7.4 Communications

The Master of every vessel shall ensure all VHF radio communications within the Port area be factual, as brief as possible and given in accordance with standard radio communication procedures and the IMO Standard Marine Vocabulary.

8 Un-seaworthy Vessels and Navigational Equipment

The Masters of every regulated vessel must ensure that before arrival within the Port area, or before departure from any berth or anchorage, his vessel is in all respects seaworthy for the intended voyage, and his navigational equipment is properly operational to the standards required by the ship's Flag State Authority, and the Saudi Arabian Port State Control and, for the purposes of this Direction.

If a vessel's Master considers his vessel to be un-seaworthy or his vessel has been reported as un-seaworthy by another authority, then the Master has a duty to report this to the VTS prior to arrival or prior to his departure whichever is the most imminent.

The vessel will be ordered to standby whilst the Harbour Master is consulted, and a decision is made on whether the vessel maybe permitted to enter or leave the port and under which special conditions. A vessel might reasonably expect to be delayed for a considerable period of time or even refused access or departure from the Port until her condition has been rectified to an acceptably safe standard.

A vessel which is in grave danger or poses a serious threat to others or where life is in danger will be able to request assistance from VTS who would activate the Saudi Border Guard and their own standby marine craft if necessary. This does not relieve the Master of his own obligations to raise the necessary internationally recognized distress calls.

8.1 Unsafe or Unseaworthy

A vessel is unsafe or unseaworthy in the Port area if it:

- (i) causes a grave and imminent risk to the safety of other users of the Port Area.
- (ii) is in grave and imminent risk of sinking or foundering in the Port Area, prevent or seriously prejudice the use of the area by other vessels.
- (iii) is limited in its ability to steer or manoeuvre due to mechanical or another defect.
- (iv) has suffered damage in any part of the hull or deck hatches or cargo stowage, which has caused or is likely to cause a significant change of draft, heel, or trim.
- (v) is listing more than 5 degrees; or exhibiting a serious lack of positive stability.
- (vi) has a high deck stowage, which is dangerously inhibiting the forward view from the steering position.
- (vii) is on fire or has cargo which is on fire or leaking explosive or toxic fumes or gases.
- (viii) is leaking polluting or toxic liquids into the sea.
- (ix) is sinking or in danger of imminent capsizes.

8.2 Navigational Equipment Refers to:

- (i) adequate and properly adjusted steering, standard, and gyro compasses.
- (ii) operable and adequate anchor and anchoring machinery.
- (iii) properly functioning radar equipment.

(iv) properly corrected Navigation Charts, Pilot Books, Tide Tables and other necessary navigational documents, appropriate to cover the intended passage through the Port area

(iv) operable and adequate VHF radio for communication with the shore and other vessels, including a functional whistle, horn, or siren.

9 Vessel Reporting and Clearance

This Direction applies at all times to every vessel, which is proposing to navigate within, or is underway through, the Port's area

9.1 Movement of Regulated Vessels and Reporting Requirements

All vessels entering the designated VTS area are to make the following requests for permissions and reports initially by VHF, email, or by agent. Vessels will be instructed by VTS Watch keepers on further reporting requirements as soon as they enter the VTS area, by VHF and by email, or via the agent.

- i. **GCC Arrival Report (AR)** – No less than 48 hours before entering the VTS area vessels will provide the data as specified on the GCC form at Appendix 1 para 1, to their agent. This is a GCC requirement. Agents will forward this information to VTS. All GCC forms are also available on the GCC website and vessels are required to keep a copy on board.

On reaching the VTS reporting points identified at Appendix 3 to these Directions the vessel will contact VTS on VHF. VTS will then grant a positive clearance to proceed and direct the vessel to a berth. When a vessel has completed berthing the remaining data on the form will be completed by the vessel's agent and provided to VTS.

- ii. **GCC Uniform Master's Report** – This form at Appendix 1 para 2 must also be completed prior to arrival and submitted to VTS and agent. Again, this is a GCC form and is available in the GCC regulations. Also, the pilot can hand a copy to the Master if required. It should be accompanied by a copy of GCC Regulations Annex 1; a copy can be found at Appendix 1 para 3 to these Directions.
- iii. **GCC ISPS Code Reporting Requirements** – All vessels must complete the Uniform Ship Pre-Arrival Report in the GCC format at Appendix 1 para 4. A copy is also available in the GCC regulations. This is an ISPS Code and GCC requirement. The form should be submitted to VTS and the vessel's agent.
- iv. **GCC Uniform Vessel Accident Report** – All vessels must submit details of any accidents or incidents on this GCC form found at Appendix 1 para 5 to these Directions. It should be submitted to VTS.
- v. **Uniform Vessel Waste Collection Report** – This is a standard GCC form and is found at Appendix 1 para 6 to these Directions. It is a GCC requirements for all vessels to complete this form and submit to VTS and the vessel's agent prior to arrival.
- vi. **Berthing Report** – All vessels must submit to VTS the Berthing Report found at Appendix 1 para 7, which is a King Abdullah Port requirement, immediately on completion of berthing.
- vii. **Sailing Report (SR)** – At least one hour prior to departure the vessel must make the appropriate request by VHF to VTS for permission to sail and request tug and pilot accordingly. The vessel must then wait to be granted permission to sail. VTS will request the necessary pilot and towage service if this is requested by the vessel in the SR.
- viii. **Port Passage Plan (PPP)** - This is the reporting and agreement of the vessel's Port Passage Plan between vessel and pilot. Pilot and Master will discuss the Port Passage Plan as part of the Master/Pilot Exchange on pilot embarkation. VTS will monitor a vessel progress and raise the vessel in VHF should they observe any deviation.

