

دائرة النقل
DEPARTMENT OF TRANSPORT



Maritime Sector
Transport Regulations
(General and Port Operations)
Second Edition - October 2010

Transport
Regulations
(General and
Port Operations)

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PART I ADMINISTRATIVE PROVISIONS

ARTICLE TG01/10 SHORT TITLE

These Regulations may be cited as the Transport (General) Regulations 2010.

ARTICLE TG02/10 INTERPRETATION

In applying the provisions of these Regulations the following terms shall have the meanings stated below unless the context clearly indicates otherwise:

Chairman: means the Chairman of the Department of Transport appointed by Emiri Decree

Department: means the Department of Transport of the Emirate of Abu Dhabi

State: means the Federal State of the United Arab Emirates

ARTICLE TG03/10 COMMENCEMENT

These Regulations come into effect on the day on which they are issued by the Department.

ARTICLE TG04/10 PREVAILING LANGUAGE

These Regulations are issued in both the Arabic and English languages, however, the Arabic language shall always prevail.

ARTICLE TG05/10 SCOPE OF APPLICATION

1. These Regulations are to give effect to the paragraph (2) of Article (2) of Law No. (5) of 2008 amending some provisions of Law No. (4) of 2006, issued in the Emirate of Abu Dhabi, concerning establishing the Department of Transport and, as amended from time to time. Pursuant to the provisions of this Article, the Department of Transport shall be the competent entity concerned with controlling and economically overseeing the aviation, airports, sea ports and infrastructure sectors and land, maritime and public transport services in compliance with the applicable legislation in the UAE and the Emirate and, in this capacity, issuing the rules and decisions required to guarantee the functioning and organising of these sectors.
2. Nothing stated in these Regulations may exempt compliance with any legislation, regulations, policies and decisions issued by the State or from complying with international conventions, resolutions, codes, standards and recommended practices adopted by and applicable in the State.

ARTICLE TG06/10 STATEMENT OF PURPOSE

In considering the objectives of general welfare, economic growth and stability of the delivery of transportation in the Emirate of Abu Dhabi, the Department will hold safety, security and the environment as its highest priorities. The Department's policies, regulations and programmes will promote a safe, secure, sustainable, integrated, efficient, and convenient transport system that is consistent with these and other objectives, including the efficient use and conservation of the resources of the Emirate of Abu Dhabi.

ARTICLE TG07/10 INTENT OF THE REGULATIONS

It is the intent of these Regulations to:

1. Ensure the coordinated and effective administration of the Emirate of Abu Dhabi's Transport systems and programmes.
2. Facilitate the development and improvement of coordinated transportation among different modes of transportation.
3. Encourage cooperation between the Emirate of Abu Dhabi and other state, regional and international government agencies, and other interested parties in order to achieve the Department's transportation objectives.
4. Provide general leadership in identifying and solving transportation issues.
5. Develop transportation objectives to meet the needs of the public, users, carriers, service providers, labour and other interested parties.
6. Set economic regulation to protect users and consumers.

ARTICLE TG08/10 RESPONSIBILITIES OF THE CHAIRMAN

The Chairman of the Department shall:

1. Under the direction of the Executive Council of the Emirate of Abu Dhabi, exercise leadership in and oversight of transportation matters in the Emirate of Abu Dhabi.
2. Provide leadership in the development of transportation policies and programs of the Emirate of Abu Dhabi, and make recommendations to the Executive Council of the Emirate of Abu Dhabi for its consideration and implementation.
3. Coordinate policy on intermodal transportation and initiate policies to promote efficient intermodal transportation in the Emirate of Abu Dhabi.
4. Promote and undertake the development, collection, and dissemination of technological, statistical, economic, and other information relevant to domestic and international transportation.
5. Carry out other duties prescribed by the Executive Council of the Emirate of Abu Dhabi.

ARTICLE TG09/10 POWERS OF THE DEPARTMENT

1. In addition to any other powers conferred on it by legislation, the Department has the power to do all things necessary or convenient to be done for or in connection with the performance of its functions.
2. Where the Department may provide a facility or service, or discharge a function, the Department may do so itself, or in cooperation with another person, or by arranging for another person to do so on its behalf. In this subsection, the reference to a person includes the Government of the United Arab Emirates, an Emirate of the United Arab Emirates and the government or an agency of the government of a foreign country.
3. The Department may take action that it considers necessary to carry out these Regulations, including conducting investigations, prescribing regulations, standards, procedures and issuing orders, and may take necessary steps to ensure compliance with such action.

ARTICLE TG10/10 INTERNATIONAL AGREEMENTS AND OBLIGATIONS

1. The Department shall consult and coordinate with the responsible Federal entity to the extent these Regulations are related to international maritime and air commerce, safety, security and the environment.
2. In carrying out these Regulations, the Department shall act consistently with obligations of the State under international agreements and conventions.

ARTICLE TG11/10 CONSULTATION

In the performance of its functions and the exercise of its powers, the Department must, where appropriate, consult with government, commercial, industrial, consumer and other relevant bodies and organisations.

ARTICLE TG12/10 TRANSPARENCY

1. Except as provided in these Regulations, the Department shall make a written record of each decision, proceeding and investigation under these Regulations and shall provide a copy to each party to the proceeding or investigation. The record shall include the decision, conclusions, order and requirements of the Department.
2. The Department shall have all reports, orders, decisions and regulations published promptly in the form and way best adapted for public use.
3. Unless stated otherwise, copies of applications, complaints, pennons, responsive pleadings and other matters filed with the Department under these Regulations, and the statistics, tables and figures contained in reports made to the Department thereunder, are public records except where:
 - 3.1 They are commercially sensitive.
 - 3.2 The Department believes that it is or will be contrary to a public interest for any of the matters referred to in this section to be public record.



ARTICLE TG13/10 WITHHOLDING OF INFORMATION

1. A person may object to the public disclosure of information:
 - 1.1 In a record filed under these Regulations.
 - 1.2 Obtained under these Regulations by the Department.
2. An objection must be made in writing and must state the reasons for the objection. The Department shall order the information withheld from public disclosure if the Department decides that the disclosure of the information would:
 - 2.1 Prejudice the Emirate of Abu Dhabi in preparing and presenting its position in international negotiations or cooperative undertakings.
 - 2.2 Have an adverse effect on the competitive position of an air or sea carrier.
 - 2.3 Is contrary to public interest.
3. The decision of the Department to withhold or otherwise release such information shall be final and binding.

ARTICLE TG14/10 AUTHORITY TO EXEMPT

1. The Department, by order or by regulation, may exempt any person or class of persons from requirements of these Regulations or from requirements of any order, rule, regulation, guideline or procedure prescribed under these Regulations when the Department decides that the exemption is in the public interest. The Department may impose on such exemption authority terms, conditions and limitations in the public interest.
2. The exemption is effective to the extent and for periods that the Department decides is in the public interest. However, the Department shall not have the power to exempt requirements imposed by other State or Abu Dhabi government entities.



PART II ISSUING REGULATIONS

ARTICLE TG15/10 PROCEDURE FOR THE ISSUING OF REGULATIONS

1. Before issuing any regulation, including any material incorporated by reference pursuant to Article TG016/10, the Department shall:
 - 1.1 Publish a notice to make the regulation in a manner to be specified by the Chairman.
 - 1.2 Give interested persons a reasonable time, which shall be specified in the notice published under paragraph (1.1) of this subsection, to make submissions on the proposed regulation.
 - 1.3 Consult with such persons, representative groups within the relevant transport sector to which the regulation applies, state and Abu Dhabi Government departments and agencies, Government-owned corporations as the Department shall consider appropriate.
2. Every regulation made by the Department shall:
 - 2.1 Be signed by the Chairman.
 - 2.2 Contain a statement specifying the objective of the regulation and the extent of any consultation.
 - 2.3 Set out fully the requirements of the regulation, except where by reason of size or length certain information is incorporated in the regulation by reference.
 - 2.4 Be made available by the Department for purchase by members of the public at a reasonable price, and the notification shall specify a place where the rule is available for inspection free of charge and for purchase.
3. Every regulation shall come into force on the 28th day after notice of its making has been given or on such later date as may be specified in the regulation.
4. Any rule made under this Regulation may apply generally throughout the Emirate of Abu Dhabi and its waters.

ARTICLE TG16/10 INCORPORATION IN REGULATION OF MATERIAL BY REFERENCE

1. The following may, by a decision of the Chairman, be incorporated by reference into a regulation:
 - 1.1 Standards, requirements, or recommended practices of international or national organisations.
 - 1.2 Standards, requirements, or rules in force in any other jurisdiction.
 - 1.3 Standards, requirements, or rules, of any classification society or similar organisation.
 - 1.4 Any other written material or document that, in the opinion of the Department is too large or impractical to be printed as part of the regulation.

2. Any material incorporated in a regulation by reference under subsection (1) of this Article shall be deemed for all purposes to form part of the sector specific regulation; and, unless otherwise provided in the regulations, every amendment to any material so incorporated by reference that is made by the person or organisation originating the material shall be deemed to be part of the regulations.
3. The Department shall make available for inspection free of charge or purchase at a reasonable price, at such place or places as it shall from time to time appoint, copies of all material incorporated in a regulation by reference under subsection (1) of this Article and copies of all amendments deemed to be part of any regulation.
4. No amendment to any material incorporated in a regulation by reference under subsection (1) of this Article shall have effect until it is made available for inspection or purchase in accordance with subsection (3) of this Article.

ARTICLE TG17/10 EMERGENCY REGULATIONS

1. The Department may from time to time make emergency regulations for any purpose for which the Department considers necessary, if it considers that:
 - 1.1 Such regulations are necessary to alleviate or minimise any risk of the death of or a serious injury to any person, or of damage to any property or to the environment.
 - 1.2 It is not practicable in the circumstances of the particular case for the Department to make a regulation to effectively alleviate or minimise the risk concerned.
2. The Department may revoke any emergency regulation and the revocation shall be notified as if it were an emergency regulation.
3. Before making any emergency regulation, the Department shall:
 - 3.1 Consult promptly with such persons, representative groups within the relevant transport sector to which the regulation applies or elsewhere, state and Abu Dhabi Government departments and agencies, Government-owned corporations as the Department shall consider appropriate.
 - 3.2 The inability of the Department to contact any of the entities referred to in paragraph (3.1) of this subsection shall not hinder the Department in making an emergency regulation.
4. Every emergency regulation shall come into force on the date of its notification.
5. An emergency regulation be in force for such period as is specified in the regulation which shall not exceed 90 days, and may be renewed once only for a further period not exceeding 30 days.
6. Where for reasons of safety, security or because of the imminence of the threat to the environment, as the case may be, it is in the opinion of the Department impracticable to give notice. The Department may notify such persons as considered appropriate of the making of the regulation and such regulation shall immediately upon such notification come into force in respect of any person or persons notified and in respect of that person or those persons only and may be given by telephone, facsimile, or such other manner as the Department considers appropriate.

To provide for the operational regulation of ports in the Emirate of Abu Dhabi and for other purposes incidental thereto.

PART I DEFINITIONS

Accident	Means an event which leads to injuries and/or loss of life and/or property and disrupts operations affecting the public, having potential to damage the port image regionally or internationally
Abu Dhabi Waters	Means all the internal waters and the belt of sea waters adjacent to the coast and beyond the land territory of the Emirate of Abu Dhabi extending from the Highest Astronomical Tide Mark towards the Arabian Gulf to the baseline as defined in Council of Minister's Decision No. (5) 2009 and those waters designated in accordance with Federal Law (19) of 1993 of the UAE and enclosed within the agreed domestic border of the Emirate of Abu Dhabi with the Emirate of Dubai in the North and the agreed international maritime boundary with the State of Qatar in the West and its amendments
EHSMS	Means an Environment, Health and Safety Management System of the Department and the Emirate of Abu Dhabi and as amended from time to time
Activity list	In respect to ports, means the part of Schedule (2) particular to that port, subject to changes shown in a Port Authority's website
Agent (Ship)	Means any person mandated to supply information and act on behalf of the owner or operator of the ship and holding a valid license from the Port Authority, Federal or Emiri authorities as the case may be
Chairman	Means the Chairman of the Department
Codes	Means the Codes relevant to ports or shipping issued by the IMO or ILO, or both, or any regional Code relevant to shipping or the protection of the environment
Company	Means Abu Dhabi Ports Company, established by Emiri Decree No. (6) of 2006, and as amended
Competent or Designated Authority	Means a port and other organisation designated by the Government of a GCC member state to process information reported pursuant to these Regulations and includes the Company or any other designated Port Authority in the Emirate of Abu Dhabi
Conventions	Means the Conventions relevant to ports or shipping issued by the IMO, ILO or the Regional Conventions related to shipping or the protection of the environment
Department	Means the Abu Dhabi Department of Transport established by the Emiri Law No. (4) of 2006 as amended from time to time
Emirate	The Emirate of Abu Dhabi
Employee	Means a person employed by an employer

Employer	Means a person who employs one or more employees
Federal Authority	Means a Government Authority under UAE Federal National Council
Federal Law	Means any related Federal Laws, and as amended from time to time
GCC	Means the COOPERATION COUNCIL FOR THE ARAB STATES OF THE GULF, with its members the United Arab Emirates, Sultanate of Oman, Kingdom of Saudi Arabia, Kingdom of Bahrain, State of Qatar and the State of Kuwait, who each signed the GCC Charter at Abu Dhabi City, United Arab Emirates, on 21 Rajab 1401, corresponding to 25 May 1981
GCC Regulations	Means the Rules and Regulations for Seaports 2006, as amended from time to time
Government	Means the Government of the Emirate of Abu Dhabi
Gulf Area	Means an area that is a Special Area and is the sea area located northwest of an imaginary line running between Ras al Hadd (22° 30' N, 059° 48' E) and Ras al Fasteh (25° 04' N, 061° 25' E)
Harbour Master	Means a Harbour Master which is appointed in accordance with these Regulations
IMDG Code	Means the IMO's International Maritime Dangerous Goods Code
ILO	Means the International Labour Organization, Geneva
Incident	Means an event or chain of events which cause, or could have caused injury, illness and/or damage (loss) to assets, the environment or third parties
IMO	Means the International Maritime Organization, London
ISO	Means the International Standards Organization
ISM Code	Means the IMO's International Safety Management Code as amended from time to time
ISO 14001 EMS	Means the ISO 14001 Environmental Management System as amended from time to time
ISPS Code	Means the IMO's International Ship and Port Facility Security Code, 2002 as amended from time to time and including chapter X1-2 of SOLAS Convention
License	Means a right issued by a Port Authority as licensor for the licensee to perform services or works in, at or for that port
Licensed pilot	Means a person who holds a valid license as a pilot issued by a Port Authority in the Emirate of Abu Dhabi
Load Lines Convention	Means the International Convention on Load Lines, 1966, including Protocol 1988, as amended from time to time
Near Miss	Means an event that did not result in injury, illness or damage but had the potential to do so
MARPOL Convention	Means the International Convention for the Prevention of Marine Pollution from ships, 73/78 as amended from time to time



Master	Means a ship officer who is competent and licensed to command and duly assigned by the ship owner to account for a ship
Measure(s)	Means dimensions, weights, masses, volumes, temperatures, speed or other unit of measure which shall refer to the decimal units in the respective metric system
OHSAS 18001	Means the internationally accepted standard of Occupational Health and Safety Management System, as may be amended from time to time
Person	Includes a partnership, an association and a body corporate
Pilotage Area	Means waters within the port limits that are designated and amended by the Harbour Master from time to time
Port	Means a port designated in Schedule (1) (Schedule of Ports) in the Regulations
Port Limits	As designated in Schedule (1) (Schedule of Ports)
Port Authority	Means the Abu Dhabi Ports Company or a port authority designated in writing by the Department and included in Schedule (1) (Schedule of Ports)
Regulations	Means these Transport (Port Operations) Regulations 2010 as amended from time to time
Riyadh MOU	Means the Riyadh Memorandum of Understanding, which is the accord joining GCC States sharing common waters to ensure that Vessels trading in their area are not substandard
ROPME	Means the Regional Organisation for the Protection of the Marine Environment
SOLAS Convention	Means the International Convention for the Safety of Life at Sea, 1974, including SOLAS Protocol 1978, as amended from time to time
Special Area	Means an area prescribed as a Special Area in the MARPOL Convention 73/78
Vessel	Means any kind of water craft or apparatus, including non-displacement craft, WIG craft and seaplanes, used or capable of being used in navigation by water however propelled or moved and also includes any kind of water craft deemed to be so by the Department
Wing-In-Groundcraft	Means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilising surface-effect action. A WIG craft is a Vessel capable of operating completely above the surface of the water on a dynamic air cushion created by aerodynamic lift due to the ground effect between the Vessel and the water's surface



PART II ORGANISATION OF AUTHORITY

ARTICLE TP01/10 MODEL GCC REGULATIONS

1. These Regulations have substantially adopted the GCC model regulations “The Rules and Regulations for Seaports The Cooperation Council For the Arab States of the Gulf (GCC) 2006”.
2. Where material deviation between these Regulations and the GCC model regulations have occurred, it has been necessary to ensure that these Regulations are:
 - 2.1 Compliant with the laws of the Emirate of Abu Dhabi and the Federal laws of the UAE.
 - 2.2 In line with the GCC Regulations “Preamble” subsection (3) calling upon each Emirate to discharge its respective responsibilities in its own seaports administration.

