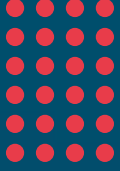




أبوظبي البحرية  
ABU DHABI MARITIME

دائرة البلديات والنقل  
DEPARTMENT OF MUNICIPALITIES  
AND TRANSPORT



# Code of Practice for Marina Operations in Abu Dhabi

Translated copy. In case of any discrepancies please refer to the original version in Arabic\*

# Section One



## Article (1) - Definitions

For the purposes of the Marina Code, the following definitions were adopted:

<b>Emirate</b>	Emirate of Abu Dhabi
<b>The Department</b>	Department of Municipalities and Transport (DMT)
<b>The Competent Authority</b>	The Department or its delegate(s).
<b>Vessel</b>	Any boat, yacht boats, jet ski, or any movable and drivable vessel, regardless of the purpose or use thereof, that sails in the Emirate's waters.
<b>Maritime Incident</b>	<p>Any event that jeopardizes or may, if not rectified, jeopardize the safety of the ship or the vessel, the persons on board, other persons, or the environment. An incident may for example result in:</p> <ol style="list-style-type: none"> <li>1. Losing any person on the ship or the vessel.</li> <li>2. A death or injury requiring medical attention of any person due to operation processes.</li> <li>3. Material or human loss, potential material loss, or abandonment of a vessel.</li> <li>4. Collision with any ship or vessel.</li> <li>5. Grounding of any ship or vessel.</li> <li>6. Significant damages to any ship or vessel.</li> <li>7. Damages to properties or the environment due to the operation processes of a ship or a vessel.</li> <li>8. Imminent danger to any person due to the operation processes of a ship or vessel.</li> <li>9. Risk of damages.</li> <li>10. Any illegal leakages of marine pollutants.</li> </ol>
<b>Emergency</b>	An event or set of key events that cause significant damages to individuals or properties, including without limitation fire, grounding, and sinking of a vessel.

<b>Maritime Constructions</b>	Any dock, marina, excavation and rehabilitation works of maritime lands or facilities, bridges, or other structures in waterways, with the exception of those under the jurisdiction of the Armed Forces or petroleum ports.
<b>Commercial Licence</b>	The licence issued by the Department of Economic Development to grant an approval to a natural or legal person to practice an economic activity in the Emirate.
<b>Dry Storage</b>	The designated area on the land for vessels parking based on the marina berth lease contract approved by the marina.
<b>Fueling</b>	Supplying the vessel with fuel.
<b>Marina</b>	A group of buoys, piers, abutments or similar structures designed to provide mooring the vessel, which primarily used for pleasure or entertainment, including additional features such as slipways, facilities for the vessel's repair and maintenance , and stations for provision of fuel ,supplies and other accessories.
<b>Marina Basin</b>	An area of water in the marina.
<b>Marina Operator</b>	The company or institution responsible for the day-to-day organization and operation of the marina.
<b>Occupational Health and Safety Management System (OHSMS)</b>	A system that details all health and safety procedures, policies, systems, and records to enhance the ability to regularly identify and control risks in the workplace.
<b>Floating Pier</b>	A floating marina structure connected to waterway that allows passengers to move to and from the berthed vessel.
<b>Marina Lease</b>	The contract regulating the relationship between the marina and the vessel owner (or his legal representative) to provide facilities for vessel berthing.
<b>Risk Assessment</b>	The method used to ensure that all maritime risks are evaluated, removed, or minimized as soon as practicable in accordance with the best practices.

## Article (2) Responsibilities of the competent authority

The Competent Authority shall monitor and oversee marinas in the Emirate and take the necessary action to ensure compliance, inspect marina activities, and take the necessary actions against non-compliant marinas in accordance with the following controls:

1. Adherence to the standards in accordance with the requirements of this decision.
2. Each stakeholder shall have the right to appeal the decisions issued pursuant to the compliance process.
3. The technical committee formed in the Department shall consider appeals and recommend the appropriate procedure.

## Article (3) The Purpose

The Marina Code aims to stipulate the main environmental health and safety considerations required from the marina operator during commercial activities. Therefore, this Code must be used against which safety audits of commercial marinas should be carried out. The main sections of this Code stated below cover the safe operation elements of commercial marinas in the Emirate.

Section 1 – Marina Management System.

Section 2 – Health, Safety, and Environment Management System.

Section 3 – Inspection and Maintenance Management System.

Section 4 – Emergency Management System.

Section 5 – Communications Management System.

Section 6 – Security Management System.

Section 7 – Administrative Sanctions.

Section 8 – Annexes.



## Article (4) Marina Management System

1. Marinas operators should have a Marina Management System, which will typically address all aspects of their business operations, from ensuring the marinas have the appropriate commercial licence to operate, to having a set of rules and conditions which must be complied by their various stakeholders. Main components of a marina's management system will include:
  - A. Safety and Environment Management System
  - B. Emergency Management System
  - C. Communications Management System
  - D. Marina Inspection and Maintenance Management System
  - E. Security Management System.
2. Marinas should always be fully staffed. The recommended manning level being at least 2 persons on duty and 1 on night shift on a 24/7 basis for marinas with more than 75 berths. For smaller marinas they should ensure they have enough staff available to deal with any untoward incidents as defined in the risk assessment.
3. Additional HSE-related considerations in a marina's management system could include:
  - A. All accidents – involving injury to any person or damage to any public or private property within the marina's premises – must be reported to the marina office as soon as reasonably possible after they occur. Marina office will in turn report the accidents to the appropriate authority.
  - B. Marina must have incident/accident investigation and reporting procedures
  - C. Marina must have an accident record book



4. List of strictly forbidden activities on marina's site (unless expressly authorised by the appropriate entity):
- A. No dangerous, flammable, poisonous or noxious substances, spirits, oil or petrol or other flammable liquid, gas or solid are allowed into the marina or stored on a vessel except in properly secured containers designed to contain such substances against leakage or escape (consequence of which will be at vessel owner's expense).
  - B. No discharge of waste, fuel, marine toilets / sewage, sinks and bilges within marina waters. Appropriate disposal facilities in the marina must be used. It is the marina's sole responsibility to ensure no environmental pollution occurs within its waters; moored vessels must use their holding tanks for toilets/ sewage before these are subsequently discharged through the disposal facilities provided by marina.
  - C. Illegal substances / items are strictly prohibited in marina's premises
  - D. No fishing in marina
  - E. No open flame, coal or wood fire BBQ on board of vessel when moored in marina
  - F. No water skiing, speedboat racing, windsurfing, hydroplaning, jet skiing, swimming and diving (unless expressly authorized by the appropriate entity)
5. A marina's management system should also specify below aspects (and requirements) of its business:
- A. Facility's general appearance (including indications of well-maintenance)
  - B. Interior and exterior of marina's office
  - C. Lighting around marina's premises
  - D. Unobstructed piers, slipways, gangways, pedestrian pathways and roadways.
  - E. Clear identification of dock facilities e.g. slips, utility pedestals, dock carts, mooring buoys, with a permanently installed number
  - F. Disposal facilities provided by marina must be well-maintained and frequently emptied
  - G. Availability of pump out stations and onshore storage tanks for ships' wastes
  - H. Availability of sufficient rest rooms (toilet and bathroom facilities) for marina users based on the estimated occupancy of the marina with guidance being 2 facilities per 50 users.