- ix. **Final report (FR)** - On leaving the VTS area vessels must make a final VHF report to VTS. The format of this report is at Appendix para 8.

9.2 Expiration of Permission

When a vessel is given clearance to proceed as in paragraph 9.1 (i) above this shall cease to have effect on the expiration of 15 minutes or after such time specified in the permission at the time for the start of such navigation. Where a vessel for which such permission has been given does not start navigating before the expiration of that period, the Master of the vessel must obtain further permission before the vessel starts to navigate within the Port area.

9.3 Reporting Points

The Master of every regulated vessel shall ensure that a report is made to VTS when the vessel passes a designated Reporting Point shown in Appendix 3.

10 VTS Area

The approaches and Deep-Water route to the Port are administered through VTS.

10.1 Application

The rules of the VTS Area shall be followed by the Master of every vessel bound to or from the Port, and every vessel in transit through the Port's Area.

The VTS area comprises the Deep-Water Channel, Approach Channel to the harbour and the inner harbour.

The VTS shall be used by the Master of every regulated vessel bound to or from the Port and transiting through the Port area.

VTS has the authority to waiver any direction if circumstances and conditions require.

10.2 General

Small vessel shall not navigate or make use of the, approaches to wharves, piers and jetties in such a way as to cause obstruction or impede regulated vessels.

The Master of every regulated vessel navigating within the VTS area must ensure that the vessel has an adequate under-keel clearance at all stages of the passage.

The Master of every small vessel shall maintain a minimum distance of 100 metres from any vessel berthed alongside or at anchor and engaged in loading or discharging dangerous substances as indicated by that vessel in accordance with International Regulations.

No Master shall cause his vessel to enter or cross a channel within the VTS area in such a manner as to impede or endanger the movement of any vessel already underway in that channel.

10.3 Vessel Speed in Harbour and Seaward Approaches

The Master of every vessel shall at all times proceed at a safe speed so that the vessel can take proper and effective action to avoid collision and comply with VTS and be stopped within a distance appropriate to the prevailing circumstances and conditions.

Except with the permission of the Harbour Master (which may be given specifically or generally) the Master of every vessel navigating in the VTS system shall comply with vessel maximum speed limits, "over the ground".

The Maximum Speed Limits are: -

Designated Area

The Port approach channel and the inner harbour:
minimum to maintain steerage

Safe Speed

6 knots over the ground or

VTS Watchkeepers will observe the speed of vessels within the VTS areas by radar and AIS. If a vessel is observed to be exceeding a safe speed limit stated above, then VTS will inform the vessel and advise them to reduce speed.

A vessel failing to respond to these actions will be immediately reported to the Harbour Master who will take immediate action with the Port State Control. The vessel's Master will then be subject to a full investigation and could face legal prosecution.

11 Port Passage Plans

The Master of every regulated vessel in conjunction with the pilot, prior to navigating in the Port's area, must have prepared an appropriate Port Passage Plan for use during the vessel's passage. The Port Passage Plan must provide seamless overlap with the Voyage Plan and a basis for understanding between the Master, Pilot and VTS. The agreed plan is the VTS Sailing Plan and must be continuously monitored by the vessel and VTS.

11.1 Prior to Navigation within the Port's Area

The Master of every regulated vessel intending to navigate within the Port's area shall ensure that a Port Passage Plan has been prepared prior to navigating.

11.2 Piloted Vessels

The Master of every regulated vessel using the services of an authorised Pilot shall record agreement between the Master and Pilot of the Port Passage Plan.

11.3 VTS Sailing Plan

The Master of every regulated vessel, prior to navigating within the Port's area, shall notify VTS of the Port Passage Plan. If modification of the plan subsequently becomes necessary during the passage due to changing circumstances and conditions, the Master, Pilot and VTS must be informed and be in agreement. VTS radar and VHF will cover the outer limits of the DW channel within the VTS area.

12.1 Application

Any vessel or vessel intending to navigate or operate within the Port's area shall when required by the Harbour Master be subject to a formal marine risk assessment prior to entering in or operating within the Port's area.