ARTICLE TP02/10 STATEMENT OF PURPOSE

1. The ports of the Emirate of Abu Dhabi participate in the ports of the GCC which form the ideal gateway to the Middle East for ships, cargo and people. Facilities, manpower capabilities and management expertise are geared up to achieve the needs and aspirations of port services users. In spite of the progress and leading position that they have achieved in the Middle East, the ports of the Emirate of Abu Dhabi as participants in the GCC ports will always strive to develop and further advance their competitive advantage, in such a way as to hold a leading position among world ports, through continued and persistent endeavours that serve the interests of the Emirate of Abu Dhabi and GCC port users, along with development of Abu Dhabi and the UAE’s economies in order to promote more welfare and prosperity for their people.
2. In view of its responsibilities for oversight of the ports sector, the Department will undertake to ensure that the Port Authorities of Abu Dhabi undertake to continue to endeavour not only to maintain the security and safety of individuals and property as well as to ensure protection of the environment, but also to apply best practices and state-of-the-art technical and management techniques in the operation of seaports in order to attain advancement and leadership in all their activities and works.

ARTICLE TP03/10 INTENT OF REGULATIONS

1. These Regulations are for:
 - 1.1 Port users to benefit from best practice services and procedures.
 - 1.2 Port and terminal operators to offer their services in a commercial environment and allowing them to respond to users’ need.
 - 1.3 Port Authorities to discharge their duties in the most effective, prudent and diligent manner and to advance and promote the ports’ competitive position, operational efficiency and commercial orientation.
 - 1.4 Cancelling any previous rules and regulations issued by the former Seaport Authority of Abu Dhabi.

2. The Port Authorities shall simplify and minimise the need of information in respect of ships, cargo and passengers with a view to facilitate practices and procedures for ship owners, masters and agents and for passengers and their baggage, and for cargo owners.

ARTICLE TP04/10 SCOPE OF APPLICATION OF MINIMUM STANDARDS

1. Unless a Law and/or Emiri Decree and/or Resolution provides otherwise, the provisions and schedules of these Regulations apply to the port authorities and each port as set out in Schedule (1) (Schedule of Ports) and:
 - 1.1 To the navigable waters, works, activities and the property managed by the port authorities of the ports referred to in Schedule (1) (Schedule of Ports).
 - 1.2 To all ships, craft, goods, vehicles, companies, organisations and persons entering or using a port set out in Schedule (1) (Schedule of Ports).
2. The Department reserves the right to amend Schedule (1) (Schedule of Ports) by adding to or removing from it the names of ports.
3. Every Port Authority may, with the consent of the Chairman of the Department, define and adapt the land and water boundaries of a port for which the Port is responsible and to which these Regulations shall apply, and shall publish any amendment.
4. A Port Authority reserves the right to accept only Vessels that are in compliance with the construction and safety rules of classification societies recognised by the Federal Authority.
5. Every owner, charterer, master or agent applying for permission for a ship to enter a port under these Regulations must ensure that the standard of the ship, including the ship's master and crew certificates are not below the standards set by International and Regional Conventions, Protocols, Resolutions or Codes of Practice as presented under sub-regulation (6) of this Article.
6. The Conventions, Protocols, Resolutions or Codes are:
 - 6.1 The SOLAS Convention.
 - 6.2 The Load Lines Convention.
 - 6.3 The MARPOL Convention.
 - 6.4 The International Convention on Tonnage Measurement of Ships, 1969, as amended.
 - 6.5 The Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended.
 - 6.6 The International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978, as amended.



- 6.7 The International Convention for Safe Containers, 1972, always as amended.
- 6.8 The ILO Code of Practice on Safety and Health in Ports, 2005, as amended.
- 6.9 The ILO Code of Practice on Accident Prevention on Board Ship at Sea and in Port, 2nd Edition 1996, as amended.
- 6.10 The ILO C185 Seafarer's Identity Documents Convention (Revised), 2003, as amended.
- 6.11 The ILO and IMO Code of Practice on Security in Ports, 2004, as amended.
- 6.12 The Kuwait Regional Conventions for Cooperation on the Protection of the Marine Environment from Pollution, 1978, including the Protocols related thereto, as amended.
- 6.13 The International Convention on Maritime Search and Rescue, 1979, as amended.
- 6.14 The Maritime Labour Convention, 2006, as amended.
- 6.15 The International Safety Management Code.
- 6.16 Any further convention with respect to security, safety or environment protection adopted by the IMO or ILO or any related international organisation, after the coming into effect of these Regulations.



PART III ABU DHABI PORTS

ARTICLE TP05/10 OBJECTIVES OF THESE REGULATIONS

The objectives of these Regulations are for the port authorities:

1. To make available the port infrastructure, equipment, systems and services in accordance with best international practices, standards and norms.
2. To contribute to the national social and economic objectives and to promote the ports' competitive strengths and the Emirate of Abu Dhabi's trade objectives in a global market.
3. To encourage harmonisation of standards, codes and benchmarks in the performance of port services in a global perspective and assuring the dispatch of ships matches the needs of users.
4. To assist Abu Dhabi and the United Arab Emirates to pursue the commitment to promote the aims of United Nations Organisations, such as IMO and ILO, of implementing and executing a unified system of maritime security, safety and environmental protection and to further pursue the goals of regional environment protection agencies, notably ROPME, in preventing pollution of the land, air and marine environment.
5. To be entrusted, through the Harbour Master and the Harbour Master's designated representative(s), with the functions and powers necessary to ensure the safety of persons and property in a port and the protection of the environment as set out in Article TP7/10 (Appointment, Functions and Powers of the Harbour Master).
6. To encourage private sector participation in the provision of port services with a view to ensure an economic use of resources and to enhance fair competition.
7. To invite professional and technological input from the marine industries.
8. To establish close lines of information and to coordinate and cooperate with all surface transport systems and with Government entities.
9. To invest in the future by way of promoting national employment and the education and life-long learning of the ports' human resources.

ARTICLE TP06/10 POWERS OF THE DEPARTMENT AND PORT AUTHORITY

1. The Department may, at any time, amend these Regulations, repeal these Regulations or issue additional regulations, decisions or directives for the management, control and use of a port or a class of ports, including:
 - 1.1 The navigation and use by ships of a port and its approaches, the control of ship traffic, reporting, mooring, towage, berthing and the loading and unloading of ships.
 - 1.2 The maintenance of order, security, safety of persons, ports and port facilities and the protection of the land, air and marine environment.

- 1.3 The removal, destruction or disposal of a ship, material or other things interfering with navigation or operations and the recovery of the costs incurred.
- 1.4 The traffic and movement of persons, vehicles and cargo.
- 1.5 The transportation, handling or storing of cargo and of dangerous goods or other substances that constitute or may constitute a danger to life or property.
- 1.6 With the consent of the Federal Authority in the UAE to provide, where reasonably practical, assistance and cooperation to the Federal Authority by a Port Authority to:
 - 1.6.1 Comply with the provisions of the IMO International Convention on Maritime Search and Rescue, 1979.
 - 1.6.2 Determine places of refuge for ships in distress (as per IMO Resolution A. 949(23)).
 - 1.6.3 Support the maritime assistance service (as per IMO Resolution A.950 (23)).
 - 1.6.4 Conduct, under SOLAS Convention regulation 1/21 and MARPOL Convention articles (8) and (12), and the Load Lines Convention, investigations into any casualty occurring to ships, subject to the pertinent guidelines described in those conventions.
 - 1.6.5 Promote adherence to and comply with the Regional Conventions aimed at protecting the Emirate of Abu Dhabi's land, air and marine environment, notably the Kuwait Regional Convention for Cooperation on the Protection of the Marine Environment from Pollution, 1978, including the Protocols related thereto, always as amended.
 - 1.6.6 Establish medical services for seamen on board ships including, the required infrastructure and equipment required to transport the injured seaman to and from ships.
- 1.7 Any obligation under Annex (1) to these Regulations.
2. A regulation, decision or directive made under sub-regulation (1) of this Article shall be binding on the Port Authority.

ARTICLE TP07/10 APPOINTMENT, FUNCTIONS AND POWERS OF THE HARBOUR MASTER

1. The Port Authority shall in writing appoint a Harbour Master for every harbour under its control and designate the port waters and port land over which the Harbour Master shall exercise control. A deputy Harbour Master or Harbour Masters may be appointed and entrusted with such functions and powers as the Port Authority may from time to time, in writing, determine.
2. The functions of the Harbour Master are to:
 - 2.1 Control and direct Vessels entering and leaving the waters of the port for which he or she has been engaged, including the time and manner of doing so.
 - 2.2 Control and direct the navigation and other movement of Vessels in those waters.
 - 2.3 Control and direct the position where and the manner in which any Vessel may anchor or be secured in those waters.

- 2.4 Control and direct the time and manner of the taking in or discharging from any Vessel of cargo, stores, fuel, fresh water and water ballast in those waters.
 - 2.5 Control and direct the securing or removal of any Vessel in those waters in, from or to any position the Harbour Master thinks fit.
 - 2.6 Ensure that port waters and infrastructure, including all wharves, quays and jetties do not pose a threat to safe navigation (irrespective of whether such infrastructure is under the control of the Port Authority or any other person).
 - 2.7 Perform any other functions that are conferred on the Harbour Master in these or any other regulations, including such functions conferred by these regulations on a Company that are assigned in writing to the Harbour Master by the board or executive of such authority.
3. For the purposes of performing the functions listed under sub-regulation (2) of this Article, the Harbour Master has the power to:
- 3.1 Issue written or verbal directions in relation to the functions specified in sub-regulations (2.1) to (2.7) of this Article.
 - 3.2 Prohibit the entry into, or require the removal from, a port of any Vessel that the Harbour Master has reasonable cause to believe is in imminent danger of sinking in a port and causing an obstruction to navigation or is in imminent danger of causing serious damage to the marine environment or property in a port.
 - 3.3 Raise, remove or destroy any ship or wreck sunken, stranded or abandoned within port limits, recover from the person responsible for such ship all costs incurred in such raising, removal or destruction and in lighting, buoying, marking or detaining the ship or wreck and, on non-payment after written demand of such costs or any part thereof, sell such ship or wreck and out of the proceeds of the sale defray such unpaid costs, rendering the surplus, if any, to the person entitled thereto and recover any unpaid balance from the owner of such ship or wreck or from the person who was the owner of the ship at the time it was sunk, stranded or abandoned.
 - 3.4 Give notice to the owner or other person legally responsible for the upkeep of any ship within port limits, calling upon him to remove or otherwise dispose of such ship which in the opinion of the Harbour Master is not seaworthy or is likely to become an obstruction, wreck or derelict, and to do whatever may be necessary for the removal or disposal of such ship and to recover all costs incurred from the said owner or person should the said owner or person fail to comply with such notice within the time specified therein.
 - 3.5 Board any Vessel that in the opinion of the Harbour Master is in imminent danger of sinking, or causing an obstruction to navigation or causing serious damage to property and move, secure or operate such Vessel in the event that there is no one on board able to execute the directions of the Harbour Master.
 - 3.6 Enter upon premises (whether under the control of the Company or any other person) for the purposes of inspecting port infrastructure and issuing written directions to the person in charge to rectify any deficiencies that may pose a threat to the safety of navigation or the protection of the environment.



4. Notwithstanding the provisions of this Article, the Harbour Master may not give any direction in relation to any matter that falls within the competence of the Federal Authority as the maritime administration of the UAE, except as may be authorised by the Federal Authority in writing. Where there are urgent grounds for the Harbour Master to issue a direction, the Federal Authority may provide an oral authorisation, but such authorisation must as soon as possible thereafter be confirmed in writing.

ARTICLE TP08/10 ADVISORY COUNCIL

1. The Department may, for the purpose of securing stakeholders' advice on a port's or class of ports' activities, services, programmes and plans arrange for the establishment of an advisory council. The members of the advisory council shall be delegated by the private and public sectors of port and transport related industries and administrations.
2. Details for the establishment of an advisory council shall be arranged through respective decisions made by the Department.

ARTICLE TP09/10 RELATIONS BETWEEN GOVERNMENT BODIES

1. All Government bodies shall, when performing a service or duty in a port, maintain public trust and confidence through integrity and professionalism of their staff in the performance of their duties.
2. Any regulations issued by the Department shall, for the purpose of its implementation, be coordinated through relevant Government Agencies and documented by mutually concluded Service Level Agreements and Memoranda of Understanding.

PART IV ACTIVITIES, PROHIBITIONS AND AUTHORISATIONS

ARTICLE TP10/10 ACTIVITIES

1. If authorised through a contract, lease or concession agreed with or licence obtained from a Port Authority, a person may perform an activity expressed in Column (1) of Schedule (2) (List of Activities).
2. If an activity expressed in Column (1) of Schedule (2) (List of Activities) causes an effect prohibited under Article TP11/10 (Prohibitions), the Port Authority may set out as a condition of the contract, lease, concession or licence that the person shall take measures avoiding or mitigating the effect.

ARTICLE TP11/10 PROHIBITIONS

1. Any person may be held liable to a fine and to compensate the damage caused if carrying out an activity prohibited in a port including an activity that has or may have any of the following effects:
 - 1.1 Endangering a person's health or a person's, port's, ship's or property's security or safety.
 - 1.2 Interfering with ship traffic, navigation, towage, manoeuvring, berthing or mooring.
 - 1.3 Obstructing any land or water area.
 - 1.4 Hindering or obstructing an authorised activity.
 - 1.5 Reducing the depth of the waters of the port or its approaches.
 - 1.6 Causing damage to persons, ships, cargoes, vehicles, baggage or any other property.
 - 1.7 Emitting agents polluting or otherwise reducing the quality of a port's soil, water or air.
 - 1.8 Interfering with or adversely affect port operations or the property managed by the Port Authority or by the contracted or licensed port operators.
2. No person shall conduct an activity expressed in column (1) of Schedule (2) (List of Activities) if column (4) is marked with an "X".

ARTICLE TP12/10 AUTHORISATIONS BY SIGNS OR FORMS

1. A Port Authority may, through signs posted or by forms, authorise a person to perform an activity expressed in column (1) of Schedule (2) (List of Activities) if column (2) is marked with an "X".
2. No person shall perform an activity expressed in column (1) of Schedule (2) (List of Activities) if an "X" is set out in column (2), unless the person complies with the conditions set by the Port Authority for conducting the activity.
3. A condition under sub-regulation (2) of this Article may include the provision of a security, safety, pollution prevention or operation plan and the submission of qualification certificates of staff carrying out the activity, to the satisfaction of the Port Authority.