## Article (5) Marina Design

1. Marinas must be designed in compliance with the Department's "Design Code for Maritime Infrastructure", including without limitation:
  - A. Adequate depth of marina's basin and its channels
  - B. Protection against strong surges and winds.
2. Marinas could also consider below standards and programs to improve their management:
  - A. ISO 9000 family – Quality Management
  - B. ISO 14000 family – Environmental Management
  - C. ISO/CD 13687: Yacht Harbours — Minimum Requirements
  - D. The Yacht Harbour Association Gold Anchor Award Scheme and their "Code of Practice"
  - E. Blue Star Marina Certification Program
  - F. Blue Flag Eco Label for Marinas





# Section Two

## Article (6) Health, Safety, and Environment Management System

In safety planning, the health, safety, and environment requirements must be observed. Marinas must:

1. Adhere to the UAE's national HSE and security regulations and requirements, such as:
  - A. Federal Law No. 8 of 1980 (Labour Law): Articles 91 to 101 of the UAE Labour Law specify the provisions for employees' safety and health care
  - B. Abu Dhabi Public Health Authority Occupational Safety and Health System Framework OSHAD-SF version 3.0 of July 2016 and any amendments thereof
  - C. UAE Occupational Health and Safety Management System (OHSMS) National Standard, issued by the UAE's Supreme Council for National Security National Emergency Crisis and Disasters Management Authority (NCEMA)
  - D. Abu Dhabi Safety and Security Planning Manual (SSPM), issued by Abu Dhabi Urban Planning Council
2. Carry out a risk assessment and document its main findings
3. Develop a set of operating instructions describing key actions to be followed during a risk event
4. Update risk assessments and operating instructions, if need be, on an annual basis.
5. Develop procedures to record and analyze safety incidents (Incident Investigation and Reporting)
6. Ensure staff are trained and competent to handle all identified risk scenarios
7. Ensure an effective communication with all relevant stakeholders is in place
8. Conduct regular checks to ensure the facility is well-maintained
9. Marina should have Nomination and Registration with Abu Dhabi Public Health Authority for Occupational Safety and Health System.
10. Marina shall apply to Maritime Division of the Department of Municipalities and Transport (DMT) for registration as a nominated entity under OSHAD-SF version, 3.0 of July 2016 or any later version.
11. Marina shall comply with the requirements of OSHAD-SF including all the applicable mandatory CoPs (Codes of Practice)
12. Marina must carry out a risk assessment and document its main findings. A risk assessment must identify:
  - A. All potential hazards and their consequences
  - B. Likelihood of the occurrence of hazards
  - C. Safe guards in place
  - D. Mitigation measures to minimize these risks (depending on marina's site layout and expected number of people – boat owners, marina users, visitors)

## Article (7) Fueling

1. The marina must obtain the necessary approval and issue certificates for the fueling stations it owns or manages from the concerned entities in accordance with the defined requirements. All relevant documents and certificates must be available on site to be examined and reviewed. Safety aspects must be taken into consideration when fueling the vessel through mechanical or electrical means, including:
  - A. Fuel storage facilities / fuel docks are appropriately designed and located
  - B. Located in well-maintained and protected areas (away from wave actions), with stable platforms for watercraft fueling
  - C. Access to fuel docks clearly marked to facilitate vessel queuing in an adequate space without adverse effect to pumping lines and other vessels
  - D. Fuel dispensers, including nozzles and hoses, are operational, well-maintained and protected from physical damage
  - E. Dispensers with functioning fire/shear valves and hoses with breakaway devices
  - F. Dispensers locked when attendant is not on duty
  - G. Pump signs visible and well-maintained
  - H. Dispenser display screens protected against UV damage and vandalism
2. Controls in place to minimize risk of vapor ignition
  - A. Automatic leak detection systems for aboveground, underground and dock tanks, piping, and dispensers
  - B. Secondary containment for fuel storage tanks and piping
  - C. Emergency fuel shutoff with instructions clearly posted and accessible, with clear location of shutoff valve
  - D. Posting of public safety notices around fuel docks / pump islands (signs at fuel dispensers include "no smoking", "switch off engine", and "emergency fuel shut-off" signs)
  - E. Enforcement of "no smoking" policy (smoking is not permitted near fuel dispensers, and signs are posted)
  - F. Safety equipment (e.g. fire-fighting, emergency ladders, eye-wash stations, oil spill kit) are accessible and suitably located, as well as clear operating instructions where required
  - G. Appropriate maintenance management (including use of permit-to-work systems for 'hot work')
  - H. Safe tanker unloading practices inside marina premises
  - I. Full as well as empty LPG cylinders must be safely stored and well protected against electrical systems

## Article (8) Battery Charging Stations

1. A marina providing battery charging stations, whether for its business operations (e.g. electric vehicles on site) or for its berth holders' use (e.g. dock carts to allow transport of luggage and supplies to and from boats), must address the below safety aspects for its battery charging facilities during its risk assessment.
  - A. Location: general principle of keeping chargers away from combustible materials
  - B. Chargers must be fixed to a secure but non-combustible wall
  - C. Chargers must be protected against collision hazards
  - D. Cables must be held off the floor to prevent damage e.g. with the use of a spring reel
2. Safety equipment: minimize consequences of fires in battery charging stations by having batteries charged only in rooms equipped with automatic fire detection.
3. Availability of suitable hand-held fire extinguishers
4. Availability of appropriate detectors (e.g. hydrogen detectors in ceiling of charging areas, with interlocking shut-down system with battery chargers in case hydrogen is detected)
5. Presence of single emergency cut-off button to electrical supply
6. Housekeeping and maintenance: ensure a well-defined clear area around battery charger and equipment under charge
7. Maintenance procedures to include battery charging stations



## Article (9) Ventilation

Ensure adequate ventilation in charging stations (either natural or forced ventilation)

1. Ensure natural ventilation by having openings of adequate size per room volume, at floor and ceiling levels
2. Interlock operation of battery chargers with forced ventilation system (in case of failure of ventilation, battery chargers stop operating)

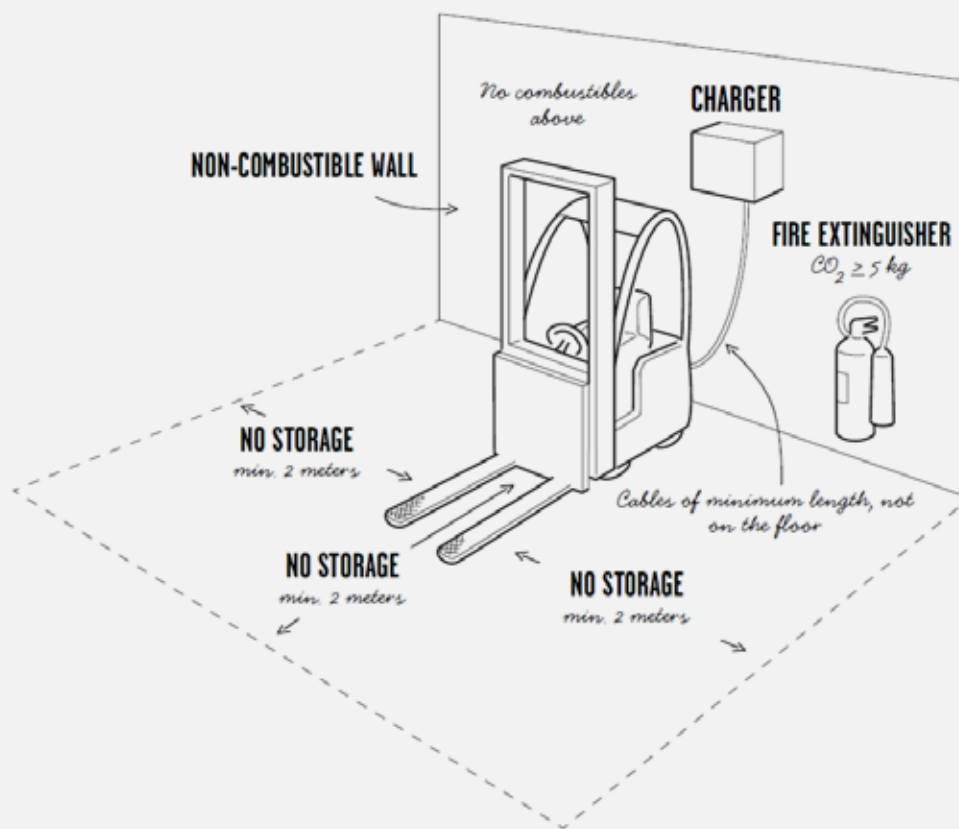


Figure 1: Example of Key Safety Considerations for Battery Charging Stations (Source: IF Insurance)