12.2 Provision of Information

When a vessel is required to submit to a formal marine risk assessment as required by this Direction the Harbour Master shall be provided with any information deemed necessary to undertake the risk assessment of the vessel's navigation or operation. The Harbour Master should be assisted by the Port HSE personnel.

13 **Restricted Visibility Regulations**

This Direction applies to all regulated vessels underway when the visibility is restricted to 1 nautical mile or less, in any part of the Port's area.

13.1 **Vessel Speed**

The master of every vessel shall proceed at a safe speed and have her engines ready for immediate manoeuvre so that the vessel can take proper and effective action in the prevailing circumstances and conditions.

13.2 **Non-Operational Radar**

Except as expressly permitted by the Harbour Master, any regulated vessel which is not fitted with radar equipment in satisfactory working order will not be permitted to navigate through the Port area in conditions of restricted visibility.

14.1 Provision of Navigational Assistance

Navigational Assistance Services will not be available until further notice. When this does become available appropriate amendments will be made to these Directions and a Notice to Mariners will be published accordingly.

15 Traffic Organisation

Traffic Organisation will be undertaken at all times by VTS to ensure the safe and efficient movement of vessels within the Port area and in accordance with these Directions.

15.1 Developing Situations

As per IALA VTS guidelines VTS will not get involved in collision avoidance between two vessels due to observing the situation from ground stabilised radars. VTS will ensure that each vessel is positively identified to the other vessel in order to help prevent any developing situation.

16 Movement of Nominated Hazardous Vessels

The Master of every Nominated Hazardous Vessel when underway shall comply with these Directions.

16.1 Navigation of Nominated Hazardous Vessels

The Master of every Nominated Hazardous Vessel when underway in a navigable channel shall:

- (i) not close within 5 cables (0.5 n. miles) of a vessel underway.
- (ii) not navigate while there is another Nominated Hazardous Vessel underway in that area!!!!
- (iii) When visibility is restricted to less than 5 cables, (0.5 n. miles), within the Port area, or if unusual traffic or weather conditions warrant, the Harbour Master may restrict or forbid the movement of Nominated Hazardous Vessels.

16.2 Notice of Arrival

The Master of any vessel carrying Hazardous Cargo under IMDG or is nominated as hazardous by its design or condition must notify the VTS & Marine Control of its pending arrival at least 48 hours prior to arrival. It is a requirement under GCC Regulations for all vessels to report the intended arrival 48 hours prior to their arrival.

Failure to do so could result in the vessel being delayed berthing or even denied access to the port indefinitely.

17 Navigation Exclusion Zones

In the event of a major marine, environmental or security incident, the Harbour Master may, if necessary, designate any area as a Navigation Exclusion Zone within the Port's Area.

No vessel shall remain in, enter, or pass through a Navigation Exclusion Zone without the express permission of the Harbour Master.

The Master of every vessel already within the Zone who is not required for the rescue, salvage, or associated operations must ensure that his vessel clears the area immediately when instructed to do so.

No Master shall knowingly enter a Navigational Exclusion Zone without the permission of the Marine director.

The designation of a Navigational Exclusion Zone shall be promulgated by VTS.

18 Carriage of Polluting Substances

This Direction applies to all vessels within the Port's Area.

18.1 Bunkering

The Master of every vessel intending to undertake any operation involving the fueling of a vessel, the transfer or removal of waste oil or oil carried as a cargo to or from any other vessel, port terminal or plant shall obtain the permission of the Harbour Master.

18.2 Escape of Polluting Substances

The Master of every vessel carrying oil, chemical cargo, dangerous substance as defined by the IMDG Code which is escaping or likely to escape from his vessel shall Immediately after becoming aware of the escape or likely escape: -

- (i) notify the Harbour Master;
- (ii) take all practicable steps to prevent further escape;
- (iii) not use or permit the use of any chemical dispersant without the permission of the Harbour Master

Where this Direction applies the Master of the vessel shall not allow the vessel to enter the Port except with the permission of the Harbour Master and in accordance with the Harbour Master's directions.

19 Towage

All vessels of 500GT and above must be assisted by a minimum of two tugs unless exempted by the Harbour Master or otherwise by these Directions.

No Master shall tow or navigate a float, pontoon, raft of timbers, floating pipeline or flotilla of boats exceeding 50 meters in length without the permission of the Harbour Master, and in accordance with his directions.

The Master of every vessel must ensure that on all occasions adequate towage resources are available for the safe control of the vessel during manoeuvring, berthing or unberthing in the prevailing circumstances and conditions with regard to the handling characteristics of the vessel, windage allowance and any other specific requirements.

The Master may opt to consult with an authorised Pilot where both marine professionals set a safe and appropriate level of tug provision for a particular vessel, but with final approval from the Harbour Master. Likewise, that tug provision may exceed the guidelines in exceptional circumstances, or when directed by the Harbour Master under his statutory powers.