4. The Port Authority shall, from time to time, publish the conditions determined by it for the performance of activities contemplated in these Regulations.

ARTICLE TP13/10 AUTHORISATIONS TO PERSONS

1. No person shall conduct an activity set out in column (1) of Schedule (2) (List of Activities) if an "X" is set out in column (3) unless the person obtains and is covered by an authorisation and complies with the conditions of the authorisation.
2. A Port Authority may give a written authorisation to a person to conduct an activity set out in column (1) of Schedule (2) (List of Activities) if an "X" is set out in column (3).
3. Subject to sub-regulation (4) of this Article, the Port Authority may give its authorisation on receipt of a request and the information required by the Port Authority.
4. If the activity appears to have a result prohibited under Article TP11/10 (Prohibitions), the Port Authority may refuse to give its authorisation or may require that the person obtains prior insurance that covers the risks of the activity.
5. A person applying for an authorisation under this Article shall provide to the Port Authority (using such form as the Port Authority may determine):
 - 5.1 The name and address of the applying person.
 - 5.2 Information relevant to the proposed activity and required by the Port Authority to assess the likelihood of a result prohibited under Article TP11/10 (Prohibitions).
 - 5.3 If required by the Port Authority, proof that the applicant has an insurance policy that provides adequate coverage of the risk of the activity and listing the Port Authority as an additional beneficiary.
 - 5.4 If required by the Port Authority, performance security and damage security in respect of the conduct of the activity.
6. A Port Authority may cancel an authorisation given or change the conditions of the authorisation if the conduct of the activity is seen to have a result prohibited under Article TP11/10 (Prohibitions).
7. If an authorisation given is cancelled, the Port Authority shall give notice of the cancellation to the person without delay and shall publish the cancellation to inform all parties concerned.

PART V PORT ENVIRONMENTAL, HEALTH AND SAFETY MANAGEMENT SYSTEM

ARTICLE TP14/10 ENVIRONMENTAL, HEALTH AND SAFETY MANAGEMENT SYSTEM

1. The Port Authority shall develop and implement ISO 14001 EMS and OHSAS 18001, ISO 14001 EMS and OHSAS 18001 shall be an integrated EHSMS which complies with the Transport Sector EHSMS Manual and Abu Dhabi EHSMS.
2. The EHSMS must be certified through a third party certification process in accordance with ISO requirements, and audited in accordance with the ISO 19011 guidelines for ISO 14001 EMS and OHSAS 18001 auditing.
3. The Port Authority shall have a certified EHSMS in place and will continuously maintain the EHSMS and its certification status unless otherwise directed by the Department.
4. The Port Authority will make available to the Department their EHSMS and related documents on an annual basis. An EHSMS performance report shall be submitted to the Department as defined in the Transport Sector EHSMS Manual.
5. The EHSMS shall cover port operations, facilities, operating entities, service providers and port expansion projects. In addition to the required EHSMS components defined in the ISO 14001 EMS and OHSAS 18001 specifications, the EHSMS shall include, but not be limited to, the following plans and programmes to ensure protection of the environment, health and safety and compliance with the applicable laws and standards:
 - 5.1 Provision for annual regulatory compliance audits and documented follow-up actions to bring non-conformance activities into compliance.
 - 5.2 Spill Prevention and Contingency Plans.
 - 5.3 Emergency Response Plans.
 - 5.4 Provision for the safe storage and management of oils, fuels and hazardous materials.
 - 5.5 Provisions for waste minimisation and recycling.
 - 5.6 Energy Conservation and Management programme.
 - 5.7 Greenhouse Gas Management programme.
 - 5.8 Water Conservation programme.
 - 5.9 Green Building design elements, utilising standards or other standards as recommended by the Emirate of Abu Dhabi's Green Building Council, to be applied to new facilities and structures and to retrofits of existing facilities and structures.
 - 5.10 Reporting on number of reportable accidents, incidents, near misses etc.
 - 5.11 Management programmes with targets for continual improvement.

6. The Department reserves the right to review the Port Authority's EHSMS and related documents, including audit reports, and provide recommendations for input into the EHSMS.
7. The Port Authority shall prepare, within the impact and risk analysis of their EHSMS assessment, inventories for existing and proposed operations and facilities.
8. These assessments will be utilised for proposed management programmes to promote sustainable practices, technologies, efficiency and resource conservation at port facilities and operations for the following:
 - 8.1 Safe work conditions.
 - 8.2 Energy usage.
 - 8.3 Greenhouse Gas Emissions.
 - 8.4 Water usage.
 - 8.5 Building/facility audit (including energy, water, and indoor air quality).

ARTICLE TP15/10 PORT SAFETY SYSTEM

1. The Port Authority shall develop and implement a Port Safety System that is based upon international best practice port safety management models and be approved by the Department.
2. The components of such a Port Safety System will be integrated with the Port EHSMS referred to in Article TP14/10 (Environmental, Health and Safety Management Systems).

PART VI SHIP REPORTING, ROUTING, TRAFFIC, PILOTAGE AND TOWAGE

ARTICLE TP16/10 VESSEL REPORTING, VESSEL ROUTING AND TRAFFIC SERVICES

Article 16.1 Purpose and Scope

1. For the safety of life and the safety and efficiency of maritime traffic and to prevent pollution by ships, the port authorities shall encourage the application and use of:
 - 1.1 Mandatory Vessel reporting systems.
 - 1.2 Mandatory Vessel routing systems.
 - 1.3 Vessel traffic services for ships within or intending to enter Abu Dhabi Waters.
2. Where a system or service under sub-regulation (1) of this Article is applied it shall be of a standard not less than those set by the pertinent provisions of SOLAS Convention, Chapter V, Regulations (10), (11) and (12), in association with the relevant resolutions, as amended, and apply to any ship, unless specified otherwise.
3. Where a system or service under sub-regulation (1) of this Article is applied, reporting obligations:
 - 3.1 Under a mandatory Vessel reporting system and the mandatory Vessel routing system require:
 - 3.1.1 The exchange of vessel-to-shore and shore-to-vessel information on traffic of Vessels intending to enter waters (whether or not transiting the waters) of the Emirate of Abu Dhabi.
 - 3.1.2 The exchange of shore-to-shore information between port authorities on Vessels heading to a port under these Regulations.
 - 3.2 Under the Vessel traffic services require the exchange of vessel-to-shore and shore-to-vessel information on the traffic of Vessels entering or leaving or within a port.
4. If changing existing or establishing new systems or services port authorities shall be guided by the provisions of IMO resolution MSC.43 (64), amended by IMO resolution MSC.111 (73) and shall also be guided by the general principles for mandatory Vessel reporting and requirements of IMO resolution A.851 (20).

Article 16.2 Notification Requirements under Mandatory Vessel Reporting System

1. Where a mandatory Vessel reporting system is in existence, the master or agent of a ship passing through Abu Dhabi Waters either in transit or heading for a port in Abu Dhabi shall, at least 48 hours in advance, notify the pertinent Port Authority of its intended entry and movements in the waters by providing information on the ship in accordance with Section (1) (List of Information) of Schedule (5). To facilitate reporting, the master or agent shall use the GCC "Uniform Pre-Arrival Notification Report" contained in Schedule (6).
2. The owner, master or agent of a ship intending to enter a port for a purpose other than cargo operations or passenger embarkation/disembarkation, such as repair, bunkering, medical assistance, or crew change or a ship in distress or in a state of emergency shall follow the provisions of these Regulations including providing the information under sub-regulation (1) of this Article.
3. The master of a ship under sub-regulation (1) and (2) of this Article must inform the Port Authority of any change to the information so notified until the master is released formally from reporting.
4. Every ship entering Abu Dhabi Waters intending to enter an Abu Dhabi port shall, in accordance with Section (2) (List of Information) of Schedule (5), be fitted with an Automatic Identification System (AIS) and a Ship Security Alert System (SSAS), which meet the requirements and performance standards set out in SOLAS Convention of the IMO, always as amended.
5. Every ship entering Abu Dhabi Waters intending to enter an Abu Dhabi port shall, in compliance with SOLAS Convention, Chapter IV, always as amended, carry on board the required radio communication equipment under the Global Maritime Distress and Safety System (GMDSS), for transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radio communication service.
6. Every Port Authority has the power to require from the owner, master or agent of a Vessel intending to enter Abu Dhabi Waters or entering a port of Abu Dhabi additional information with respect to the ship and its crew, passengers and cargoes in a form as determined by the Port Authority, which shall be so published.

Article 16.3 Information/Notification Requirement with Respect to Certain Ships

1. Ships meeting the criteria set out under sub-regulations (1.1) to (1.3) of this Article are deemed a potential hazard to shipping or a danger to maritime safety, the safety of persons or property or the environment. They are:
 - 1.1 Ships which, during their voyage:
 - 1.1.1 Were involved in incidents or accidents at sea or have failed to comply with the reporting requirements of the mandatory Vessel reporting system.
 - 1.1.2 Failed to comply with the regulations of a mandatory routing system.
 - 1.2 Ships having discharged oil or committed other infringements of the MARPOL or Regional Conventions in waters under the jurisdiction of Abu Dhabi.
 - 1.3 Ships that have failed to comply with:
 - 1.3.1 The requirements of the applicable regulations related to the mandatory Vessel reporting system.

- 1.3.2 The Vessel traffic service system that fall under the responsibility of Port Authority.
- 1.3.3 A GCC member state's port authority as well as a ship's failure to abide.
- 1.3.4 The rules and regulations pertinent to the ISPS Code.
- 1.3.5 Ships which:
 - 1.3.5.1 Have been refused access to a GCC port.
 - 1.3.5.2 Were reported or notified by a member state with regard to port state control measures or any infringement pertinent to the ISM Code.
- 2. A Port Authority holding relevant information on ships under sub-regulation (1) of this Article shall act in compliance with these Regulations and communicate the information to the Federal Authority and the Department and to any Port Authority or Competent Authorities of other GCC member states along the planned route of the ship.
- 3. The Port Authority shall carry out the necessary measures in accordance with Section (4) of Schedule (5) and may further carry out any appropriate inspection or verification with respect to Vessels described under sub-regulation (1) of this Article, and shall so inform all GCC member states concerned of the results of their inspections or other actions or sanction taken.
- 4. The Port Authority shall, in the execution of sub-regulation (3) of this Article, communicate with the Department who will take the appropriate action to inform the required GCC member states concerned of the results of their inspections or other actions or sanctions taken.

Article 16.4 Vessel to Report Incidents, Accidents and Near Misses

- 1. Every Port Authority shall, with a view to prevent or mitigate any threat to maritime safety, the safety of individuals and property or the environment, ensure that the master of a ship within the Abu Dhabi Waters and Port limits immediately reports:
 - 1.1 Any incident, accident or near miss affecting the safety of the ship, such as collision, fire, running aground, damage, malfunction or breakdown, flooding or shifting of cargo, any defects in the ship's steering devices or hull or structural failure; or any other damages.
 - 1.2 Any incident or accident which compromises shipping safety, such as failures likely to affect the ship's manoeuvrability or seaworthiness.
 - 1.3 Any situation likely to result to pollution of the waters or shore.
 - 1.4 Any slick of oil or other polluting materials and containers or packages seen drifting at sea.
 - 1.5 Any incident, accident or near miss during berthing, unberthing, cargo or bunkering including oil transfers operations.
- 2. The report under sub-regulation (1) of the Article shall include the ship's identity, position, port of departure, port of destination, the address from where information may be obtained on the danger, hazard or threat or dangerous and polluting goods carried on board, the number of persons onboard, details of the incident and any relevant information in compliance with pertinent, updated IMO requirements (i.e. IMO Resolution A.851(20), (General Principles for Ship Reporting and Reporting Requirements including Guidelines for Reporting Incidents)).



3. Every Port Authority shall immediately convey the information under sub-regulation (1) and (2) of this Article to the Department who will pass such information to the appropriate Federal or Abu Dhabi government agencies for appropriate action.
4. If, in the opinion of the Department or Federal or Abu Dhabi government agencies, an investigation into an accident or incident of a ship under sub-regulation (1) of this Article is deemed necessary the investigation shall be carried out in compliance with the applicable Laws and Regulations.

Article 16.5 Mandatory Ship's Routing System and Vessel Voyage Data Recorder

1. Every Port Authority shall:
 - 1.1 Monitor that all ships, if entering the area of a mandatory ships' routing system, use the system in accordance with the relevant guidelines and criteria developed by the IMO under Chapter (5), Regulation (10) and Regulation (20) of the SOLAS Convention and ensure to promulgate all information necessary for the safe and effective use of the ship routing system.
 - 1.2 Ensure that ships transiting Abu Dhabi Waters or heading to a Abu Dhabi port are fitted with a voyage data recorder (VDR) system in accordance with Section (2) (List of Information) of Schedule 5, which meet the requirements and performance standards set out in the SOLAS Convention.
2. Data collected from a ship's VDR system in the event of an investigation shall be made available to the Competent Abu Dhabi or Federal Authority.
3. The Department or Federal Authority shall arrange that such data is properly analysed and ensure that the findings of the investigation are published as soon as possible after the investigation.

Article 16.6 Vessel Traffic Service

1. A Port Authority has, with respect to ships, the power to:
 - 1.1 Give a traffic clearance to a ship to enter, leave or proceed within the port or any area of the port.
 - 1.2 Direct the master, pilot or person in charge of a ship to provide specified information in respect of the ship.
 - 1.3 Direct a ship to use specified radio frequencies in communications with the port station or other ships.
 - 1.4 Direct a ship, at a specified time or between specified times:
 - 1.4.1 To leave a dock, berth or other port facility.
 - 1.4.2 To leave or refrain from entering any area.
 - 1.4.3 To proceed to or remain at a specified location.
 - 1.5 Direct other ships in the proximity of a ship in apparent difficulty or presenting a pollution threat or other hazard to life or property.
2. Procedures established by a Port Authority with respect to ship traffic in a port and its approaches and anchorages shall be consistent with international and national standards and practices for marine Vessel traffic services, in particular those established under international conventions and national regulations.

3. No ship shall, if it is required to obtain a traffic clearance, enter, leave or proceed within a port or a traffic control zone without having obtained a clearance.
4. Naval ships of national or visiting forces may have access to ports.

ARTICLE TP17/10 INFRASTRUCTURE, EQUIPMENT, DATA AND COOPERATION REQUIREMENTS

Article 17.1 Exchange of Data between GCC Member States

1. Every Port Authority shall have in use, the appropriate shore-based infrastructure and procedures for Vessel reporting systems, Vessel routing systems and Vessel traffic services, including receiving and utilising the AIS information, taking into account a necessary range for the transmission of reports.
2. Each Port Authority shall, where such systems are in use, ensure compliance with the mandatory Vessel reporting system, mandatory ships' routing system and Vessel traffic services requirements.
3. Port authorities shall cooperate amongst other GCC port authorities ensuring the interconnection and interoperability of national systems used to manage the required information set out in Section (3) (List of Information) of Schedule (5).
4. Communication systems under sub-regulation (3) of this Article, shall display the following features:
 - 4.1 Data exchange shall be electronic and enable messages notified to be received and processed.
 - 4.2 The system must allow information to be transmitted 24 hours a day.
 - 4.3 Each Port Authority must be able, upon request, to send information on a ship and the dangerous or polluting goods on board a ship without delay to a port or competent authority of another GCC member state.