## Article (10) Combustible and/or Hazardous Materials

1. Safety aspects to be considered for other flammable and/or hazardous products stored on site and provided by the marina are:
  - A. Clear signage which follows internationally-recognized systems of product's safety classification, e.g. the Globally Harmonized System of Classifying and Labeling Chemicals (GHS), which replaces the MSDS system and which requires record keeping.
  - B. Measures to minimize use of hazardous materials and to promote use to alternative environment-friendly materials
  - C. Measures and controls in place to address product-specific hazards
  - D. Relevant areas marked with "no smoking" signs
  - E. Flammable materials (e.g. paint, solvent) are not to be stored in battery charging rooms nor in dock carts. Relevant signage or notices must be prominently posted or featured in berth rental agreement.
  - F. Flammable materials are to be secured only in areas where fire detector and fixed fire-fighting systems are provided.
  - G. Secondary containment storage systems for hazardous materials and wastes (e.g. when situated near or over water)
2. Compliance with local OSH requirements for handling, storage and disposal of hazardous materials



## Article (11) Navigation Services

1. Safety must be taken into consideration in navigation aids during risks assessment:
  - A. Clear instructions on navigation aids to assist with entry and exit from marina
  - B. Obstructions are clearly marked, with special marker buoys
  - C. Speed restriction signs to be posted inside channels and roads inside marina
  - D. Design and installation of all navigation aids must be aligned with international standards such as the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).
  - E. Mooring buoy fields are adequately spaced and provide sufficient anchorage for boats

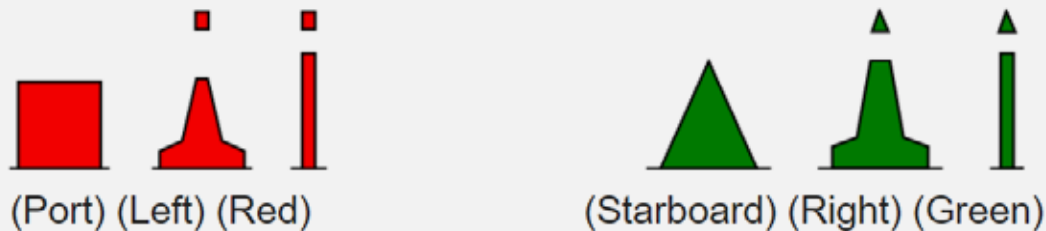


Figure 2: Illustration of Navigation Systems in the Region (A) (Including UAE), According to IALA.

2. safety aspects must be addressed in a marina's risk assessment, for the expected number of vessels and land-based traffic, as follows:
  - A. Availability of safe holding areas or moorings on either side to prevent congestion
  - B. Indication of "safe to proceed" – either a simple line-of-sight or traffic light systems
  - C. For locks, ensuring that boats are safely secured within chamber prior to emptying or filling
  - D. Ensuring safety of people (including boaters disembarking to operate lock or bridge) from hazards of falling, crushing and trapping.
3. Safety aspects to be considered during risk assessments are:
  - A. Availability of clear communication plan to relay warnings of adverse weather or flow conditions (as issued by the relevant authorities in the UAE) to all marina users.
  - B. Supply of notice boards with relevant weather information for boat owners and how these are updated.
4. Safety aspects to be considered during risk assessments are:
  - A. Consider the provision of VHF facilities, especially for coastal sites.
  - B. Availability of licenced people to supervise the use of VHF facilities, if provided

## Article 12 Moorings

The vessel must be secured in the designated mooring places with available mooring arrangements. Safety aspects to be considered for moorings during a marina's risk assessment include:

1. Presence of any fenders or other mooring devices which are assessed by marina to compromise a vessel's safety (to be replaced and charged to the vessel owner / user)
2. Presence of items fixed by vessel owner/ user to the pontoon or jetty (such items must be liable to immediate removal and disposal by marina at owners' expense)





## Article (13) Service Lines and Facilities

The following safety aspects must be taken into consideration in service lines and facilities in the marina, including: energy, water, pipes, and cables:

1. Service lines and facilities must be clear and protected against damage, pedestrian traffic or vehicle traffic.
2. Electrical panels must be secured and unobstructed with outdoor electrical systems in weatherproof enclosures.
3. Electrical systems must be in an approved condition with components (e.g. switches, fuses, circuit breakers) properly marked and labeled.
4. Electrical tests should be performed, and certification maintained.
5. Utility lines must, in general, be hidden from view
6. Dock anchors cables must be identified, if hazardous
7. Fire general alarm system must be connected to marina office
8. For marinas providing electricity to its boats, availability of mains electricity must only be to boats with a properly equipped and protected ring-main installation
9. Marina's right to disconnect shore supply to vessels in case of overloading, persistent earth tripping, or for fault finding purposes



## Article (14) Lifting, Storing, and Launching Vessels

1. Lifting and launching points location: safety standards must be taken into consideration in risk assessment in case of using the marina for mobile lifting equipment, including:
  - A. Ensuring lifting or launching point is of adequate strength
  - B. Weight to be lifted considers bilge water and suction effect from channel bed
  - C. A plan for the stability of lifting or launching.
2. Lifting operations: safety standards during lifting operations must be taken into consideration in the risk assessment:
  - A. Availability of suitable equipment which must be well-maintained and regularly inspected. Lifting equipment's inspection record must be available onsite.
  - B. Availability of a lifting plan / operating procedures to ensure safety of people (operating lifting equipment and people in the path of the mobile lifting equipment)
  - C. Adequate area for hoisting, lifting and launching of vessels
  - D. Clear indication of location of lifting's emergency cut-off switch
  - E. Availability of trained and experienced staff for lifting operation
  - F. Adhere to guidelines useful guides for the safe operation of lifting equipment are: Abu Dhabi Occupational Safety and Health System Framework (OSHAD-SF) Code of Practice 34.0 – Safe Use of Lifting Equipment and Lifting Accessories
3. Support: Safety standards must be taken into consideration in the risk assessment of support:
  - A. Exposure of berthed vessels to strong winds (intensity and frequency)
  - B. Storage of single-keel sailing yachts in purpose-built cradles



## Article (15) Slipways

Design requirements for slipways must comply with the Authority's "Design Code for Maritime Infrastructure". Safety aspects to be considered during risk assessments for slipways are:

1. Lifting equipment, slipway machinery must be regularly inspected, well- maintained, and operated by competent people
2. Regular maintenance of slipway surface to limit build-up of marine growth
3. Protection against slippery or uneven surfaces and unprotected edges
4. Sufficient lighting should be provided
5. Log should be maintained for in and out movements and record should be submitted to the competent authority on demand
6. Access should be controlled by security gates and fencing
7. Area should be covered Covered by CCTV
8. Safety signboard should be posted for slippery surface, no - unauthorized access etc.





## Article (16) Maintaining Safe and Usable Channels

A marina must ensure that the depths in the marina basin and its channels are sufficient to allow for safe navigation. A marina undertaking channel dredging should consider below safety aspects during its risk assessment:

1. Equipment used in dredging operations in compliance with the Authority's dredging requirements
2. Ensure dredging operation is carried out by competent crew
3. Effect of dredging activities on marina customers in terms of restrictions to navigation and need for warning notices, lights or temporary barriers

## Article (17) Life Saving Equipment for Public Use

1. The provision of life-saving equipment for public use must address the following in the marina risk assessment:
  - A. Likelihood of people falling into the water, their ages and abilities
  - B. Water conditions, temperature, depth and flow conditions
  - C. Likelihood of self-recovery
  - D. Likelihood of rescue from others in the vicinity
  - E. Marina operator and staff require all passengers to use life jackets.
  - F. Use of life-jackets by marina staff in appropriate situations e.g. during hours of darkness or adverse weather
  
2. An overview of some of the common life-saving equipment is provided below. A marina's specific choice of life saving equipment must be part of its risk assessment:
  - A. Large life-rings (SOLAS type): suitable for dropping into the water near the casualty
  - B. Small/Medium sized life-rings with buoyant line: suitable for throwing
  - C. Throw bags (bag with an integral float and a line): suitable where water is flowing
  
3. Locating: Life-saving equipment must be located as part of the risk assessment:
  - A. Ensure siting of life-saving equipment in strategic locations around marina
  - B. Most likely to be required (as identified during risk assessment)
  - C. Most likely to be seen at a distance by a rescuer
  - D. Where obstructions to line-of-sight are unavoidable, signage must indicate location of nearest life-saving equipment
  - E. Regular inspection and maintenance of life-saving equipment is essential and must be part of marina's operational procedures.