Such consultation can be arranged by the master of any vessel through VTS or through his agent who will then contact the vessel's allocated or appropriate pilot to give due consideration to the master's request. In assessing an appropriate level of tug provision, the following points will be taken into consideration namely: -

- The draught of the vessel.
- The minimum under keel clearance during the planned passage of the Port approaches, harbour and berths.
- Expected sea and swell conditions off the Port entrance or berth.
- The forecast weather conditions, including visibility.
- Manoeuvring aids – Thrusters, size and number.
- Type of propulsion system – Controllable Pitch, Fixed Pitch, Water jet or Azipod.
- Type of Steering system – Single, twin or triple rudders, and whether high-lift or not.
- The windage area of the vessel.
- The Gross Tonnage in relation to the vessels principal dimensions.
- Unusual design of vessel.
- Any reported defects to the vessel required under the General Directions
- Type of main Engine – Air start, Gas Turbine, Diesel Electric, Gearbox.

19.1 Requesting Towage

Vessel Masters should normally request towage through the VTS and informing their agent. Simply indicating towage on their arrival report is not sufficient. A formal request should be submitted. However, all vessels as per 19 above will also be assumed to require towage by VTS unless the vessel has requested special circumstance from the Harbour Master. Again see 19 above.

20 Ballast Water

No Master shall discharge water ballast into the Port without the permission of the Harbour Master except in the case of emergency in order to insure the safety of his vessel and shall inform the Harbour Master as soon after as is reasonably practical.

A Master shall not allow his vessel to enter the Port area unless the ballast tanks of the vessel have been flushed through before entry in such a way as to ensure so far as reasonably practicable that non-native marine organisms are not introduced into the Port area.

21 Sound Signals

The Master of every vessel shall in addition to the sound signals prescribed in the Collision Regulations sound such signals as contained in this Direction to indicate her manoeuvre to another vessel when in sight of each other.

21.1 Sound Signal on Turning

A regulated vessel underway and about to turn or alter her course by more than 135° shall sound a signal of four short blasts in rapid succession followed after an interval by –

- (i) one short blast, if turning her head to starboard; or
- (ii) two short blasts, if turning her head to port;

and shall repeat the entire signal during the course of turn as may be necessary to warn approaching vessels.

21.2 Vessel on Fire

The Master of every vessel which is on fire or is at a quay which is on fire shall sound a signal of seven or more short blasts followed by a prolonged blast and repeat the signal until the alarm has been raised.

22 Notification by Vessels Carrying, Loading or Discharging Dangerous Substances

22.1 General

All vessels carrying dangerous or polluting goods as classified or defined in the International Maritime Dangerous Goods Code (IMDG), Chapter 17 of the International Bulk Carriers Code (IBC), Chapter 19 of the International Gas Carriers Code (IGC) and MARPOL (Annex I, II) must comply with this Direction.

Any vessel carrying liquid dangerous substances in bulk within the Port area is required to hold a valid certificate for the carriage of that substance in bulk issued under the authority of the government of the vessel's country of registration.

The existence and validity of such a certificate must be confirmed at the time by notification and the Harbour Master may choose to examine or verify such certificate.

22.2 Inward Vessels

The Master or vessel operator of any vessel carrying dangerous or polluting goods as detailed in 22.1 entering the Port area or passing through to the Port area of jurisdiction must ensure the Harbour Master is advised of such goods prior to entry into the Port area. Notification is required 48 hours in advance, but for vessels on short sea trades notification on departure from the previous port is acceptable.

22.3 Outward Vessels

The Master, vessel operator or berth operator of any vessel carrying dangerous or polluting goods as detailed in (a) departing a berth or at an anchor within the Port area must ensure the Harbour Master is advised of such goods prior to departure from the berth

22.4 Notification

Notification of dangerous or polluting goods must be in the format prescribed by the Port and GCC Regulations and contain the following particulars. The correct technical names of the dangerous or polluting goods; the United Nations (UN) numbers where they exist; the IMO hazardous classes in accordance with the IMDG, IBC and IGC codes; where appropriate the class of ship as defined by the INF Code; the quantities of such goods and their location on board and if they are being carried in cargo transport units other than tanks, the identification number of the unit.

Notification for inward vessels must contain the particulars referred to in (i) of any dangerous or polluting goods to be unloaded (import) or remaining on board (ROB) the vessel.

Notification for outward vessels must contain the particulars referred to in (i) of any dangerous or polluting goods loaded (export) on the vessel.

Notification to the Port must be provided through the Port of destination or departure

Any notification made to the Port not in the prescribed format will be subject to an administration charge.

23 General Notices

23.1 Responsibility of an Owner of a Vessel

The owner of a vessel to which a Direction applies shall take all reasonable steps to ensure that the Master of the vessel is informed of the Direction and understands its significance.