Article 17.2 Cooperation between Member States of the GCC

Every Port Authority shall, through the Department, cooperate with the GCC member states in attaining the following objectives:

1. Making optimum use of the information collected pursuant to this Article 17.1 by developing the required communications links between port authorities for exchanging data relating to ships' movements, their estimated time of arrivals in ports and their cargo and other matters, as appropriate.
2. Developing and enhancing the effectiveness of communication links between member states with a view to obtaining a clearer picture of traffic, improving the monitoring of ships in transit, and harmonising and streamlining the reports required from ships en route.
3. Extending the cover of and/or updating the GCC Vessel traffic monitoring and information system with a view to achieve enhanced identification and monitoring of ships.
4. To encourage and put in place mandatory reporting systems, mandatory Vessel traffic services and appropriate ships routing systems, with a view to submitting them for approval to the IMO.
5. Drawing up for approval by the Department and the Federal and Local Authorities, contingency plans to accommodate ships in distress.



Article 17.3 Implementation

The Department shall:

1. Carry out regular inspections assuring the functioning of the shore-based communication systems so as to meet the requirements of these Regulations.
2. Establish procedures to ensure, without delay, to inform the Federal and Local Authorities of measures taken in respect of ships.

Article 17.4 Reporting Formats

The owner, master or agent of a ship intending to enter Abu Dhabi Waters or an Abu Dhabi port shall use the GCC reporting formats as depicted under Schedule (6). The latest version of these reporting formats may be obtained from Port Authority website.

Article 17.5 Designation, Publication and Confidentiality

1. Every Port Authority shall ensure that information to the shipping industry and their regular customers is regularly updated, notably via nautical publications and through the internet. The information shall carry the name of the Port Authority and the coastal stations designated, the geographical area for which they are competent, and the procedures laid down for notifying the information required under this Regulation.
2. Each Port Authority shall, through the Department, submit to the GCC office and, where applicable, to the IMO a list of the authorities and stations designated together with all relevant details, as well as any updating thereafter.
3. The appropriate Government agencies will take measures ensuring the confidentiality of information sent to them pursuant to these Regulations.

ARTICLE TP18/10 COMPULSORY PILOTAGE AREAS, PILOTAGE AND EXEMPTIONS

1. The waters within the boundaries of each port under Schedule (1) (Schedule of Ports) are compulsory pilotage areas.
2. The term "waters" under sub-regulation (1) of this Article includes port basins, anchorages, port approaches, channels and other navigable water areas.
3. The Port Authority may issue pilotage exemption certificates for a Vessel's master visiting with that Vessel the port regularly or for a Vessel operated by a licensed operator or due to a Vessel's size.
4. The Port Authority may deny pilotage service:
 - 4.1 Due to adverse weather, navigational and traffic conditions.
 - 4.2 Due to failures or deficiencies in the ship's structural, safety equipment or steering or propulsion systems.
 - 4.3 If, without reasonable cause, the person in charge of the ship fails to:
 - 4.3.1 Provide safe boarding and disembarking facilities for a pilot.

- 4.3.2 Provide adequate accommodation and meals to a pilot if the pilot is on board for a period of more than 3 hours.
- 4.3.3 Sign the Uniform Master's Report supplied by the authority to the pilot.
- 4.3.4 Comply with the ship's reporting obligations under Article TP16/10 (Vessel Reporting, Vessel Routing and Traffic Services) and Article TP35/10 (Notification With Respect to Security).
- 4.4 If Article TP11/10 (Prohibitions) has not been complied with.

ARTICLE TP19/10 NOTICE OF REQUIREMENTS FOR PILOT

1. Every Port Authority shall establish and publish notification requirements to the concerned communities for the boarding of a pilot for the purpose of pilotage, whether leaving or entering a port or for a Vessel's movement in a port.
2. A notification required under sub-regulation (1) of this Article may be waived with the permission of the Port Authority.

ARTICLE TP20/10 PILOTAGE LICENSES AND CERTIFICATES

1. A pilot license issued by a Port Authority permits the license holder to provide advice to the master in the conduct, navigation or manoeuvring of the ship in each pilotage area for which the licence was issued.
2. The conduct of a ship navigating, manoeuvring, anchoring, berthing or unberthing in a port, with or without tug assistance, remains under the master's control and responsibility.
3. A pilot engaged by a Vessel's master to provide advice shall under no circumstances be held liable for the conduct of the ship while navigating, manoeuvring, anchoring, berthing or unberthing.
4. A pilot holding a training license may undertake shipboard pilotage training on any Vessel under the supervision of a licensed pilot.
5. A pilot license issued shall respect the qualification of the license holder.
6. A Port Authority having the power to issue pilot licenses must establish procedures and standards, for approval by the Department, for the pilots' and pilot applicants' qualification certificates and medical fitness requirements and for the training, examination, licensing, certification and training requirements of pilots of a standard not be below that of internationally recognised best practice pilotage.
7. Every holder of a license for pilotage shall:
 - 7.1 Remain medically fit.
 - 7.2 Maintain and improve his competence as a pilot.
 - 7.3 Hold valid certificates required for the issuing of his pilotage license.
 - 7.4 Shall comply with the issuing authorities stipulations on pilotage movements requirements in the area for which his licence was issued.



8. The Department together with the Federal and Local Authorities will cooperate to ensure that among the GCC states the requirements under sub-regulations (6) and (7) of this Article are harmonised.

ARTICLE TP21/10 TOWING, MOORING AND BERTHING

1. The Harbour Master must be informed before the commencement of any Vessel movement.
2. The master of a ship berthed, moored or anchored shall ensure that at any time adequate towing lines can be attached to the ship for the ship being towed from its berth, mooring or anchorage.
3. Tug assistance is compulsory for all ship manoeuvres in port. The movement of a Vessel alongside berth may be permitted by the Harbour Master without tug assistance; however, a berthed Vessel is not permitted to run the propellers without written permission from Port Authority. Tug requirements for navigation or manoeuvring assistance and for berthing and unberthing operations is decided by the master of the ship in agreement with the pilot and shall be based on best practice.
4. Any failure of a master of the ship and pilot to reach agreement with respect to the employment of tugs either in their number or capacity shall be referred to the Harbour Master for decision. Any such decision shall be binding and the master of a ship refusing to act in accordance with the decision shall be denied any further service.
5. The number and capacity of tugs required to berth or unberth or for any other manoeuvre of a ship shall be requested by the ship's master or the pilot, having regard to the size and features of the ship, from a tug operator licensed by the Port Authority, on the following conditions:
 - 5.1 A tug used to assist a ship or a body being towed is considered to be under the executive control of the master of that ship or the owner of the body being towed, and the master or owner shall be responsible and liable for any damage caused to other ships or floating equipment, tug or port facilities.
 - 5.2 The Port Authority and its licensed tug service organisation bear no responsibility and liability, including any damage, which a third party may sustain.
 - 5.3 The Port Authority and its licensed tug service organisation shall not be accountable for any delay, stoppage or inadequate power of the tug, however occasioned or for whatever purpose.
6. Special towing lines for towing of tankers or bulk Vessels of any size and type shall be provided by the tug having regard to the ship's requirements and in compliance with the port's tariff. Ships other than tankers or bulk Vessels shall provide towing lines for the intended towage operations that are of sufficient strengths, suitable type and in good condition for the Vessel's safe towage.
7. The conditions for towage under these Regulations are activated at the commencement of towage operations. A Port Authority may issue additional conditions for towage in the Uniform Master's Report. Acceptance of the additional conditions for towage, as established in the Uniform Master's Report should be signed prior to the operation by the owner, master or agent of the ship or body to be towed.

8. Manoeuvres with other than the ship's full engine power available shall only be performed with the consent of the Port Authority.
9. The master in charge of a ship shall be responsible for the safe mooring of the ship at all times while the ship is in port. All mooring lines must be fitted with rat guards while the ship is alongside berth.
10. A Port Authority, after having considered all relevant circumstances in each particular case, such as the type, propulsion, size, draught and manoeuvrability of the ship and the prevailing traffic, navigation and weather conditions, may exempt a Vessel from employing tug assistance.
11. For the avoidance of doubt, the risk of ship manoeuvring in a port, with or without tug assistance, remains exclusively with the master and the conduct of the ship and the control of the tug(s) employed remain under the master's responsibility.

ARTICLE TP22/10 MASTER AND CREW TO BE ON BOARD

1. The master of a ship:
 - 1.1 While berthed, moored or anchored in a port shall at all times ensure that he, or his qualified representative is present on board the ship, and that there are sufficient ship's crew present for the ship's normal course of operation.
 - 1.2 Shall ensure that the ship is, at any time, kept in a state of readiness so that it can be moved quickly.
2. The master of a ship shall be responsible for the conduct of the ship's crew members while the ship is in port. The crew members shall observe the rules of good general conduct and must comply with these Regulations.
3. Any disagreement on board the ship between the master and the crew or any action or violation against these Regulations committed by any member of the crew must be reported by the master or agent of the ship to the Harbour Master to settle the matter, or for referring the matter to the competent authorities.

PART VII PORT OPERATIONS

ARTICLE TP23/10 SHIPS AND CARGOES

Article 23.1 Facilitation Requirements

Every Port Authority shall effectively pursue the facilitation requirements under Article TP03/10 (Intent of Regulations) and shall further encourage:

1. The use of electronic data interchange between Port Authority and:
 - 1.1 Private sector organisations (e.g. port operators, agents, forwarders, cargo owners and truckers).
 - 1.2 Government entities.
2. The deployment of automated:
 - 2.1 Office systems.
 - 2.2 Management information systems.
 - 2.3 Terminal information systems.
 - 2.4 Vessel traffic service systems.
 - 2.5 Other marine communication and reporting systems.

Article 23.2 Transport, Handling and Storage of Dangerous Goods on Port Premises

1. Every Port Authority shall have established "Regulations for the Safe Transport, Handling and Storage of Dangerous Goods and Marine Pollutants in Port", in compliance with the IMDG Code, to be approved by the Department.
2. Every owner or operator of a road vehicle and every port facility operator, port terminal operator, port stevedore, marine, bunker or ship yard operator shall strictly comply with the "Regulations for the Safe Transport, Handling and Storage of Dangerous Goods and Marine Pollutants in Port", as established by the Port Authority and approved by the Department.
3. The regulations established under sub-regulation (1) of this Article shall take into account, but not be limited to:
 - 3.1 The need for skilled and experienced supervisory and operations staff and their regular updating of their knowledge.
 - 3.2 The need for safety and emergency equipment and related emergency procedures.

Article 23.3 Availability of Information on Dangerous Goods and Marine Pollutants

1. For consignments of dangerous goods or marine pollutants in a port on board a Vessel, a road vehicle or deposited on port property, the owner or master of the Vessel, the owner or operator of the road vehicle or the port facility operator and the port's emergency services shall ensure that the appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving dangerous goods or marine pollutants.



2. The information required shall be available at a safe distance from packages containing the dangerous goods or marine pollutants and immediately accessible in the event of an incident.
3. The required method of compliance shall include:
 - 3.1 Appropriate entries in the special list, manifest or dangerous goods declaration.
 - 3.2 Provision of a separate document such as a safety data sheet.
 - 3.3 Provision of a separate document such as the “Emergency Procedures for Ships Carrying Dangerous Goods (EMS)” and “Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)”, for use in conjunction with the transport document.

Article 23.4 Power of the Port Authority in Relation to Dangerous Goods

1. Every Port Authority may require the carrier reported as intending to or transporting dangerous goods or polluting substances to a port under these Regulations, whether or not as transshipment or in transit, to provide additional information or to clarify the information already given in respect to the dangerous goods or pollutants carried on board a ship or vehicle prior to loading.
2. Every Port Authority has the right to refuse any dangerous goods or pollutants for handling, storage or transshipment in the port if it considers, on reasonable grounds, that their handling, storage or transshipment would create a danger or a threat to life or property in the port, or in the environment.
3. The Port Authority may, for any class of dangerous goods or for marine pollutants, require the agent of the ship or the goods’ or pollutant’s owner or carrier to arrange for the goods’ or pollutant’s direct delivery or loading.
4. The Port Authority may remove, or give orders to remove, any ship or container or movable tank, vehicle or any container loaded with or previously loaded with dangerous or polluting substances, which it has reasonable grounds for believing is dangerous to life or property within the port, or to the environment.
5. The quantities of dangerous goods permitted for each port operating under these Regulations are set in Schedule (1) (Dangerous Goods Limitation) of these Regulations. Upon request of the owner, master or agent of the ship a Port Authority may make exemptions from this provision.
6. The master, owner or agent of a ship must not bring dangerous substances or marine pollutants into the port unless properly stowed, separated, labelled and marked on board the ship and all necessary measures are completed to secure the transport, storage and handling them in compliance with the provisions of the pertinent conventions. This shall be registered in special documents for the carriage of these substances.
7. The documents required from and the notices to be given by the owner, master or agent of the ship for the loading, discharging, transshipment and transiting of dangerous goods or marine pollutants must comply with this Article.
8. The port facility operator is responsible for the dangerous goods or marine pollutants’ safe movement and storage (if such storage is permitted) in the port.

ARTICLE TP24/10 CARGO OPERATIONS

Cargo operations are a commercial undertaking governed by service agreements and/or port tariffs, or both. Any such agreements shall directly be established, in writing, between the owner, master or agent of the Vessel or the owner of goods or vehicles or their agents and the port authorities or their licensed or contacted

terminal operators. The provision of cargo operations in a port shall be effected in compliance with these Regulations in respect to safety, security and environment protection.

ARTICLE TP25/10 DISPOSAL OF SEIZED, DETAINED OR ABANDONED GOODS

1. Where, in the opinion of a Port Authority, any goods that have been seized or detained under these Regulations, or where the owner of the goods is unknown or where the goods have been abandoned or were not collected within the period as determined by the Port Authority:
 - 1.1 Are likely to rot, spoil or otherwise perish.
 - 1.2 Pose a threat to the health of persons.
 - 1.3 Present a risk or danger in respect of a port's hygienic conditions, safety or security or to the environment.
 - 1.4 Occupying a port area needed for the purpose of Vessel berthing or cargo handling, storage or transport.
2. The Port Authority shall, with the consent of the competent Government entities and in accordance with the GCC Unified Customs Tariff, where deemed appropriate under the circumstances and under the responsibility and for the account of the Vessel that carried the goods, sell or otherwise dispose of the goods in a manner and for the price that is reasonable in the circumstances.
3. The disposal under sub-regulation (1) of this Article of such goods may include their destruction or return to the port of loading.
4. The proceeds, if any, of the disposition are to be credited toward payment, in a priority established by the customs authority in accordance with the GCC Unified Customs Tariff, of the amount due or payable in respect of the ship or goods and the expenses incurred in connection with the detention, disposal or sale.
5. Where, under national law, the Port Authority is not the competent authority to dispose off the goods specified under sub-regulation (1) of this Article, the Government organ so designated shall take into account the Port Authority's requirements under sub-regulations (1.1) to (1.4) of this Article and, by applying the national law, dispose off the goods.

ARTICLE TP26/10 PORT DUES AND CHARGES

1. Port dues and charges are imposed by the Port Authority by virtue of its powers under Emiri Decree No. (6) of 2006 and its amendments and subject to the regulations and instructions of the Department.
2. The charges, fees or dues fixed in respect of a ship or goods shall be paid by the owner or the person in charge of the ship or his agent, or the owner of the goods.
3. The charges, fees or dues fixed in respect of a person or vehicle shall be paid by that person or by the owner of the vehicle.
4. A Port Authority may ask for a guarantee to be deposited by the owner or agent of a ship, or by the owner of goods or vehicles prior to the provision of a service. Likewise, a port operator may, with the Port Authority's approval, ask for a guarantee to be deposited by the owner or agent of a ship, or by the owner of goods or vehicles, or their agents, prior to the provision of a service.