## Article (18) Dry Storage

Safety standards must be taken into consideration in the risk assessment of marinas that provide dry storage facilities as follows:

1. Availability of trained and experienced people for lifting and dry storage operation
2. Numbers, sizes and weights of boats to be handled
3. Weight bearing capacity of the ground
4. Planning of transport routes, including access by fork-lifts
5. Availability of a lifting and dry storage plan / operating procedures to ensure safety of people
6. Appropriate location of dry storage (away from guest service areas, adequately sized and orderly, secure, and appropriately screened)
7. Presence of a space identification and recording system



## Article (19) Site Access Management

**A marina is responsible for managing vehicle movements safely within its premises. In addition to a marina's clients, other visitors may include the general public, other boat- users on a time-limited visit to the marina, or contractors (working on behalf of marina or boat owners). Safety considerations should include:**

1. As far as possible, presence of separate pedestrian and vehicle routes (motor vehicles as well as heavy vehicles such as trucks, cranes, forklifts etc.) with clearly marked parking areas for vehicles.
2. Pedestrian pathways must be free of obstructions / tripping hazards
3. Clear guidance on how vehicles are to be driven on site, especially with regards to speed, route and parking as well as any limitations of access (in terms of users, locations and time).
4. Vehicles must not obstruct slipways, roadways or any other area of the marina. Marina operator reserves the right to remove any obstructing vehicle by crane operation, towage or otherwise, with the guarantee that no damage will be done to the vehicle in accordance with the legislation in force.
5. Speed limit of vehicles in marina's premises
6. Vessel owners are not allowed to park or store any motor vehicle at the marina, other than when they are aboard their vessel
7. Dock carts, if provided by marina for the transport of luggage and supplies to and from boats, must be stored in an orderly manner, in dedicated areas (e.g. head of the dock, parking area, or other areas as per marina's layout)
8. Works involving heavy vehicles must have appropriate risk control measures
9. Temporary barriers to close off work areas
10. Use of banksmen to direct operation of heavy/work vehicles especially in restricted areas and to monitor for presence of non-authorized personnel in the work area
11. Advice to marina users (signs or other notices) prior to start of works



# Section Three





## Article (20) Inspection, Maintenance and Construction Management

1. All construction work in marinas must comply with the Entity's "Design Code for Maritime Infrastructure" and an approval should be sought, including construction work services such as maintenance, renovation or demolition of a marina facility, including the installation, repair and removal of mechanical, electrical, hydraulic services secured to the marina facility. For the safety of its facilities, its users as well as contracted company's staff, the marina should consider:
  - A. Appointing competent builders and designers
  - B. Providing adequate resources and time
  - C. Providing information about the site's hazards (e.g. buried services or sunken obstacles)
  - D. Appointing a construction design and management coordinator
  - E. Ensure an adequate health and safety plan is in place before the start of construction
  - F. Keeping a Health and Safety file for such contractual works





## Article (21) Spill Prevention, Controls and Countermeasures (SPCC) Plan

A marina must have a Spill Prevention, Controls and Countermeasures (SPCC) Plan, which is developed following its risk assessment exercise. The SPCC Plan must include:

1. Procedures to mitigate fuel spills
2. Oil spill response equipment which must be well-maintained, accessible, and adequate to respond to incidental and non-incidental fuel and oil spills
3. Reporting requirements
4. Training of marina staff (including fuel attendants) and documentation needs
5. The Marina must hold insurance covering pollution liability.





## Article (22) Owners Executing Works on Vessels

1. For any work to be carried out on vessels in the marina, marina operators could specify that:
  - A. Boat owners are permitted to carry out only minor running repairs to their vessels
  - B. Boat owners are permitted to carry out major repairs to their vessels (if the marina provides such maintenance facilities)
  - C. Any work to be carried out by a contractor, the contractor must first be registered with the marina
2. Note that, should any of such maintenance activities of a vessel berthed within the marina result in any mess or damage to the marina's property (pontoons, walkways, fixtures and fittings, etc.), the marina could request the mess to be cleaned to its satisfaction or the damage to be repaired by the marina but with the cost borne by the boat owner. Painting whilst berthed on a pontoon within the marina premises is at the discretion of the marina however, no spray painting should be allowed in the marina.

3. In above three "vessel maintenance cases", the marina operator will need to ensure the safety of private individuals carrying out the work or those who may be affected by it. Marina operator must be prepared to stop any activity, which is assessed to put unacceptable risks onto others. The key safety considerations in each of these cases are summarised in the sub-chapters below.

4. A Marina requires that boat owners seek marina's prior written consent for such minor maintenance of a routine nature. Such an activity would typically create only minor risks to these individuals, with little or no risk to others. If the marina staff assess that individuals are putting themselves at unnecessary risk, they must inform the individuals about the potential risks. Provided that these individuals do not endanger others, further action might not be necessary.



## Article (23) Execution of Major Works in Marina Facilities

1. This is assumed to be when boat owners carrying out major repairs to their vessels (if the marina provides such maintenance facilities e.g. dry docks and scrubbing posts).
2. Marinas must ensure that these facilities are well-maintained, with necessary signage and that their users are fully informed of the potential hazards and are competent to deal with them. Typically, this could be done as part of the application process to use the facility, where boat owners are to assess risks and propose mitigation measures.
  - A. Marina operators must be cautious in permitting such major maintenance activities when the risks are assessed to have an impact on other persons, or where incompatible activities may be taking place, e.g. one person welding adjacent to another painting.
  - B. This is assumed to be when boat owners make use of a contractor to do repairs on their vessels.
  - C. Contractor must be registered with the marina and agree to the marina's terms and conditions for contractors employed by boat owners.
  - D. Marina must inform contractor of its site's traffic rules and access restrictions.
  - E. Marina must be kept informed of all proposed works. Where required, marina operators must influence how (and if) such work are carried out.



## Article (24) Vessel Condition and Operation

The Vessel Operator may, as part of ensuring safe use of the marina's facilities, ask vessel owners to:

1. Must always hold a valid boat registration licence.
2. Must always ensure that their vessel is well-maintained and is in a seaworthy condition.
3. Cover third party liability below (including responsibility under this contract).
  - Boats that are up to 12 meters long shall be covered with a minimum of AED 500,000.
  - Boats that are 12-20 meters long shall be covered with a minimum of AED 1,000,000.
  - Boats that are 21 meters high or more shall be covered with a minimum of AED 2,000,000.
4. Must ensure that, while underway within the marina, the vessel is navigated:
  - A. with reasonable skill and care, and not to endanger or inconvenience other vessels in the marina
  - B. in accordance to marina's speed limits and any other applicable laws or regulations
5. Must ensure that, while moored within the marina, their vessel is secured using adequate number of fenders and warps of sufficient size and strength (configuration of which is appropriate to the vessel, the mooring and the anticipated weather conditions).
6. Additional HSE-related considerations for vessels in marina could include:
  - A. Requirement to minimize wash
  - B. Specify water speed limits in different parts of marina
  - C. Boat owners must provide and maintain at least one fire extinguisher, which is approved and manufactured to UAE's standards for portable fire extinguishers, and ensure it is fit for purpose for their vessel and ready for immediate use in case of fire.
  - D. Boat owner must ensure that the area around its vessel is clutter-free (no objects or cables/hoses left on the pontoons).
7. Boat owner must ensure that no part of its vessel (including anchors, bow sprits etc.) overhangs a walkway. Piers, pontoons and walkways must always be kept clear of gear.
8. Marina Have the right to move a vessel and any other associated gear and equipment for safety, security or good management of the marina's premises.