23.2 Responsibility of a Master of a Vessel

The giving of a General Direction or Special Direction shall not diminish or in any other way affect the responsibility of the Master of the vessel to which the Direction is given in relation to his vessel, persons on board, its cargo or any other person or property.

23.3 Failure to Comply with Directions

The Master of any vessel who fails to comply with a General Direction or Special Direction shall be guilty of an offence.

It shall be a defense for the Master of a vessel charged with such an offence to prove that he had reasonable grounds for supposing that compliance with the Direction in question would be likely to imperil his vessel or that in the circumstances compliance was impracticable.

If a Special Direction is not complied within a reasonable time the Harbour Master may where practicable put persons on board the vessel to carry out the Direction or may otherwise cause the vessel to be handled in accordance with the Direction.

23.4 Granting of Permission

Any permission required by these Directions may be granted subject to such conditions as the Harbour Master may think fit and shall be deemed not to have been granted if such conditions are not complied with.

24 Compliance with International and National Statutory Regulations

It is the ship's master's responsibility to implement all statutory regulations relevant to their vessel as directed by the IMO, ILO, Classification Society and International Flag Registry.

All vessels calling at the Port are required to comply with GCC regulations.

The Port reserves the right to accept only vessels that are in compliance with the construction and safety rules of classification societies recognised by GCC member states.

Every owner, charterer, master or agent applying for a permission for a ship to enter the Port under GCC regulations must ensure that the standard of the ship, including the ship's master and crew certificates are not below the standards set by the Conventions, Protocols, Resolutions or Codes of Practice as follows:

- i. International Convention for the Safety of Life at Sea (SOLAS), 1974, including SOLAS Protocol 1978, always as amended.
- ii. International Convention on Load Lines (LOAD LINES), 1966, including Protocol 88, always as amended.
- iii. International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), always as amended.
- iv. International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990 including the protocol to this convention (HNS Protocol) covering marine pollution by hazardous and noxious substances, always as amended.
- v. International Convention for the Control and Management of Ships' Ballast Water and Sediments, Adoption: 13 February 2004, and its Resolutions, always as amended.
- vi. International Convention on Tonnage Measurement of Ships (TONNAGE), 1969, always as amended.
- vii. Convention on the International Regulations for Preventing Collisions at Sea (COLREGs), 1972, always as amended.
- viii. International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), 1995, always as amended.
- ix. International Convention for Safe Containers (CSC), 1972, always as amended.
- x. ILO Code of Practice on safety and health in ports, 2005, always as amended.
- xi. ILO Code of Practice on accident prevention on board ship at sea and in port, 2nd Edition 1996, always as amended.
- xii. ILO C185 Seafarers' Identity Documents Convention (Revised), 2003, always as amended.
- xiii. ILO and IMO Code of Practice on security in ports, 2004, always as amended.
- xiv. Regional Convention for the Conservation of the Red Sea and Gulf of Aden (1982), 1985, including the Protocols related thereto, always as amended.
- xv. International Convention on Maritime Search and Rescues, 1979, as amended.

- xvi. Consolidated Maritime Labour Convention, 2006, as amended.
- xvii. Any further Convention with respect to security, safety or environment protection adopted by the IMO or ILO or any other related International Organisation, after the coming into effect of these regulations.

All vessels calling at the Port are required to conduct all of the operations in a safe manner, implementing their internationally recognized safety systems of work as per the IMO International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code). Port personnel, if suspecting that a vessel is not implementing sufficient safe systems of work, is obliged to report to the Harbour Master who shall contact the vessel's Master.

All Port functions are risk assessed and for high risk activities such as hot work, bunkering, working at height, then Permits to Work procedures are implemented.

Any vessel wishing to conduct any high-risk activities such as hot work, bunkering or diving etc. must as well as conducting their own safe system of work, obtain permission from the Harbour Master via VTS before commencing. The Harbour Master reserves the right to request the vessel to conduct a full risk assessment prior to granted authority.

Where vessel Permit to Work systems and Port Permit to Work Systems overlap, eg. Bunkering, diving operations, and either party are required to adhere to each other's procedures, then VTS will need to authorize both parties before proceeding and VTS must be notified. VTS must be notified of any hazardous activity taking place within the port or VTS area that requires a Permit to Work.



1 Arrival Report Required Data

All regulated vessels must submit, not less than 48 hours before entering the VTS area, a report containing the following information as required under GCC regulations:

 Uniform Ship Pre-Arrival Notification Report (Sub-section 9.2) for Ports of the Cooperation Council for the Arab States of the Gulf (to be e-mailed, faxed, mailed, or hand-delivered to the Port at least 48 hrs before arrival) 							
Country			Port				
Name of Agent			Tel./Mob 24hrs				
Vessel Details							
Ship's name				ETA (date-Time)			
Terminal or Anchorage				Berth			
IMO No	Flag	Port of Register	Call sign	Class		Year of built	Thrusters (yes/no)
LOA (m)	Breadth	Draft Fwd	Draft Aft	DWT	SDW	GT	NT
Owner/Charterer			Owner's Telephone				
Owner's Nationality			Owner's E-mail				
Last Port/Country		Departure Date	Next Port/Country		Date Due		
Cargo Operations							
Cargo to discharge				Cargo to load			
Tonnage		Origin		Tonnage		Destination	
Dangerous cargo to discharge				Dangerous cargo to load			
Tonnage		Class		Tonnage		Class	
Insurance Details							
Insurer's Name		Insurer's Address		Tel. No.		Policy No.	Validity
Environment							
Place, date & qty of last sludge/slop discharge					Waste treatment equipment on board?		
					yes	no	
Other Services Required							
Medical			Fumigation				
Ballast Services			Water				
Stores			Repairs				
Vessel Cleaning			Waste (specify)				
Hot Work			Diving				
Bunker			Others				

2 Uniform Master's Report

All regulated vessels must complete the Uniform Master's report below and submit to VTS. This form is also available in the GCC regulations. If vessels require then the pilot can also hand the Master a copy

 Uniform Master's Report (Section 11, 4, 2. 3.) for Ports of the Cooperation Council for the Arab States of the Gulf (This Report will be handed by the Pilot to the Master on the Vessel's arrival) 									
Country			Port						
Name of Agent			Tel./Mob 24hrs						
Vessel Details									
Ship's name			Arrived at P.S. (date-Time)						
Terminal or Anchorage			Berth						
IMO No	Flag	Port of Register	Class	Year of built	Call sign	Thrusters (yes/no)			
LOA (m)	Breadth (m)	Draft Fwd	Draft Aft	DWT	SDW	GT	NT		
Owner/Charterer			Owner's Telephone						
Owner's Nationality			Owner's E-mail						
Last Port/Country		Departure Date	Next Port/Country		Date Due				
Cargo Operations									
Cargo to discharge					Cargo to load				
Tonnage		Origin			Tonnage		Destination		
Dangerous cargo to discharge					Dangerous cargo to load				
Tonnage		Class			Tonnage		Class		
Insurance Details									
Insurer's Name		Insurer's Address		Tel. No.		Policy No.		Validity	
Environmental Services									
Incinerator on board	15PPM Separator	SOPEP	HRF required?						
IOPP Certificate	Issued by/place		Date of Issue						
Oil Record Book	Issue by/place		Date of Issue						
Place/Date of last Sludge/Slop discharge			QTY						
Pilotage and Towage Services									
GCC Regulations on board?		Inward	Outward		Shifting				
Pilot Name		Time on		Time off					
1st VHF Call (d/t)		1st line ashore		all ashore(d/t)					
in case of shifting		left berth (d/t)		all lines fastened					
Name Pilot boat		Mooring boat		Mooring boat					
Time tugs on		Time tugs off		No. of tugs					
Tug names									

Comment: Annex (1) should be printed at the back of this form

3 Obligations of all Port users under GCC regulations

All vessel master's must be aware of Annex 1 of the GCC regulations below:

Annex 1 (Section 2-1/ 7)

OBLIGATIONS BINDING UPON ALL USERS OF () SEAPORTS



- 1- **Port Premises:** () Port Authority and persons employed by them shall not be liable for any damages or losses whatsoever to the ports premises and or property including any berth, dock, or any works or gear or equipment of any sort or loss of life or injury due to any act whatsoever including omission and or negligence and or defaults and or error of the servants and or agent or any person authorized by the () Port Authority and the users shall bear full responsibility of such losses or damages and shall be liable to detention until sufficient security has been provided by the user (users include, but not limited to, persons, vessel, ship, tug, lighter, barge, pontoon, dredger, launch, raft, motor vehicles, lorry, truck or other craft of every kind.)
- 2- **Pilotage:** All ships with the exception of the marine units mentioned () are obliged to follow the directives of a pilot whilst moving in the Port whether entering, leaving, or manoeuvring and any assistance of the pilot is hereby acknowledged to be on advisory level and does not relieve the master of the ship from his command responsibilities and neither () Port Authority nor the pilot shall under any circumstances whatsoever be held liable for any damage whatsoever which might occur during the movement whether to the ship or any of the premises and or property mentioned in No.1 above. The ship shall be held responsible for the absolute safety of the pilot from the time he starts to embark till the time he is safely disembarked aboard the pilot boat, cutter, tug and or any other marine craft provided by the port, or ashore as the case may be. A safe and clean pilot ladder or pilot hoist shall be properly rigged complying with the "INTERNATIONAL MARITIME PILOTS ASSOCIATION" specifications and arrangements.
- 3- **Tugs, Marine Craft and Mooring:** Upon the hire and or employment of a tug or tugs, pilot cutter, mooring boat, mooring gang, the master and crew who may be employed and or paid by () Port Authority shall be deemed to be the servants of the hirer or his servants or agent. The Port shall not bear or be