PART VIII PORT SAFETY

ARTICLE TP27/10 STANDARDS OF VESSELS

1. Every owner, master or agent applying for permission for a ship to enter a port must ensure that the standard of the ship complies with the minimum standards set out in Article TP04/10 (Scope of Application and Minimum Standards) and any additional instruction given thereto by the Port Authority.
2. It is a duty for all port users to be informed of the requirements of a Port Authority with respect to safety, security and environment protection and every ship about to transit Abu Dhabi Waters or about to enter a port shall carry on board the conventions, resolutions, protocols and codes, always as amended, set out in Article TP04/10 (Scope of Application and Minimum Standards).
3. The Department or the Port Authority may temporarily or permanently, extend any of the requirements of the provisions under sub-regulation (1) of this Article.
4. Any amendment under sub-regulation (3) of this Article shall be notified to the public and shall not come into effect before the expiry of a period of 90 days, unless the situation requires an earlier coming into effect which shall be so published.

ARTICLE TP28/10 SAFE OPERATION OF VEHICLES

1. Every person who operates a vehicle on port property shall do so in a safe manner and at a speed not exceeding the speed limit posted on signs or a lower speed that is reasonable under the circumstances.
2. Every person entering, leaving or while in a port with a vehicle designed for the use on public roads must ensure that the vehicle complies with the national legal provisions for the safe use and operation of road vehicles, including the securing of cargo and containers and carriage of dangerous goods and polluting substances and it is the vehicle owner's and vehicle operator's obligation that no unsafe vehicle shall enter or leave or move in the port.
3. Every person who operates a vehicle on port property shall obey the instructions on any sign posted and traffic directions given by the competent Federal and Local entities or a person authorised for that purpose by the Port Authority.
4. The Port Authority or a Competent Government entity may, in addition to imposing a fine, have a vehicle locked, stored or removed if the vehicle or the cargo carried is unsafe, or of the vehicle has exceeded the permitted speed or has exceeded the vehicle's rated weight limit or has been parked or stopped contrary to this Regulation, until the fine has been paid and the deficiency corrected to the satisfaction of the Port Authority or the Competent Federal or Local entities.
5. The master of a ship in a port loading vehicles or vehicles carrying cargo, whether or not they are being loaded as rolling stock, shall ensure their safe condition, including the cargo's safe securing, the vehicle's safe stowage and lashing on board and shall obey the other safety requirements in accordance with the relevant IMO provisions.



ARTICLE TP29/10 REMOVAL OF OBJECTS AND SUBSTANCES

Every person who drops, deposits, discharges or spills (refuse or a substance that pollutes) an object that interferes with navigation or traffic, or any cargo or ship's gear shall notify the Harbour Master of the incident without delay and remove the object or substances in compliance with the Harbour Master's directive and any failure to do so shall result in the Port Authority arranging its removal at the risk and expense of the person.

ARTICLE TP30/10 FIRE PROTECTION, DANGEROUS SITUATIONS AND EMERGENCIES

1. Every person in a port shall follow the fire protection and prevention measures taken and instructions given by the Port Authority or the pertinent fire fighting or safety forces.
2. Every person who, in a port, may or may likely cause a dangerous situation shall:
 - 2.1 Hold valid an insurance that covers the risk of causing a dangerous situation and the damages that may occur as a result thereof and that holds harmless the Port Authority and any third party against such damage.
 - 2.2 Establish measures to prevent accidents or station a person at the site of the dangerous situation to warn of the danger and to prevent injury to persons or damage to ships or property.
 - 2.3 Notify the Port Authority without delay as to the nature of the dangerous situation and the precautions that have been taken and their location.
3. A person may, in a port, conduct an activity set out in column (1) of the activity list of Schedule (2): (Activity List) without having a contract, lease, concession or licence if:
 - 3.1 The activity is required as a result of an emergency situation.
 - 3.2 Without delay, the person conducting the activity submits a report to the Port Authority describing the activity and explaining why the situation was regarded as an emergency.
4. If a situation causes or is likely to cause death, bodily injury or if any other emergency situation in a port damages or is likely to damage ships, property or the environment, every person shall:
 - 4.1 Without delay, through any means of communication, notify the Port Authority of the emergency situation.
 - 4.2 Submit, as soon as possible, a detailed report of the emergency situation to the Port Authority.
 - 4.3 Submit to the Port Authority a copy of each report of the emergency situation that the person makes to a court or national authorities.
5. A person doing anything resulting in an accident involving a loss, damage, explosion, fire, accident, grounding, stranding or pollution must submit, within 24 hours, a detailed written report of the incident to the Port Authority and the Department.

ARTICLE TP31/10 PRECAUTIONARY MEASURES

1. If a person conducts any activity that is likely to have any of the results under Article TP11/10 (Prohibitions) the Port Authority may instruct the person to immediately cease the activity or to take precautions to prevent the result.
2. The person must immediately comply with these instructions.

ARTICLE TP32/10 OCCUPATIONAL SAFETY AND HEALTH

Article 32.1 Scope of Duties

1. Every Port Authority shall be committed:
 - 1.1 To protect passengers and visitors and to ensure a safe and healthy working environment for all Government servants and private sector employees, staff and workers having a duty or work to perform in a port.
 - 1.2 To ensure continuous progress in the implementation of best practice occupational safety and health systems and assess and effectively manage dangers and risks and establish measurable objectives for the port's occupational safety and health systems.
2. The owner or master of a ship shall:
 - 2.1 Ensure compliance of his crew with the occupational safety and health regulations for merchant ships issued by the competent administration of the Government the ship is entitled to fly the flag.
 - 2.2 Place a copy of the occupational safety and health regulations in a prominent place accessible and in a language understood by each member of the crew.
3. Every owner or master of a ship should provide occupational safety and health information and instructions for the ship's crew under sub-regulation (1) of this Article that requires complying with the duties of an employer under Article 32.2.

Article 32.2 Duties of Employers

1. Every employer in a port shall ensure that the employee is, while at work, safe from injury and risks to health and shall provide and maintain:
 - 1.1 A safe working environment.
 - 1.2 Plant and substances in a safe condition.
 - 1.3 Safe systems of work.
 - 1.4 Accommodation, eating, recreational or other facilities for the welfare of employees at any workplace in an adequate condition.
 - 1.5 Such information, instruction, training and supervision necessary to ensure that each employee is safe from injury and risks to health.



2. An employer shall:
 - 2.1 Establish a safety and health plan for his system of work, for approval by the Port Authority.
 - 2.2 Monitor the health and welfare of his employees to prevent work injuries.
 - 2.3 Keep records relating to work-related injuries and retain the records for a period as determined by the Port Authority.
 - 2.4 Provide information to employees, in their languages, in relation to safety and health in the workplace, including the name(s) of his safety representative(s) to whom employees can make inquiries about occupational safety or health.
 - 2.5 Ensure that any employee undertaking hazardous work receives proper information, instruction, training and supervision before he commences, and while at work.
 - 2.6 Ensure that any employee at risk through a change in the workplace, in any work or work practice, in any activity or process, or working with any plant receives:
 - 2.6.1 Proper information, instruction and training before the change occurs.
 - 2.6.2 Such supervision necessary to ensure his safety and health.
 - 2.7 Ensure that any manager or supervisor is provided with such information, instruction and training to ensure that each employee under his supervision is, while at work, safe from injury and risks to health.
 - 2.8 Monitor working conditions at any workplace under his control.
 - 2.9 Have in place, properly maintained and ready for immediate use protective clothing, safety and emergency equipment and devices and first aid facilities for the protection, treatment and transport of persons.
3. For the avoidance of doubt, a Port Authority, including any ship agent, ship or equipment repairer, diver, fumigator, surveyor, or any other person having staff working in a port such as cargo owners, forwarders, vehicle owners and any master of a ship lacking occupational safety and health regulations issued by the Government the ship is entitled to fly the flag.

Article 32.3 Duties of Employees

1. Any employee must take reasonable care to protect his own safety and health at work and to avoid adversely affecting the safety or health of any other person through an act or omission at work.
2. An employee must:
 - 2.1 Use equipment provided for safety or health purposes.
 - 2.2 Obey instructions of his employer in relation to safety or health at work.
 - 2.3 Comply with any workplace policy approved by the Port Authority.
 - 2.4 Ensure he is not, by the consumption of medicine or narcotics, in a state endangering his safety at work or the safety of other persons at work.

3. For an employee whose native language is not Arabic, and who is not reasonably fluent in Arabic, regard must be taken to:
 - 3.1 Make available information relating to occupational safety and health to the employee in a language and form that the employee is expected to understand.
 - 3.2 Provide instruction or training in a language the employee is expected to understand.
4. Every employer having a duty, work or service to perform in a port shall ensure that the employees working under his control are aware of the requirements under sub-regulations (1) and (2) of this Article.

Article 32.4 SAFETY AND HEALTH REGULATIONS IN PORTS

1. In the absence of adequate occupational safety or health regulations issued by a Port Authority, port operator, contractor, licensee or employer or in the absence of occupational safety and health regulations on board ships entering port, every person providing a service or having a duty or work to perform in a port or onboard a ship in a port must apply the safety and health protection measures for work onboard ships and the safety and health protection measures and requirements for work in a port as published by the ILO Maritime Labour Convention 2006 and:
 - 1.1 The ILO Code of Practice on Safety and Health in Ports, 2005, always as amended.
 - 1.2 The ILO Code of Practice on Accident Prevention on Board Ship as Sea and in Port, 2nd Edition 1996, always as amended.
2. Every employer in a port shall, in the circumstances under sub-regulation (1) of this Article, ensure compliance of his employees with the occupational safety and health requirements and ensure the availability of sufficient copies in a language that is expected to be understood by the employees and place these in a way accessible for each employee.

PART IX PORT SECURITY

ARTICLE TP33/10 ACCESS TO PREMISES

1. No person shall access any port area as defined by its boundaries, via water, air or land unless the person obtained a permit from the Port Authority for accessing the port.
2. A Port Authority may have signs, fences or barriers arranged to ensure security and safety of persons, ships and property, the environmental protection or the management of the port infrastructure and the services of the port.
3. Every person in a port shall obey the instructions on signs posted and respect the functions of fences and barriers established by the Port Authority.
4. No person shall remove, mark or deface any sign, fence, barrier or device arranged by a Port Authority in a port.

ARTICLE TP34/10 COMPLIANCE WITH INTERNATIONAL SECURITY REQUIREMENTS

1. Every ship applying for permission to enter a port and every port facility operator in a port must ensure compliance with the security requirements for ships and port facilities of the International Convention for Life at Sea (SOLAS), 1974, always as amended.
2. Every Port Authority controlling a port under these Regulations is required to have a valid ISPS Statement of Compliance issued by the Federal Authority or delegated authority. The Port Authority is to nominate a duly responsible officer to a position of PFSO and such nomination shall be approved by the Department.

ARTICLE TP35/10 NOTIFICATION WITH RESPECT TO SECURITY

1. Every owner, master or agent of a ship applying for permission to enter a port must provide the information to the Port Authority, or the security officers duly authorised by the Government, in accordance with the International Maritime Organisation.
2. To facilitate compliance with the notification requirements under sub-regulation (1) of this Article, the master or agent of a ship intending to enter a port shall use the GCC Uniform Ship Pre-Arrival report as per ISPS Code and 2002 amendments of SOLAS Convention in accordance with Schedule (6).
3. Failure of a master, asking for clearance to enter a port under these Regulations, to provide the complete information required under sub-regulation (1) and (2) of this Article constitutes reason for the ship being denied entry in the port and no damage shall be claimed by the Vessel's owner or master as a result thereof.
4. If the security level of a ship entering a port exceeds the security level of the port or port facility where the ship shall anchor or be berthed or moored, the owner or master of the ship shall be held liable for the expenses incurred by the Port Authority for establishing the required additional security measures as a result thereof.

ARTICLE TP36/10 SECURITY CONTROL OF SHIPS IN PORTS

1. Every Vessel is subject to security control when within the boundaries of a port by officers duly authorised by the Federal Government entity in compliance with Chapter XI-2 of the SOLAS Convention.
2. The Department or the competent Federal or local Government entities may extend the security requirements of Chapter XI-2 of the SOLAS Convention to be applied in respect to any commercial, recreational or fishing ship or traditional craft, or body being towed, regardless of its purpose, make, flag, trade, propulsion or size, which shall be so published.



PART X PORT ENVIRONMENT PROTECTION

ARTICLE TP37/10 COMPLIANCE WITH ENVIRONMENT PROTECTION CONVENTIONS

1. To protect the marine environment in ports and surrounding seas of the Arabian Gulf, Sea of Oman, Arabian Sea (200 NM established as Special Area) and Red Sea, every owner or master of a ship must avoid ship-sourced pollution in the ports and of the marine environment and comply with the standards of the pertinent conventions set under Article TP04/10 (Scope of Application of Minimum Standards) in these Regulations.
2. A Port Authority may extend the compliance of minimum standards under sub-regulation (1) of this Article for pollution prevention requirements in ports and related water to be applied by any commercial, recreational or fishing ship or traditional craft, regardless of its purpose, make, flag, trade, propulsion or size, which shall be so published.

ARTICLE TP38/10 WASTE MANAGEMENT IN PORTS

Article 38.1 Reception Facilities

1. Adequate waste reception facilities for the receipt and disposal of various waste products generated onboard ships, including waste associated with cargo handling shall be made available by the Port Authority as per MARPOL Convention requirements.
2. The Port Authority shall develop plans for waste reception facilities on a continuous basis and have them approved by the Department.
3. The Department shall then transmit the approved plan to the Competent or Designated Authority for circulation amongst the GCC region.
4. Subject to the authorisation and approval of the Department as contemplated in sub-regulation (2) of this Article, a Port Authority may decide to have facilities for the receipt and disposal of the various waste products generated on board ships to be operated by the private sector through licenses and contracts.
5. A Port Authority, making a decision under sub-regulation (3) of this Article, shall ensure that the disposal of the waste products is effected in compliance with the international and regional conventions and national laws.
6. The reception facilities shall, in respect of their capacity and diversity, be capable of receiving the types and quantities of ship-generated waste and cargo residues, including such residues containing oil, oil derivatives or chemicals, from ships normally using the port.
7. The Department may, with the consent of the competent authorities, assign additional responsibilities to the port authorities for the protection of the environment.



Article 38.2 Port Waste Handling Plans

1. Every Port Authority shall implement a waste reception and handling plan for each port or facility under its control following consultations with the relevant parties, in particular with port users or their representatives, and with the pertinent national or regional prevention or environment protection agencies.
2. The waste reception and handling plan under sub-regulation (1) of this Article shall be developed in a regional context taking into account the requirements of applicable regional conventions for the protection of the environment.
3. Every Port Authority shall monitor the waste reception and handling plan's implementation and ensure its review and reassessment at least every three years.
4. The waste handling plan shall consider the collection of waste from Vessels in the port and include the collection and disposal of waste material from any person and on the person's account, performing services in a port, such as, but not limited to, any terminal operator, stevedore, port marine operator, bunker operator, ship yard and workshop operator, fishing port operator, small craft port operator, recreational port operator.
5. The waste handling plan shall, as far as reasonably possible, foresee the separation of waste materials at their sources into different classes of waste, as determined by the Port Authority, to avoid them being mixed.
6. The waste handling plan so established shall, for reasons of compliance, be published and notified to all persons affected by it.
7. A Port Authority may assign the collection of waste from a ship to the terminal operator handling the ship. The terminal operator may assign this task through a commercial agreement to a specialised waste handling operator licensed by the Port Authority and approved by the Competent Authority or Designated Authority.
8. A Port Authority may exempt a person or port operator under sub-regulation (1) of this Article from his waste being collected by a licensed waste handling operator under sub-regulations (1) and (2) of Article TP33/10 (Access to Premises) if the person or operator under sub-regulation (4) of this Article provides evidence for the collection and disposal of his waste material compliant with the regional conventions, the national law, these Regulations and the Port Authority's waste handling plan.