A photograph of a white lifebuoy on a ship's deck, with a thick rope coiled around it. The image is overlaid with a dark blue tint. The text 'Section Four' is displayed in white within a red-bordered box on the right side of the image.

# Section Four



## Article (25) Emergency Management System

All marinas must have an Emergency Management System to address all potential emergencies that could arise at the marinas. These emergency scenarios are typically defined during the risk assessment exercise carried out as part of the Safety and Environment Management System. The risk-based approach to develop an Emergency Preparedness and Response Plan should consider the following hazards and risk controls:

### 1. Risks

- A. **Spread of boat-fire:** boats typically have a high inventory of flammable materials, gas cylinders and fuel. Proximity of boats in marinas can increase the likelihood of a fire spreading.
- B. **Other potential fire sources:** marinas with fuel storage and dispensing facilities, and other facilities handling paints, solvents and other flammable materials, could be a source of a fire hazard.
- C. **Extreme weather:** whether (or not) due to climate change, extreme weather events – in terms of wind strengths and frequency, tidal ranges – could challenge the design basis of a marina.
- D. **Other hazards:** as applicable

### 2. Risk Control

- A. **Human vulnerability:** those at risk include berth-holders, visitors, marina staff, contractors (working either for marina or boat owners) and visitors.
- B. **Evacuation and assembly points:** presence of adequate number of evacuation / escape routes and assembly points when considering that an emergency event might prevent access to one or some of them. Emergency exits and routes must be marked and unobstructed. Evacuation plan must be posted in strategic and conspicuous locations.
- C. **Emergency ladders on dock:** appropriate spacing on dock of emergency ladders, with access to the water
- D. **Siting of life-saving equipment:** adequate number and clearly marked location of all life-saving equipment
- E. **Siting of first-aid:** adequate number and clearly marked locations of all first-aid kits provided by marina. Marina staff must easily locate first aid kits. First aider to be provided as per OSHAD requirements.
- F. **Marina's work boat:** availability of work boat to operate during emergency scenarios, with adequate number of marina staff with driving licences and training to operate work boat
- G. **Isolation points:** presence of isolation points for fuel tanks, gas and electricity supplies.

3. **Availability of fire-fighting equipment:** availability of fire-fighting equipment (number, type and location in various parts of marina) with clear operating instructions and up-to-date inspection tags
- A. Use the NFPA 303 as the basis standards for new editions of (UAE fire and life safety code of practice) regarding fire safety on marinas
  - B. Provide private fire boats on marinas and these boats shall carry portable fire pump
  - C. Specify period of time for training of evacuation operation with coordination with marinas management
  - D. Provide boats which will be used in case of emergency to drag a burn boats away from marinas and marinas management are responsible to provide these boats and marinas management could also use these boats to drag the other boats around the burn boat
  - E. Provide portable and trolley fire extinguishers on marinas and distance between these fire extinguishers shall be provided according to the (UAE fire and life safety code of practice)
  - F. Provide fixed fire pump system on marinas to feed all fire protection systems such as hose reel, private fire hydrants and pressure of the fire pump shall be provided according to the (UAE fire and life safety code of practice)
  - G. Marina staff must be trained in the use of fire-fighting equipment available on site.
  - H. Availability of detection and alarm systems: presence of appropriate and well-maintained detectors (e.g. smoke, fire, hydrogen) and alarms in various locations of the marina.
  - I. Smoke detectors must be operational single-station (operating individually).
  - J. Maintenance checks and replacement of detectors must factor in whether detectors are hard-wired or battery-operated.
  - K. Visibility and accessibility of fire alarms and pull-boxes
  - L. Inspection of detection, alarm and fire-fighting systems: detection, alarm and fire-fighting systems (e.g. fire extinguishers, fixed fire-fighting system, fire detectors) must be inspected by third party service provider at regular intervals. These inspection records must be available for verification.
4. **PPE (Personal Protective Equipment):** PPE for marina staff during emergency response
5. **Right to board vessel:** marina have enforce the right to board and enter a vessel to carry out any necessary emergency work on vessel without prior notice to vessel owner (but at owner's expense), to ensure safety of the vessel or safety of other marina users.
6. **Actions of marina staff:** risk assessment must factor in what can reasonably be expected of marina staff during an emergency. Marina staff's role in assisting with evacuation and using fire-fighting equipment will require training and pre-planning.

7. **Safety / emergency drills:** safety drills for hazards identified in a marina's Emergency Preparedness and Response Plan must be reviewed by the marina on a regular basis. Safety drills can combine several hazard types and must be carried out at least once per year, typically during a period when most marina users are on site. Marinas must maintain an Emergency and Safety Drill Logbook.
8. **Local emergency assistance:** contacts for local emergency assistance displayed in relevant locations around the marina premises and shared with berth holders at the start of the year (as part of their information file pack). For the list of these emergency contact details, refer to Appendix A.
9. **Communication with marina users:** a communication plan to inform marina users, ahead and during an emergency.
- A. Marinas must have a PA (public address) system.
  - B. Marinas must issue a Fire Plan to its members and staff.
10. **Communication with relevant authorities:** a communication plan to inform relevant authorities about emergency situations, during and after such events.
11. Marinas should also consider having a Business Continuity Plan which would allow their businesses to resume, fully and quickly, normal operation following an emergency. Refer to "Business Continuity Management Standard and Guide", as issued by the UAE's Supreme Council for National Security National Emergency Crisis and Disasters Management Authority (NCEMA).





# Section Five



## Article (26) Communications Management System

Communicating safety and general information (with staff, clients, visitors, contractors and other stakeholders) is important. Key information must be provided clearly in Arabic, English and where appropriate, translated in the native language of the berth- holder if they are unable to understand.

This section provides an overview of communication options commonly used by marinas to relay information to its various stakeholders:

1. **Signage greatly:** reduces the risk of disputes, accidents, and injuries. Having marina/safety signage prevents liability incidents. Relevant signage required in a marina will be an outcome of the risk assessment conducted by the marina. Signs must be carefully designed and located, by referring to the signage guidelines issued by the Department and as per below criteria:
  - A. Simple designs (as far as possible), with limited or no large blocks of text
  - B. Use of pictures or symbols to the extent possible
  - C. Avoidance of targeting more than one audience on a single sign
  - D. Limited or no "sign clutter" (where many signs compete for attention)
  - E. Adequate sizing of lettering of headings (for required visibility at desired distance)
  - F. Both permanent and temporary signs must be professional in appearance




Colour and Shape Requirements for Symbolic Signs		
Sign Function	Symbolic Shape	Colour
Regulatory prohibition	 <p>Red annulus and bar on white ground</p>	<p>Red: R13 Signal Red (PMS 186C, 1795U) Text: Black</p>
Warning	 <p>Black border on yellow ground</p>	<p>Yellow: Y15-Sunflower (PMS 136C, 115U) Text: Black</p>
Informative and permissive	 <p>Blue ground</p>	<p>Blue: B23-Bright blue (PMS 301C, 293U)</p>

Figure 4: Example of Navigation Signs and Symbols: (Source: Maritime Signs Manual – DMT).