liable for any damage of any description done by or to any of the marine craft and or personnel mentioned above or done by or to the hirer's ship or any personal injury or loss of life arising from any cause whatsoever and the hirer shall pay and or compensate for all losses, injury, loss of life and shall also indemnify the Port against any claim whatsoever by third parties. For the purpose of these terms and conditions, the word "Employment" shall be deemed to cover the period, commencing when the tug is in a position to receive orders direct from the ship, vessel or craft to be towed or transported or pick up ropes or lines, or when the tow rope has been passed to or by the tug whichever is the sooner and ending when the final orders from the ship, vessel or craft so towed or transported to cast off ropes or lines have been carried out or the tow rope has been finally slipped and the tug is safely clear of the ship, vessel or craft whichever is the later. Towage or transport includes any operation in connection with holding, pushing, moving, escorting or guiding the ship, vessel or craft.

- 4- **Marine Pollution**: It is strictly prohibited to pump out, discharge, or jettison in the vicinity of () coastal and non-coastal waters any dirty ballast, slops, sludges, bilges, sewages, garbage, refuse or any sort of sea pollutants. () police maintain constant maritime and helicopter patrols equipped with night surveillance facilities and infra-red photography to insure non-violation of the above. Offenders will be liable for full costs of cleaning operations in addition to heavy fines. Port () is equipped with a fully manned self-propelled floating reception facility which could be utilized. Rubbish skips for domestic garbage are compulsory and will be supplied.
- 5- **Dangerous Goods**: Proper International Signals must be clearly exhibited all days and all nights. Strict and continuous supervision of the premises of stowage on board, hoses rigged and competent watchmen night and day with all necessary action to deal promptly with the outbreak of fire or other dangerous situations.
- 6- **Health**: Any disease or sickness on board must be reported and a "Clean Bill of Health" maintained to obtain free pratique. Rat guards must be properly rigged around all lines leading ashore and a valid "Deratization Certificate" shall be always available.



4 ISPS Reporting

All vessels must submit the information below to comply with ISPS Code requirements:

 Uniform Ship Pre-Arrival Report as per ISPS Code and 2002 Amendments of SOLAS 74 (Section 28) for Ports of the Cooperation Council for the Arab States of the Gulf (to be e-mailed, faxed, mailed, or hand-delivered to the Port at least 48 hrs before arrival)									
Country			Port						
Agent		Phone 24 hrs		Phone Office					
Fax		E-mail							
Present security level on board									
Ship's name		Nationality		Port of Reg.					
IMO No.		Call sign		ETA (date/time)					
Master's name			Company Name						
Continues Synopsis Record (CSR) on board?		yes		no					
International Ship Security Certificate (ISSC)		No.		full/interim					
Date of issue		Date of expiry							
Government (RSO)			Issuing authority						
Ship security officer		Name		Nationality		Designation			
Company security officer		Name		Nationality					
(Phone No. (24 hrs				Phone office					
Fax				E-mail					
Responsible person of crew members' appointment			Name						
(Phone No. (24 hrs				Phone office					
Fax				E-mail					
Responsible person of ship's deployment			Name						
(Phone No. (24 hrs				Phone office					
Fax				E-mail					
(Details of the Last 10 Ports of Call (or as per separate sheet									
Port Country (1 to 5)	Departure	Sec. Level	Additional Security? Declaration issued? Ship to Ship activity?	Port Country (6 to 10)	Departure	Sec. Level	Additional Security? Declaration issued? Ship to Ship activity?		
-			-	-			-		
-			-	-			-		
(Cargo/Stores/Provisions/Repairs (as per separate sheet									
Cargo on board (t)		Cargo in transit (t)		Cargo for disch (t)					
Details of Cargo to be discharged (cargo per type, containers, general, cars, bulk, others), Port of Loading, Stowage Location Details of Dangerous Goods in Transit (UN No. Weight, Stowage) Details of Dangerous Goods for discharging (UN No. Weight, Stowage) Details of Ship's Stores Details of Ship's Provisions Details of Ship Repairs incl. Workshop Details									
(Ship's Passenger and Crew Lists (as per separate sheet									
Passengers		Family names		Given names		Nationalities			
Crew		Rate or Ranking		Family names		Nationalities		Dates of birth	
Date				Signature					



5.Vessel Accident / Incident Reporting

All vessels should use the format below to report accidents and incidents to VTS.