Article 38.3 Notification for the Collection of Waste from Ships

1. Every owner, master or agent of a ship shall notify the Port Authority in respect to the compulsory collection of waste in the port. To facilitate reporting, the master or agent shall use the "Uniform Vessel Waste Collection report" of Schedule (6).
2. A Port Authority may establish alternative notification requirements for ships engaged in coastal or regional trading, and for traditional craft, which shall be published.
3. The owner, master or agent of a ship shall make all necessary arrangements for the collection of waste with the operator of the port reception facility.
4. The notification under sub-regulations (1) and (2) of this Article and the waste reception facility operator's unified certificate of confirmed receipt of the waste shall be kept on board the requesting ship for the next port under these Regulations as evidence that the ship's waste had been so collected.

Article 38.4 Delivery of Ship-Generated Waste and Cargo Residues

1. The master of a ship shall, before leaving the port, have delivered all ship-generated waste to a port reception facility.
2. A ship that fails to deliver the waste in a port may only proceed to the next port with the approval of the Port Authority. Such approval shall not unreasonably be withheld and must timely be obtained by the ship's agent, on condition there is sufficient dedicated storage capacity on the ship for all waste accumulated, and for the waste that will be generated during the voyage of the ship to the next port.
3. Where a Port Authority considers, if necessary in consultation with the Department, that the waste accumulated on board a ship may pose a threat or harm to the health of the crew or may be dumped at and pollute the sea or that adequate facilities are not available at the intended port of delivery, or if this port is unknown at the time of the ship's departure, the Port Authority shall take all reasonable measures by requiring the ship to deliver its waste before departure from the port.
4. The owner, master or agent of the ship shall pay the applicable charges on account of the ship for the collection of ship-generated waste and cargo residues.

Article 38.5 Waste Collection Service Charges

1. Every Port Authority shall ensure that the costs incurring through the establishment, operation and maintenance of port reception facilities for ship-generated waste and cargo residues, including the analysing, treatment and disposal of the waste, shall be covered through the levying of fees and/or charges from ships.
2. The cost of recovery systems for using port reception facilities shall be reasonable to avoid constituting an incentive for ships to discharge waste or cargo residues into the sea.
3. Fees or charges established under sub-regulation (1) of this Article shall be fair, transparent and non-discriminatory and reflect the costs of the facilities and services made available, respectively used.
4. Every Port Authority shall, through the Department, 4 years after these Regulations came into force, submit a report to the GCC, evaluating the impact on the marine environment and waste flow patterns through the cost recovery systems adopted. The report shall be established in liaison with the competent environment protection agencies and port and shipping representatives.
5. Having reviewed the report under sub-regulation (4) of this Article, the GCC may submit a proposal to amend these Regulations by the introduction of an improved and unified payment system to cover the costs referred to in sub-regulation 1 of this Article.

Article 38.6 Exemptions

1. Every Port Authority shall exempt national or foreign naval ships, or ships operated under command of the Government, from the provision of this Article. The Department may, in respect to the collection of waste and the levy of fees or charges, issue special regulations for these classes of ships.

2. With respect to the levying of fees and/or charges and collection of waste, every Port Authority:
 - 2.1 May reduce the fees or charges applicable if the master of the ship can demonstrate that the ship produces reduced quantities of ship-generated waste by way of the ship's waste management, design, equipment and operation.
 - 2.2 May exempt ships engaged in scheduled traffic with frequent or regular calls provided that there is an arrangement to ensure the delivery of ship-generated waste in a port along the ship's route.
3. For the avoidance of doubt, it is the ship owner or master's obligation to provide valid evidence for the Port Authority to agree to an arrangement under sub-regulation (2) of this Article.

Article 38.7 Spills from Ships Other Than Oil Tankers

Every owner of a ship, such as passenger ships, bulk and general cargo ships and container ships, entering a port under these Regulations shall have in place and maintain adequate strict liability insurance to cover the cost of incidents such as clean up resulting from the spillage of bunker fuel or other oil; and shall carry on board the ship a certificate clearly attesting that such cover is in force as well as a prima facie evidence of a valid Protection and Indemnity (P&I) club membership contract.

Article 38.8 Spills from Unidentified Ships

A Port Authority is, with the consent of the competent Government administration, responsible for the clean up of any pollution in port where the source of the spill cannot be identified.

Article 38.9 Implementation

1. Every Port Authority shall ensure that any ship, except ships exempted under Article 38.6 of these Regulations, may be subject to an inspection in order to verify compliance with the provisions of this Article and that a sufficient number of inspections are carried out.
2. In the carrying out of inspections, port authorities shall pay particular attention to ships having not complied with the notification requirements of Article 38.3 of these Regulations.
3. Where a Port Authority has reasonable grounds to believe that the ship does not comply with this Article, the Port Authority shall ensure that the ship does not leave the port until it has delivered its ship-generated waste and cargo residues to a port reception facility and has paid for the services.
4. Marine surveyors of the Federal and Local Authorities may, by employing the Port State control provisions of the Riyadh MOU, obtain evidence such as oil samples, and detain ships while investigations are carried out.
5. A Port Authority shall arrange with the Federal and Local Authorities for competent laboratory analysis of samples of materials having caused pollution in a port with a view to identify their source and ensure that these samples meet criteria for being used in evidence, also in court proceedings.

ARTICLE TP39/10 **PORT PLAN TO COMBAT POLLUTION
IN PORT WATERS**

1. To effectively respond to ship sourced pollution incidents, port authorities shall have plans to combat pollution in port waters and cooperate with other government agencies in the implementation of plans under the Emirate to combat pollution of the marine environment by oil, cargo residues and other noxious and hazardous substances.
2. The plans under sub-regulation (1) of this Article shall assist and contribute to the pooling of resources of the relevant Emirate Oil Spill Contingency Plan, the oil processing, shipping and exploration industries to provide categories of preparedness to the dangers posed to the marine environment by oil, cargo residues, chemical spills and other polluting substances.



PART XI RO-RO AND PASSENGER VESSELS

ARTICLE TP40/10 RO-RO VESSELS AND RO-RO PASSENGER FERRIES

1. Due to the specific risk of rapidly declining stability of Ro-Ro Vessels and Ro-Ro passenger ferries as a result of a marine occurrence every Port Authority shall through the Department collaborate with the Federal and Local Authorities in monitoring the safe management and operation of Ro-Ro Vessels and Ro-Ro passenger ferries operating to or from Abu Dhabi ports in compliance with the ISM Code.
2. The requirement under sub-regulation (1) of this Article shall apply to all persons, operating one or more Ro-Ro passenger ferries to or from a port under these Regulations, whether or not operated as regular service.
3. Persons under sub-regulation (2) of this Article shall, on a mandatory basis, comply with all the provisions of paragraphs (1.2) to (13.1) and paragraph (13.3) of the ISM Code as a requirement for the persons' Ro-Ro Vessels or Ro-Ro passenger ferries to provide services to or from a port in Abu Dhabi.

ARTICLE TP41/10 PASSENGER SHIPS

To protect the life and property of passengers and crews and the environment, the owner, master or agent of every passenger ship operating on international voyages, regardless of the ship's age and size, the number of passengers carried and the flag it is entitled to fly, shall carry on board, in its original version of ship's certificates (except the Document of Compliance as per ISM Code, which may be carried on board as a copy) and have ready at any time for inspection by the Port Authority or any person authorised and so designated by the Port Authority, valid documents and certificates or any exemption thereof in compliance with Schedule (4) (Documents to be carried on Board).

ARTICLE TP42/10 CLEARANCE OF PASSENGERS AND BAGGAGE

1. Unless provided otherwise in these Regulations, every Port Authority shall:
 - 1.1 In cooperation with the owner, master or agent of a ship carrying passengers or pilgrims and their baggage, arrange for the efficient in and out bound clearance of the ship and the expeditious flow, preferably by a dual-channel system, of passengers or pilgrims and their baggage.
 - 1.2 Ensure the provision of adequate installations for baggage loading, unloading and conveying.
 - 1.3 Arrange for the passengers or pilgrims to rest, move and be checked by the Government entities under shelter.
 - 1.4 For passengers or pilgrims to readily identify and claim their baggage after its being checked by the pertinent Government entities.
2. A Port Authority may issue special regulations for the clearance of ships exclusively carrying pilgrims and their baggage, which shall be so published and in compliance with the ISPS Code.

3. If not required by a Port Authority otherwise, the owner, master or agent of a ship carrying passengers or pilgrims to a port under these Regulations shall take all appropriate measures which will contribute to expedite ship arrival, departure and pertinent clearance procedures including:
 - 3.1 The provision to the Port Authority and the concerned Government entities of an advance message according to the uniform forms in this rules and regulation giving the best estimated time of arrival, followed by information as to any change in time, and stating the itinerary of the voyage where this may affect inspection requirements.
 - 3.2 Having the required ship and passenger and baggage documents ready for prompt review.
 - 3.3 Providing for prompt and orderly assembling and presentation of persons on board, with necessary documents, for inspection.
4. Every agent of a ship carrying passengers or pilgrims with impaired mobility, hearing or vision shall timely so inform the Port Authority and provide measures and equipment necessary for the passengers' safe disembarkation, embarkation and transport and for the convenient movement, collection and inspection of their baggage, on account of the ship.
5. Every Port Authority accepting passenger ships shall reserve in the port access routes free of obstacles and points suitably located and marked with appropriate signs and provide reasonable assistance needed for passengers or pilgrims who have special needs, hearing or vision.

PART XII PORT STATE CONTROL

ARTICLE TP43/10 PORT STATE CONTROL

Every owner or master or agent of a Vessel entering an Abu Dhabi port and every port state control inspector so designated is subject to the provisions of Federal Law No. (26) of 1981, as amended regarding the Commercial Maritime Law and the provisions of the Riyadh MOU and any annex thereto, always as amended, agreed among GCC member states.

PART XIII MISCELLANEOUS

ARTICLE TP44/10 NOTIFICATIONS AND CIRCULATIONS

1. The Port Authority shall bring notice of each practice and procedure proposed in addition to these Regulations to the attention of the concerned parties likely to be affected by it at least ninety (90) days before the proposed effective date of the measure, and a reasonable opportunity within those ninety days shall be given to ship owners, masters, persons in charge of ships and other interested persons to make representations to the Port Authority with respect to it.
2. The notice shall include information as to where a copy of the proposed measure, including any related documents necessary to understand it, may be obtained.
3. After the Port Authority considers representations made by interested persons with respect to a proposed measure, it may adopt the measure.
4. The provision under sub-regulation (1) of this Article does not apply where the Port Authority has assessed that an urgent situation exists, but the Port Authority shall take reasonable steps to bring notice of the measure to the attention of the concern of any person likely to be affected by it as soon as possible after it comes into force.

ARTICLE TP45/10 VESSEL DETENTION AND CLEARANCE

1. Subject to sub-regulation (2) of this Article and prior consultation with the Federal and Local Authorities, a Port Authority may at any time launch proceedings, in compliance with the applicable Federal and Local laws of the Emirate of Abu Dhabi, for detention of a ship or goods carried on a ship if, in the Port Authority's opinion the owner or person in charge of the ship or the goods has, by way of commanding or managing the ship or goods, violated a provision of these Regulations.
2. If a ship is, through measures of port state control or any other international measures aimed at assessing the safety of the ship, crew, passengers and cargoes, not found to be in compliance with the provisions of applicable laws, it is the prerogative of the Federal and Local Authorities to launch proceedings for the detention of such ship, but the Port Authority shall at all times inform the Competent Authorities if it has reasonable grounds for concluding that a ship is substandard and poses a threat to the safety of its crew, passengers or cargo provided that nothing in this Article shall be interpreted as preventing



the Harbour Master from exercising any power granted in Article TP07/10 (Appointment, Functions and Powers of Harbour Master) of these Regulations to avoid imminent danger to the safety of navigation, persons or cargoes.

3. A Port Authority may, at any time launch proceedings, in compliance with the applicable laws, for the detention of a ship or goods carried on a ship if, in the Port Authority's opinion:
 - 3.1 A fee, charge, fine, due or damage compensation is due and payable imposed under these Regulations.
 - 3.2 A person is killed or bodily injured, or a facility, infrastructure, equipment, installation or other property owned or managed by the Port Authority, or that is owned or managed by an operator having entered into a contract, lease or concession with or having obtained a license from the Port Authority, has been damaged, including damages to the environment, by the ship or cargo or by fault or negligence of a crew member of the ship who was acting in the general course of employment or was acting under a specific order of the ship's master or officer.
 - 3.3 Where, during the term of the detention order, the master or owner of the ship gives an order for the ship to depart from the port in which it is detained.
 - 3.4 No person to whom a detention order is addressed in a port under these Regulations shall, having received the order, give clearance of the ship to which the order applies.
 - 3.5 No ship in a port shall leave without having first received a traffic clearance document, duly endorsed by the Port Authority's Harbour Master.

ARTICLE TP46/10 LIMITATION OF PORT AUTHORITY LIABILITY

1. The Department by notice establishes the maximum liability of a Port Authority or of a port operator working under contract, lease, licence or concession for a claim that arises for injury or loss of life caused to a person or for damage or loss caused to a ship or to any cargo, or any property on board a ship, which shall be so published.
2. For the avoidance of doubt, the Department may establish that a Port Authority or port operator, or both, do not accept any liability and it is the ship, cargo or vehicle owner's, or their agents' obligation to make appropriate enquiries.

ARTICLE TP47/10 LICENSES

1. Every person performing a service or work in a port shall, whether or not holding a contract, lease or concession with the Port Authority, prior to carrying out of the service or work, request for a license from the Port Authority, which shall not unreasonably be withheld, covering the legitimate performance of the service or the work in the port controlled by the Port Authority.
2. On the coming into force of these Regulations the Department shall inform, by decision, the Port Authorities under its jurisdiction with respect to the conditions, details and the period of validity of licenses issued by a Port Authority.

3. Licenses issued by a Port Authority prior to the coming into force of these Regulations shall remain valid for the period stated in them. Unless provided otherwise, licenses issued by a Port Authority in association with a contract, lease or concession shall remain valid for the period stated in the contract, lease or concession. Where no period is stated or where a license is not associated with a contract, lease or concession, the license shall expire after two (2) years of the date of coming into force of these Regulations. Upon receipt of an application to the Port Authority for a new license, which shall not be unreasonably withheld, the license shall be issued taking into account the conditions and details under sub-regulation (2) of this Article.
4. A Port Authority may, prior to the issuing of a license, with a view to ensure the highest standard of proficiency in the port under its control, ask for evidence to the satisfaction of the Port Authority, or to the satisfaction of a professional committee established for this purpose by the Port Authority, of the licensee's financial and professional capacity to perform the service or intended service and may further ask for a financial guarantee to be deposited by the holder of a license.
5. By giving information under sub-regulation (2) of this Article the Department shall ensure that the issuing of licenses by a Port Authority to persons performing or intending to perform a service or work in a port maintains competition among this class or classes of persons.

ARTICLE TP48/10 APPOINTMENT OF SHIPS AGENTS

1. Every ship, regardless of its employment, purpose, propulsion, size, type or flag, intending to enter a port shall, prior to the entering, have appointed an agent responsible for representing the ship.
2. An agent appointed under sub-regulation (1) of this Article shall hold a license valid for at least three (3) months after the period of the ship's intended stay in the port.
3. The expiration of a license held by an agent does neither release the agent from the carrying out of his obligations to the owner, charterer, master, crew or cargo of the ship nor does the expiration of the license release the agent from the carrying out of the ship charterer's, owner's or master's obligations to the Port Authority or cargo owner, including the settlement of all dues, fees, charges, fines and damage compensations, after the ship has departed the port.
4. An agent appointed under sub-regulation (1) of this Article must have his registered office in Abu Dhabi and the owners of the agency shall be Abu Dhabi nationals.
5. If no agent has been appointed to represent a ship as required under this Article, the Port Authority may deny entry of the ship into the intended port of call or may, either through established procedures or in accordance with the Department's directive, require the diplomatic representative of the ship's flag state to appoint an agent on behalf of the ship.
6. If a Vessel's owner fails to pay fees to an agent for the services provided (whether or not appointed by the diplomatic representative of the Vessel's flag state) the Port Authority may invoke the provisions of Article TP45/10 (Vessel Detention and Clearance).
7. The Port Authority may ask the agent holding a license issued by the Port Authority, to deposit a guarantee for the settlement of his principal's financial obligations.