Figure 5: Example of Navigation Signs and Symbols (Source: Association of Inland Navigation Authorities)

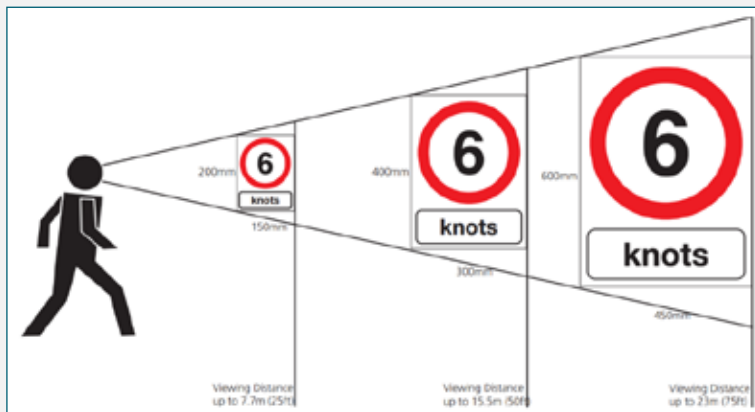
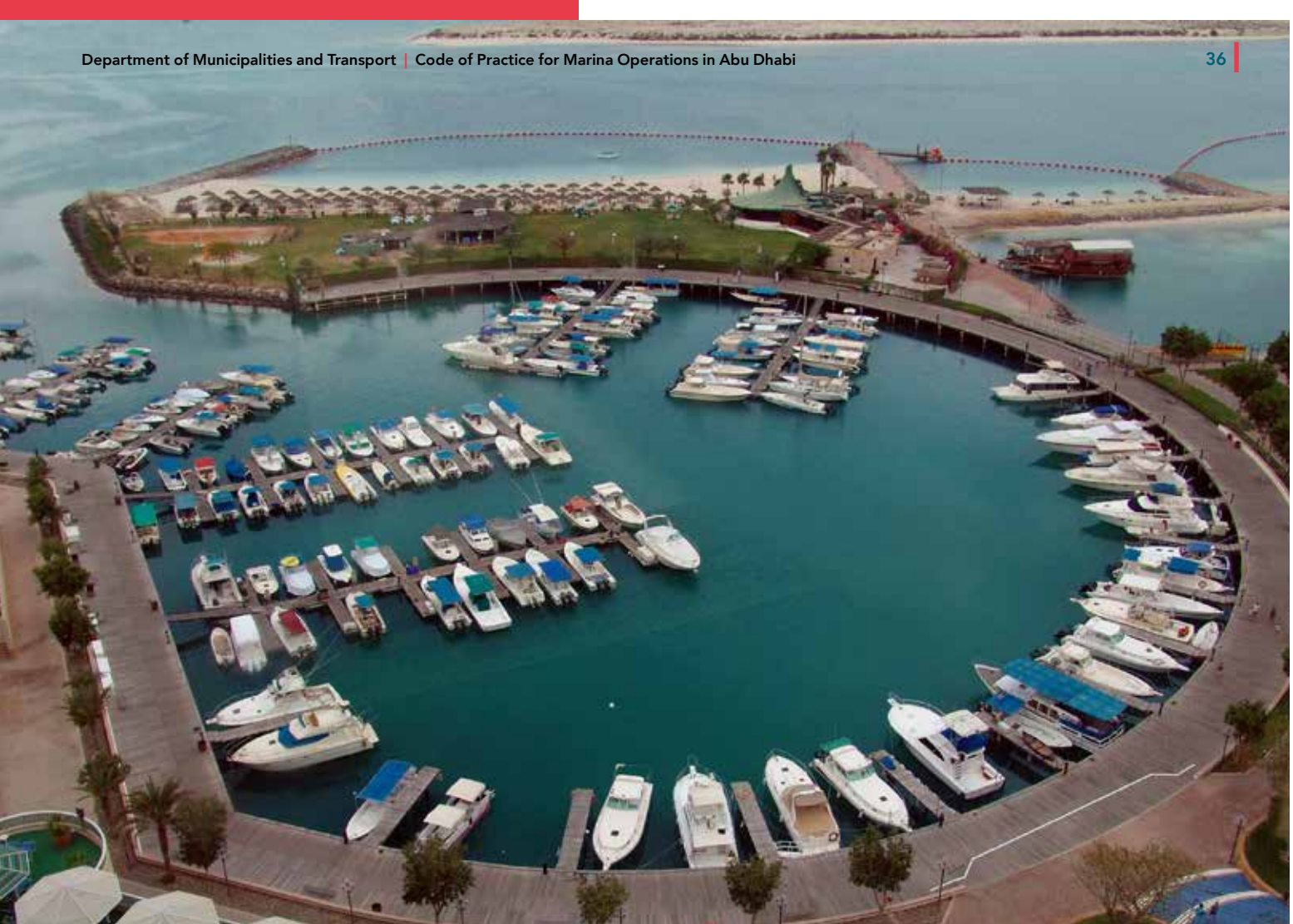


Figure 6: Distance Display (Source: Association of Inland Navigation Authorities).

2. **Notice boards in marinas:** Typically provide key information about the marina including its overall layout, important information on any local marina life and sensitive areas and local emergency contacts. Notice boards must be:
  - A. up-to-date and concise
  - B. located at strategic points where people pass or gather
3. **Interpretation Boards:** These are designed to convey information about the historical, environmental or ecological aspect of a location. If carefully designed, these can play a secondary role in conveying safety information such as warnings or the location of safety equipment, etc.
4. **Leaflets, Letters and Emails:** At the start of the year, marinas must contact berth- holders to provide with the latest marina's rules, applicable code of conduct, local emergency contacts, fire plan, and important information on any local marina life and sensitive areas.



5. **Post clear information on marina's website and in marina's office:**

- A. Marina's HSE Policy and highlight any areas which have been recently amended
- B. Berthing rates and services
- C. Contacts for local emergency assistance (also displayed in relevant locations around the marina premises); refer to Appendix A
- D. In general, leaflets, letters and emails must be written in a concise manner, addressing only relevant and important matters. These must be addressed directly to the desired recipient(s).

6. **Verbal communications:** can be effective when delivered on a one-to-one basis. Attention must be given to ensuring the same message is communicated to all marina berth-holders to avoid a distortion of information when passed on between berth-holders.

7. **Emergency Communications:** Marina managers must have a clearly defined communications approach as part of their marina's Emergency Management System, taking account of the possibility that important utilities, such as power supplies, could be affected.

## Article (27) Customer Service Enhancement

1. Marinas must aim to improve practice and understand customers' needs by actively seeking feedback on customer services.
2. Marina managers could consider meeting regularly to exchange best practice ideas, sharing the knowledge of their experience and offering suggestions on how to effectively improve services and sustainability within the industry.
3. Staff must have adequate / basic seamanship training to be able to assist clients professionally within the marina. The following training is mandatory:
  - A. Basic Fire Fighting
  - B. Basic First Aid





## Article (28) Marina Inspection and Maintenance Management System

1. Marinas must establish a Maintenance Program / Document which defines
  - A. the maintenance requirement for the marina's entire facility, and
  - B. how the marina's staff is trained for their roles and responsibilities against the maintenance requirement.
2. To ensure safety of a marina's facilities, its staff should conduct routine inspections and record when:
  - A. inspections were carried out,
  - B. the area covered by the inspections, and
  - C. any defects identified, in an Inspection & Defect Logbook.
  - D. Corrective measures to address these defects must also be identified in the

### Maintenance Plan.

3. All facilities, equipment, and services provided by the marina (as defined in this CoP) must always be regularly maintained to ensure their availability. Routine inspections of a marina's facilities will typically include:
  - A. **Fueling systems:** checks to ensure that fueling systems (including fuel lines, nozzles and hoses, fuel storage tanks, emergency fuel shut-off valves) are in stable and protected areas (away from wave effects) and are well- maintained.
  - B. **Battery charging stations:** regular inspections to ensure these stations are well-maintained with checks on the condition of charging units and cables and replace any damaged or faulty chargers and cables.
  - C. **Service bollards:** functional checks by adequately trained staff whilst full inspections and repairs (including electrical equipment) must be carried out by competent / authorized staff.
  - D. **Hose systems:** these are consistent throughout marina and are well- maintained (coiled or orderly) and free of leaks. Any backflow prevention devices in hose systems are also maintained.
  - E. **Site maintenance – surfaces:** to minimize the occurrence of slips and trips, regular inspections of surfaces for marine growth, loose planking or spalled surfaces, rot, projecting fasteners, etc. must be carried out.
  - F. **Site maintenance – gangways:** ensure surface of gangways is non-slip, free of obstructions and tripping hazards, with railings sturdy
  - G. **Site maintenance – cleats:** checks for any loose or missing cleats to ensure that adequate number of properly sized cleats are available to secure vessels
  - H. **Site maintenance – breakwater:** checks to ensure breakwater is visible and properly secured
  - I. **Safety equipment:** reliability and availability of safety equipment must be checked. Any changes to be made to safety equipment must be supported by an update in the marina's relevant risk assessment register.