 Uniform Vessel Accident Report (Sub-section 9.4) 											
To be used for any incident or accident that occurred in a Port of the Cooperation Council for the Arab States of the Gulf											
Country			Port								
E-mail		Tel:		Fax							
From			Date								
Per Fax to			Per fax to								
In any Case of any Incident or Accident											
Indicate type of incident or accident:											
Grounding		Collision		Pollution							
Bodily Injury or Death		Other Incident									
:Names and types of vessels involved											
Name of reporting vessel			Nationality			No. of Crew					
Type of reporting vessel			Cargo		Type		Volume				
Name of other vessel			Nationality			No. of Crew					
Type of other vessel			Cargo		Type		Volume				
Specify dangerous goods and polluting substances on board											
Time of arrival			Time of departure								
Gross Tonnage			Length overall								
Draft		Fwd		Aft							
Position of incident or accident			Time of incident or accident								
Last port of call			Next port of call								
Ship's data		course		speed		outlook		y		n	
Weather and sea conditions		visibility (nm)		Bridge command with							
Wind direction		force		Waves direction		height					
Name of pilot (if on board)											
In any Case of Pollution											
:State the substance involved											
Oil		Chemical		Garbage		Ballast					
State how the incident happened:											
Location			Date and Time								
Wind speed and direction			Speed		Direction						
State the actions taken to mitigate the impact on the environment:											
Passport Details											
Date			Signature								

6 Waste Disposal Reporting

All vessels should use the following format to request waste disposal services from their agents:

 Uniform Vessel Waste Collection Report for GCC 							
Ports (Sub-section 31.3, 1.) (to be e-mailed, faxed, mailed, or hand-delivered to the Port at least 48 hrs before arrival)							
Country				Port			
Name of Agent				Tel./Mob 24hrs			
Vessel Details							
Ship's name			ETA (date-Time)				
Terminal or Anchorage			Berth				
IMO No	Flag	Port of Register	Call sign	Class	Year of built	Thrusters (yes/no)	
LOA (m)	Breadth	Draft Fwd	Draft Aft	DWT	SDW	GT	NT
Owner/Charterer			Owner's Telephone				
Owner's Nationality			Owner's E-mail				
Last Port/Country		Departure Date		Next Port/Country		Date Due	
Data Required for the Collection of Waste							
Last ship's waste delivered in			Port of:		at date:		
Quantity of waste for delivery :			all		some		none
Ballast Loaded (t)			Loaded at:				
Type and amount of waste and residues to be delivered and/or remaining on board							
If delivering all waste, complete second column as appropriate. If delivering some or no waste, complete all columns.							
Type	Waste to be delivered (m3)	Maximum dedicated storage capacity (m3)	Amount of waste retained on board (m3)	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m3)		
Waste oil							
Sludge							
Bilge water							
Others (specify)							
Garbage							
Food waste							
Plastic							
Other							
Cargo waste							
Cargo residues							
I hereby confirm that, to the best of my knowledge, the above details are accurate and correct and there is sufficient dedicated onboard capacity to store all waste generated between notification and the next port at which waste will be delivered.							
Date		Name		Signature			

7 Berthing Report Required Data

All vessels on completion of berthing or anchoring must complete all applicable sections of the following and submit to VTS:

Anchorage Location Allocated		Berth Number Allocated					
Berthing				Clearance		Time	Date
Berth Number		Time Pilot Requested		In			
Bow in/out		P.O.B					
Time all Fast		Pilot Name		Out			
Time All Stop		Tugs Used					
Pilot Off							
SHIFTING							
Shifting From		To		Shifting From		To	
P.O.B	Pilot Name	Tugs Used		P.O.B	Pilot Name	Tugs Used	

8 Final Report Required Data

After sailing from the berth and disembarking pilot or departure from VTS area, vessel must make the following Final Report:

Name of Vessel							
Agent							
PILOT & TUGS REQUEST RECEIVED				Pilot On Board		Tugs On Station	
DATE		TIME		Berth		Time	
PILOT		UNBERTH REQUEST RECEIVED					
NAME		DATE		TIME			
DATE		VIA RADIO					
TUGS		OR TELEPHONE					
		OUT WARD CLEARING RECEIVED					
PILOT BOAT		DATE		TIME			
MOORING BOAT							

Available Publications

Website www.portsdevco.com / www.kingabdullahport.com.sa - Supplies up to date information and current rules and regulations regarding the Port area.

Notices to Mariners Issued to port users giving notice of any significant changes to navigation within the area. Published on the Port website.

Port Information Notices Issued to port users, giving notice of any changes to operating procedures within the area. Published on the Port website.

General Directions to within the Port area for the purposes of Navigational Safety. Published on the Port website.

Pilotage Directions within the Port area. Published on the Port website.

Contact Details

Ports Development Company Head Office (Office Hours)+

E-mail: info@portsdevco.com / info@kingabdullahport.com.sa

Web Site: www.portsdevco.com / www.kingabdullahport.co.sa

Operations Centre

VTs

Call Sign KAP VTs

MMSI 00

Tel: + 966 (0)565692611

E-mail: kapyts@portsdevco.com

VHF Radio Channels

VTs: VHF Ch 14

Navigational warnings broadcasts: VHF Ch 14

Emergency & Oil pollution VHF Ch 16

Port Construction Traffic VHF Ch 71

Pilotage/Berthing: VHF Ch 73/67/69