ARTICLE TP49/10 **REPEALING PREVIOUS REGULATIONS AND COMING INTO FORCE OF THESE RULES AND REGULATIONS**

1. With the coming into force of these Regulations any previous regulations applicable to the commercial and small craft ports of the Emirate of Abu Dhabi are repealed.

ARTICLE TP50/10 **TECHNICAL COMMITTEE**

1. For the purpose of maintaining these Regulations' uniform application in all Abu Dhabi ports, and when these Regulations shall apply, the Department may establish a technical Committee to carry out activities of updating and amending Regulations on a permanent and constant manner.
2. The Technical Committee may appoint a Working Committee to undertake such activities as the Technical Committee may direct to achieve the purpose expressed in sub-regulation (1) of this Article.

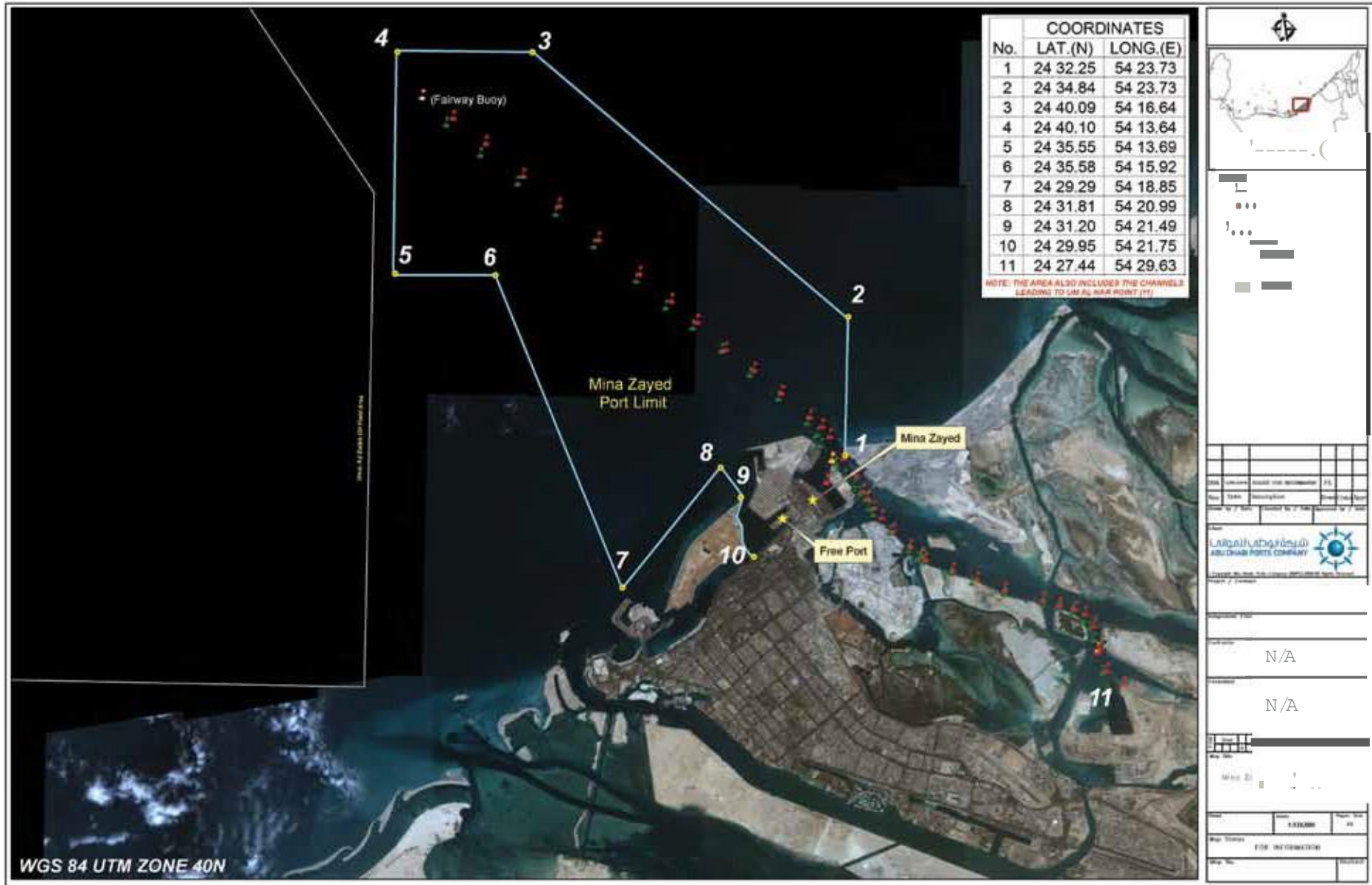
ARTICLE TP51/10 **PROCEDURES FOR AMENDING THE TRANSPORT (PORT OPERATIONS) REGULATIONS**

1. Where a Port Authority identifies a need to amend these Regulations it shall convey a proposal, including the proposal's underlying reasons, to the Department for dissemination among other GCC port authorities using the format under Annex (2).
2. When a proposal under sub-regulation (1) of this Article is received by the Technical Committee appointed under Article TP50/10 (Technical Committee), it shall forward the proposal to the Working Committee for evaluation, report and recommendation.
3. Where no or no unanimous recommendation or report on a proposal under sub-regulation (1) of this Article is received from the Port Authorities by the Technical Committee within thirty (30) days of referral, the Technical Committee will do the final evaluation, consent and endorsement.
4. Any proposal amending these Regulations as finally endorsed shall be conveyed by the Department to all Port Authorities as an approved amendment to these Regulations.

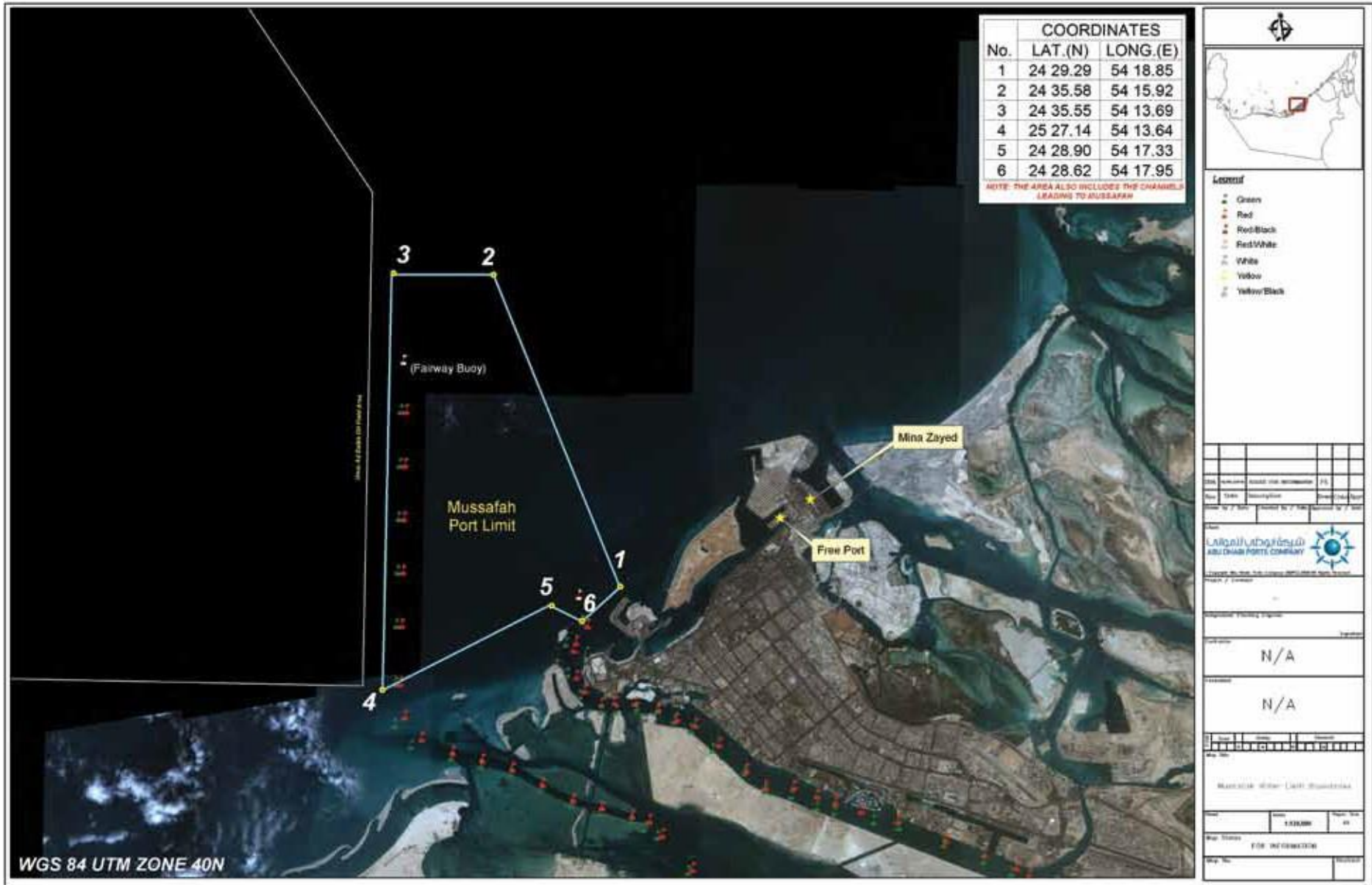
ARTICLE TP52/10 **PREVAILING LANGUAGE**

These Regulations are issued in both the Arabic and English language. In case of conflict between the two language versions, the Arabic version shall always prevail.