# Section Six

## Article (29) Security Management System

Marinas must take reasonable steps to maintain security on their premises. Examples of security considerations in marinas are:

1. Marina must have a suitably protected perimeter (eg: fencing) to ensure no unlawful access to the site
2. Access to and from marina via a locked gate, swing barriers or other restrictions
3. Boat owners must not use their vessel for any commercial or residential purpose while in the marina premises without obtaining the marina's prior written consent. Marina and boat owners should comply with "FTA circular No-(13) 2018 dated 24<sup>th</sup> July 2018 regarding engaging in commercial charters".





# Section Seven

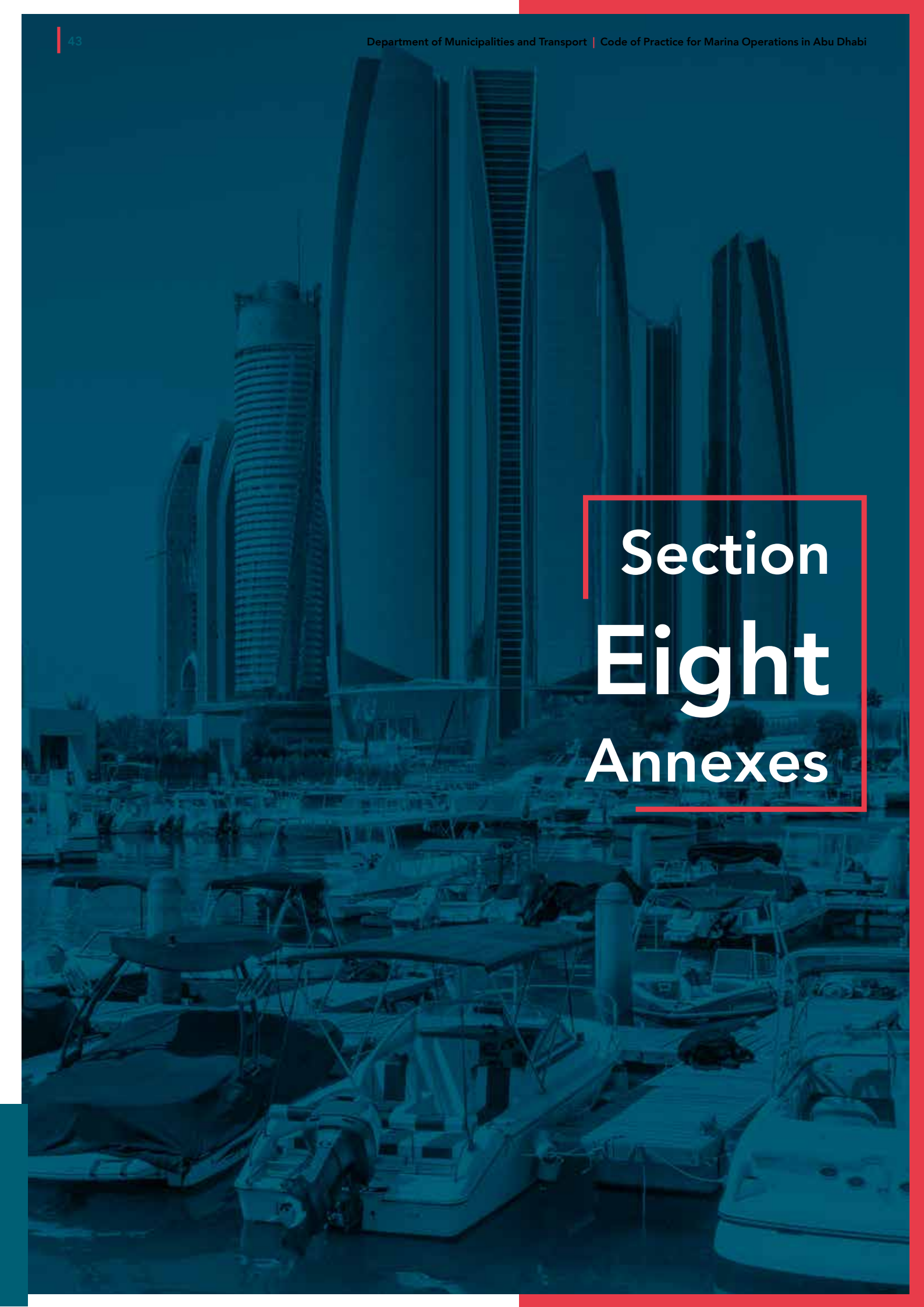


## Article (30) Administrative Sanctions

The marinas will be subject to routine, random and follow up inspections to ensure that all commercial marinas are in compliance with this code of practice. Following the inspection, the Department inspector will issue in writing for the non-conformities found during the inspection. Marina management to ensure closure of these non-conformities within targeted time. Failure to meet the agreed target date for closeout of non-conformity issued by the inspector will lead to administrative action as per the applicable Abu Dhabi law and regulations, summarised as under:

The violations	Notification	Warning	Putting the company under financial and administration control and monitoring	Suspending activity temporarily	Cancellation or suspension of the license	Close the establishment temporarily or permanently
Failure to closeout Non-Conformities raised during inspection within agreed time.	Issue If failure to close on agreed date	Issue Warning Letter after 7 days of notification issued	Impose Fine as per applicable regulation after 7 days of warning issued. Give 14 days to pay fine and rectify the violation	Notify the Department of Economic Development 14 days after issuing the warning regarding the temporary closure, along with attaching the reason for the temporary closure	Inform the concern Authority and request suspension of entity license after 30 days of suspension of activity	Notice of the Department of Economic Development to close the facility upon stopping or canceling the license.

Table-A: Administrative Actions



# Section Eight Annexes

## Annex A: Local Emergency Contacts

In case of any emergency, following are the appropriate authorities to contact:

Entity	Phone
Abu Dhabi Police	999
Abu Dhabi Civil Defence	997
Critical Infrastructure and Coastal Protection Command (CICPC)	996
The Competent Authority	800 112

**Upon notification, the contacted authority will initiate all responses and interact with other authorities as needed.**

## Annex B: Marina Inspection Check List

Report Reference Number	Click or tap here to enter text.
Entity Name	Click or tap here to enter text.
Entity Owner	Click or tap here to enter text.
Entity Operator	Click or tap here to enter text.
Commercial Licence No & validity	Click or tap here to enter text.
Date of Inspection	Click or tap here to enter text.
Type of Inspection	Routine <input type="checkbox"/> Random <input type="checkbox"/> Follow up <input type="checkbox"/>

Deficiency Summary					
No.	Non-Conformity-Description	NC-Code	AC-Code	Priority A/B	Target Date*

\*Failure to meet the agreed target date for closeout of non-conformity listed above will lead to administrative action as per the applicable Abu Dhabi law and regulations.

Use additional sheet if required

<b>Follow up Actions - Inspection Required</b>	<b>Yes</b> <input type="checkbox"/>	<b>No</b> <input type="checkbox"/>
Comments:-		



Ranking Definitions and Notes

**Ranking Definitions:**

**Priority (A):**

conditions or practices that, if missing, create or have the potential to exert a significant impairment to visitor or employee or marina services.

Priority	A1	A2	A3
Description	Conditions or practices that, if completely missing	Conditions or practices that, if missing with major requirements	Conditions or practices that, if missing with minor requirements
Administrative Action	<ul style="list-style-type: none"> <li>- The Department may take any one or more immediate administrative action(s) as per "Table A: Administrative Actions"</li> <li>- Administrative Actions" without sequence.</li> </ul>	The Department may take any administrative action as per "Table A: Administrative Actions" without notification or warning	As per "Table A: Administrative Actions"

**Priority (B):**

conditions or practices that, if missing, create or have the potential to exert a moderate or minor impairment to visitor or employee or marina services.

Priority	B1	B2	B3
Description	Conditions or practices that, if completely missing	Conditions or practices that, if missing with major requirements	Conditions or practices that, if missing with minor requirements
Administrative Action	The Department may take any administrative action as per "Table A: Administrative Actions" without notification or warning	As per "Table A: Administrative Actions"	As per "Table A: Administrative Actions"

### NC – Non Conformity Code /AC – Action Code Notes:

- The Non Conformities listed above may not be exhaustive and the facility managers must ensure their own Inspections, audits and follow ups are carried out as required.
- All deficiencies must be rectified as per NC Action Codes (NC-AC)..

NC Action Codes	DMT Action codes
10: NC rectified - Immediately	50: Notify DED
15: Rectify deficiency and request re-inspection prior use of facility. (Major NC)	55: Notify EAD
20: Rectify NC within 14 days (Major / Minor NC)	60: Notify FTA
25: Rectify NC within 3 months (Minor NC)	65: Notify other authority
30: Other	70: Initiate investigation
	75: Other

### Endorsement

DMT		Entity	
Name		Name	
Signature		Signature	
Date		Date	

#	Area	CoP Reference		Priority	Additional Comments
<b>1</b>	<b>Introduction</b>				
1-1	Does marina have all management systems defined in CoP? [Overall ranking based on sub-components' ranking]	Section 1	<input type="checkbox"/>	A	
<b>2</b>	<b>Marina Management System</b>				
2-1	Does marina have a valid Commercial License?	Section 2	<input type="checkbox"/>	A	
2-2	Does marina's management system or Rules & Regulations define forbidden activities on marina's site? Are these enforced?	Section 2	<input type="checkbox"/>	B	
2-3	Is marina's general appearance in compliance with CoP?	Section 2	<input type="checkbox"/>	B	
2-4	Is marina's sanitation in compliance with CoP?	Section 2	<input type="checkbox"/>	B	
2-5	Does design of marina allow for adequate depth of marina's basin and its channels, and offer protection against strong surges and winds?	Section 2	<input type="checkbox"/>	A	
<b>3</b>	<b>Safety &amp; Environment Management System</b>				
3-1	Are conditions in "Planning for Safety" in CoP met by marina? [Overall ranking based on sub-components' ranking]	Section 3.1	<input type="checkbox"/>	A	
3-2	Does marina's risk assessment capture all main elements defined in CoP? [Overall ranking based on sub-components' ranking]	Section 3.2	<input type="checkbox"/>	A	
3-3	Fuel Dispensing - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.1	<input type="checkbox"/>	A	

#	Area	CoP Reference		Priority	Additional Comments
3-4	Fuel Dispensing - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.1	<input type="checkbox"/>	A	
3-5	Battery Charging Stations - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.2	<input type="checkbox"/>	A	
3-6	Battery Charging Stations - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.2	<input type="checkbox"/>	A	
3-7	Flammable and/or Hazardous Products - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.3	<input type="checkbox"/>	A	
3-8	Flammable and/or Hazardous Products - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.3	<input type="checkbox"/>	A	
3-9	Navigation Services - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.4	<input type="checkbox"/>	A	
3-10	Navigation Services - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.4	<input type="checkbox"/>	A	
3-11	Moorings - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.5	<input type="checkbox"/>	A	
3-12	Moorings - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.5	<input type="checkbox"/>	A	
3-13	Utility Lines - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.6	<input type="checkbox"/>	A	



#	Area	CoP Reference		Priority	Additional Comments
3-14	Utility Lines - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.6	<input type="checkbox"/>	A	
3-15	Lifting, Storing and Launching of Boats - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.7	<input type="checkbox"/>	A	
3-16	Lifting, Storing and Launching of Boats - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.7	<input type="checkbox"/>	A	
3-17	Maintaining Safe and Useable Channels - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.8	<input type="checkbox"/>	A	
3-18	Maintaining Safe and Useable Channels - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.8	<input type="checkbox"/>	A	
3-19	Life Saving Equipment for Public Use - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.9	<input type="checkbox"/>	A	
3-20	Life Saving Equipment for Public Use - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.9	<input type="checkbox"/>	A	
3-21	Dry Stacking - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.10	<input type="checkbox"/>	A	
3-22	Dry Stacking - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.10	<input type="checkbox"/>	A	
3-23	Managing Access to the Site - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.11	<input type="checkbox"/>	A	

#	Area	CoP Reference		Priority	Additional Comments
3-24	Managing Access to the Site - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.11	<input type="checkbox"/>	A	
3-25	Contracting for Construction Work - are safety considerations listed in CoP covered in marina's risk assessment / Risk Register?	Section 3.2.12	<input type="checkbox"/>	A	
3-26	Contracting for Construction Work - are mitigations identified in marina's Risk Register in place and functioning as intended?	Section 3.2.12	<input type="checkbox"/>	A	
3-27	SPCC Plan - How is marina's Spill Prevention, Controls and Countermeasures (SPCC) Plan?	Section 3.3	<input type="checkbox"/>	A	
3-28	SPCC Plan - are measures and procedures identified in marina's SPCC Plan in place and functioning as intended?	Section 3.3	<input type="checkbox"/>	A	
3-29	Work by Boat Owners / Berth Holders - how are marina's requirements and procedures to address work carried out or commissioned by boat owners / berth holders?	Section 3.4	<input type="checkbox"/>	A	
3-30	Work by Boat Owners / Berth Holders - are marina's requirements and procedures enforced?	Section 3.4	<input type="checkbox"/>	A	
3-31	Vessels' Condition and Operation - how are marina's requirements and procedures to address the condition and operation of vessels?	Section 3.5	<input type="checkbox"/>	A	
3-32	Vessels' Condition and Operation - are marina's requirements and procedures enforced?	Section 3.5	<input type="checkbox"/>	A	

#	Area	CoP Reference		Priority	Additional Comments
<b>4</b>	<b>Emergency Management System</b>				
4-1	Is marina's Emergency Preparedness and Response Plan in compliance with CoP?	Section 4	<input type="checkbox"/>	A	
4-2	Are measures and procedures identified in marina's Emergency Preparedness and Response Plan in place and functioning / implemented as intended?	Section 4	<input type="checkbox"/>	A	
<b>5</b>	<b>Communications Management System</b>				
5-1	Is marina's Communications Management System in compliance with CoP? [Overall ranking based on sub-components' ranking]	Section 5	<input type="checkbox"/>	A	
5-2	Does marina comply with communication options defined in CoP?	Section 5.1	<input type="checkbox"/>	A	
5-3	Is marina's emergency communication approach clearly defined?	Sections 4 and 5.2	<input type="checkbox"/>	A	
5-4	Does marina have a good customer service?	Section 5.3	<input type="checkbox"/>	B	
<b>6</b>	<b>Marina Inspection &amp; Maintenance Management System</b>				
6-1	Is marina's Marina Inspection and Maintenance Management System in compliance with CoP?	Section 6	<input type="checkbox"/>	A	
6-2	Are measures and procedures in place and functioning / implemented as intended?	Section 6	<input type="checkbox"/>	A	
<b>7</b>	<b>Security Management System</b>				
7-1	Is marina's Security Management System in compliance with CoP?	Section 7	<input type="checkbox"/>	A	
7-2	Are measures and procedures in place and functioning / implemented as intended?	Section 7	<input type="checkbox"/>	A	

For DMT use only:	Date	Remarks
Report Issued		
Data base updated		
Follow up Insp completed		
All Items Closed		

## Pictures

Appendix B: < insert Checklist reference # >	Appendix B: < insert Checklist reference # >
Insert picture	Insert picture





# — Code of Practice for Marina Operations in Abu Dhabi

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