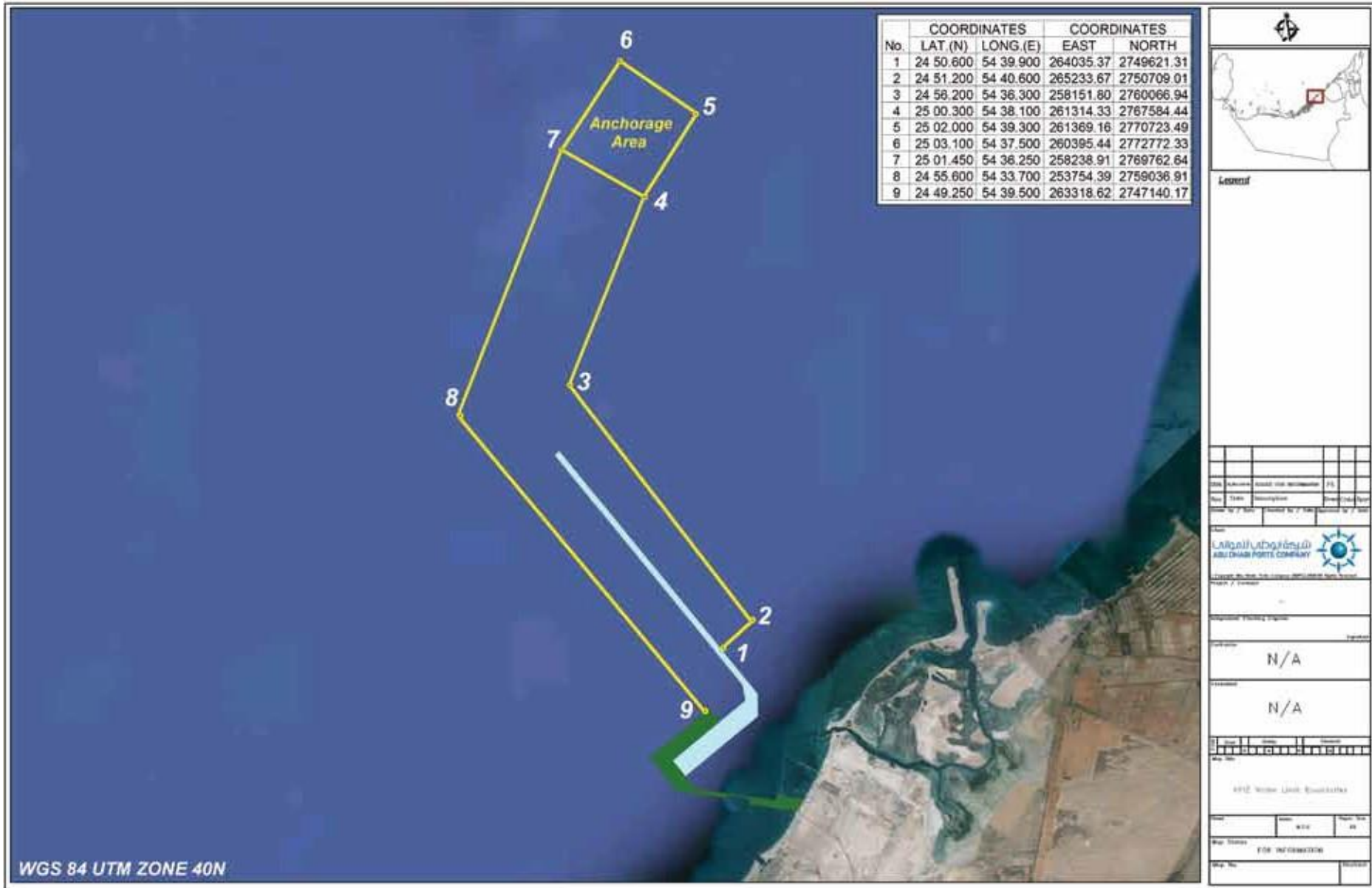
SCHEDULE 1 SCHEDULE OF PORTS



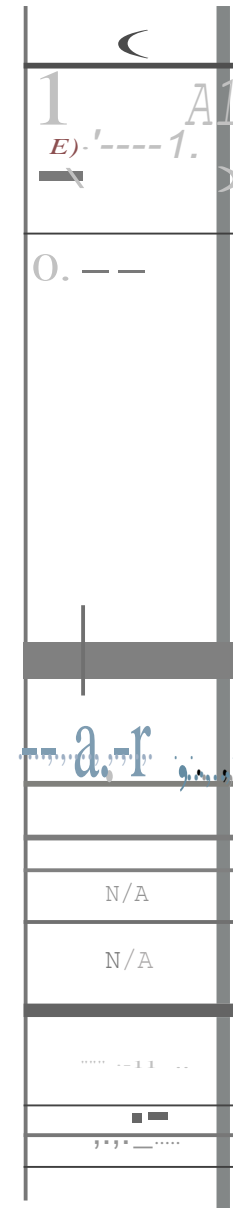
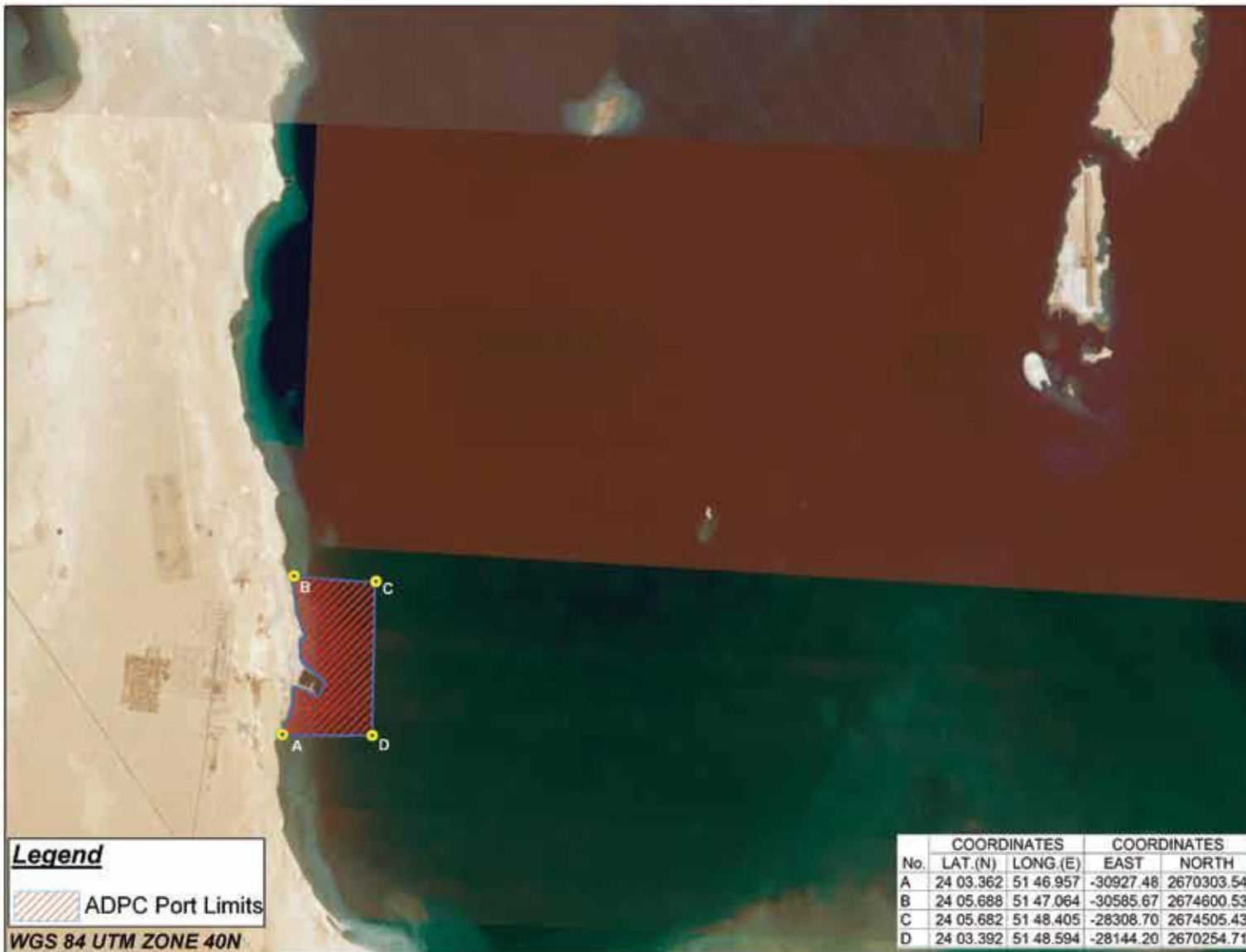
Mina Zayed and Free Port Water Limit Boundries



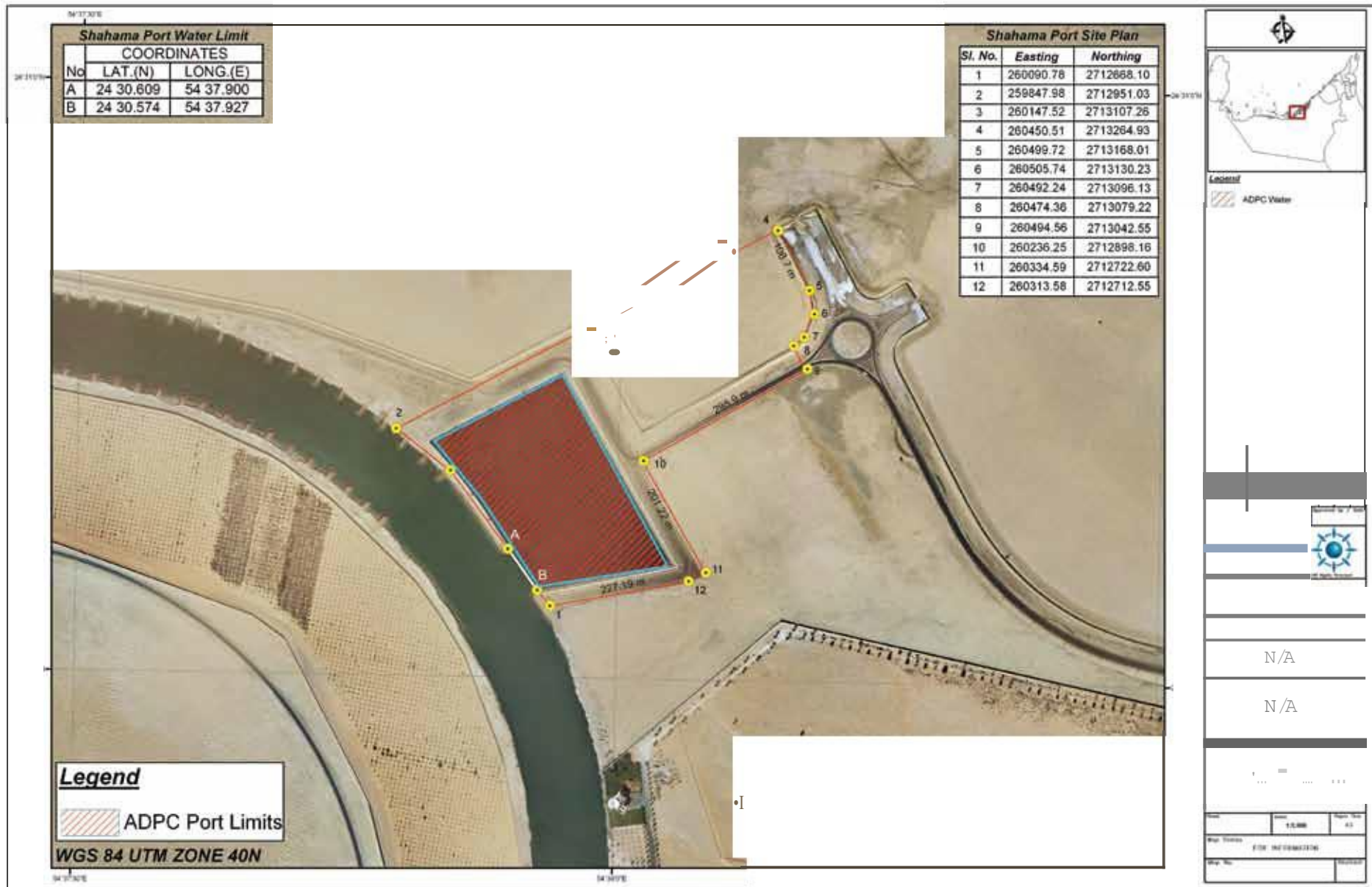
Mussafah Channel Port Water Limit Boundaries



Khalifa Port Water Limit Boundaries



Al Silla Port Water Limit Boundaries



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Shahama Port Water Limit Boundaries



Mugharaq Port Water Ilimit Boundaries























SCHEDULE 2

LIST OF ACTIVITIES FOR PORTS IN ABU DHABI

Column 1	Column 2	Column 3	Column 4
Activity	Authorisation by posted signs or forms	Authorisation to a person	Prohibited
Conducting a diving operation		X	
Carrying out hot work		X	
Conducting salvage operations		X	
Placing, storing, handling or transporting Dangerous Goods, Industrial Waste or Pollutants		X	
Bunkering or Fuelling		X	
Releasing or transshipping refuse or other similar materials or substance			X
An oil transfer operation, a chemical transfer operation or liquefied gas transfer operations between ships			X
A liquefied natural gas (LNG), liquefied petroleum gas (LPG), or gas vapour transfer			X
Excavating or removing any material or substance		X	
Conducting a dredging operation		X	
Setting off a flare or other signalling device			X
Placing or operating a light or day marker		X	
Placing, altering, removing or relocating an aid to navigation buoy, mooring, float, picket mark or sign		X	
Casting adrift a ship, log or other object			X
Building, placing, rebuilding, repairing, altering, moving or removing any structure or work on, in, over, under, through or across land or water		X	

This list of activities is subject to change without notice. An updated version of the list of activities for the respective port shall be obtained from the Port Authority.

SCHEDULE 3 DANGEROUS GOODS LIMITATION

IMDG	Description	Class 1 and 2 Not Allowed Regardless of Quantity		
Class 1	Explosives			
		Division 1.1	Division 1.2	Division 1.3
				
		Division 1.4	Division 1.5	Division 1.6
Class 2	Gases Compressed, Liquefied or Dissolved Under Pressure			
		Division 2.1	Division 2.2	Division 2.3
As Per IMDG Code Requirements				
Class 3	Flammable Liquids			
Class 4	Flammable Solids or Substances			
		Division 4.1	Division 4.2	Division 4.3
Class 5	Oxidizing Substances (Agents) and Organic			
		Division 5.1	Division 5.2	
Class 6	Toxic and Infectious Substances			
		Division 6.1	Division 6.2	
Class 7	Radioactive Substances			
		White	Yellow II	Yellow III
Class 8	Corrosive			
Class 9	Miscellaneous Dangerous Substances And Articles			



SCHEDULE 4 DOCUMENTS TO BE CARRIED ON BOARD

1. In accordance with IMO FAL.2/Circ.87, MEPC/Circ.426, MSC/Circ.1151, always as amended, a ship entering a port managed or operated by a Port Authority under these Regulations shall carry the following documents on board.
2. These provisions should not be read as precluding a requirement for the presentation for inspection by the appropriate authorities of certificates and other documents carried by the ship pertaining to its registry, measurement, safety, manning, classification and other related matters.

Note: All certificates to be carried on board must be originals.

Section 1 All Ships

Documents	Reference
International Tonnage Certificate (1969)	Tonnage Convention, Article 7
International Load Line Certificate	LL Convention, Article 6; 1988 LL Protocol, Article 18
International Load Line Exemption Certificate	LL Convention, Article 6; 1988 LL Protocol, Article 18
Intact Stability Booklet	SOLAS 1974, Regulations II-1/22 and II-1/25-8; 1988 LL Protocol, Regulation 10
Damage Control Plans Booklets	SOLAS 1974, Regulation II-1/23, 23-1, 25-8; MSC/Circ.919
Minimum Safe Manning Document	SOLAS 1974 (amendments), Regulation V/14.2
Fire Safety Training Manual	SOLAS 1974 (2000 amendments), Regulation II-2/15.2.3
Fire Control Plan/Booklet	SOLAS 1974 (2000 amendments), Regulation II-2/15.2.4
Onboard Training and Drills Record	SOLAS 1974 (2000 amendments), Regulation II-2/15.2.2.5
Fire Safety Operational Booklet	SOLAS 1974 (2000 amendments), Regulation II-2/16.2
Certificates for Master, Officers or Ratings	STCW 1978, Article VI, Regulation I/2; STCW Code, section A-1/2
International Oil Pollution Prevention Certificate	MARPOL 73/78, Annex I, Regulation 5
Oil Record Book	MARPOL 73/78, Annex I, Regulation 20
Shipboard Oil Pollution Emergency Plan	MARPOL 73/78, Annex I, Regulation 26
International Sewage Pollution Prevention Certificate	MARPOL 73/78, Annex IV, Regulation 5; MEPC/Circ.408
Garbage Management Plan	MARPOL 73/78, Annex V, Regulation 9
Garbage Record Book	MARPOL 73/78, Annex I, Regulation 9
Voyage Data Recorder System Certificate of Compliance	SOLAS 1974, Regulation V/18.8
Cargo Securing Manual	SOLAS 1974 (2002 amendments), Regulations VI/5.6 and VII/5; MSC/Circ.745
Document of Compliance	SOLAS 1974, Regulation IX/4; ISM Code, paragraph 13
Safety Management Certificate	SOLAS 1974, Regulation IX/4; ISM Code, paragraph 13
International Ship Security Certificate (ISSC) or Interim International Ship Security Certificate	SOLAS 1974 (2002 amendments), Regulation XI-2/9.1.1; ISPS Code part A, section 9 and 10
Ship Security Plan and Associated Records	SOLAS 1974 (2002 amendments), Regulation XI-2/9; ISPS Code part A, section 9 and 10

Cntd...



Documents	Reference
Continuous Synopsis Record (CSR)	SOLAS 1974 (2002 amendments), Regulation XI-1/5
Maritime Labour Certificate	Maritime Labour Convention 2006
International Air Pollution Certificate	MARPOL 73/78, Annex VI Regulation 6
De-ratting Exemption Certificate	International Health Regulations, Article 53
Certificate of Competency and Ships Flag Endorsements	STCW, Regulation 1/2

Section 2

In addition to certificates listed in Section 1, Passenger Ships shall carry:

Documents	Reference
Passenger Ship Safety Certificate ¹	SOLAS 1974, Regulation I/12, as amended by the GMDSS amendments; 1988 SOLAS Protocol, Regulation I/12, (2000 amendments), appendix <i>¹This form of the Certificate may be found in the GMDSS amendments to SOLAS 1974</i>
Exemption Certificate ²	SOLAS 1974, Regulation I/12; 1988 SOLAS Protocol, Regulation I/12 <i>²SLS. 14/Circ. 115 and Add1 refers to the issue of exemption certificate</i>
Special Trade Passenger Ship Safety Certificate, Special Trade Passenger Space Certificate	STP 71, rule 5, SSTP 73, rule 5
Search and Rescue Cooperation Plan	SOLAS 1974 (2000 amendments), Regulation V/7.3
List of Operational Limitations	SOLAS 1974 (2000 amendments), Regulation V/30
Decision Support System for Master	SOLAS 1974, Regulation III/29

Section 3

In addition to certificates listed in Section 1 Cargo Ships shall carry:

Documents	Reference
Cargo Ship Safety Construction Certificate ³	SOLAS 1974, Regulation I/12, as amended by the GMDSS amendments; 1988 SOLAS Protocol, Regulation I/12 ³ The form of the Certificate may be found in the GMDSS amendments to SOLAS 1974
Cargo Ship Equipment Certificate ⁴	SOLAS 1974, Regulation I/12, as amended by the GMDSS amendments; 1988 SOLAS Protocol, Regulation I/12 (2000 amendments), appendix ⁴ The form of the Certificate and Record of Equipment may be found in the GMDSS amendments to SOLAS 1974
Cargo Ship Radio Certificate ⁵	SOLAS 1974, Regulation I/12, as amended by the GMDSS amendments; 1988 SOLAS Protocol, Regulation I/12 ⁵ The form of the Certificate and its Record of Equipment may be found in the GMDSS amendments to SOLAS 1974
Cargo Ship Safety Certificate	1988 SOLAS Protocol, Regulation I/12 (2000 amendments), appendix
Exemption Certificate ⁶	SOLAS 1974, Regulation I/12, 1988 SOLAS Protocol, Regulation I/12 ⁶ SLS. 14/Circ. 115 and Add 1 refers to the issue of Exemption Certificate
Document of Authorisation for the Carriage of Grain	SOLAS 1974, Regulation VI/9, International Code for the Safety Carriage of Grain in Bulk, section 13
Certificate of Insurance or Other Financial Security in Respect of Civil Liability for Oil Pollution Damage	CLC 1969, Article VII
Certificate of Insurance or Other Financial Security in Respect of Civil Liability for Oil Pollution Damage	CLC 1992, Article VII
Enhanced Survey Report	SOLAS 1974 (2002 amendments), Regulation XI-1/2; resolution A.744(18)

Cntd...



Documents	Reference
Record of Oil Discharge Monitoring and Control System for the last Ballast Voyage	MARPOL 73/78, Annex 1, Regulation 15(3)(a)
Cargo Information	SOLAS 1974, Regulation VI/2 and XII/10, MSC/Circ. 663
Bulk Carrier Booklet	SOLAS 1974, Regulation VI/7 and XII/8, Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)
Dedicated Clean Ballast Tank Operation Manual	MARPOL 73/78, Annex 1 Regulation 13A
Crude Oil Washing Operation and Equipment Manual (COW Manual)	MARPOL 73/78, Annex 1 Regulation 13B
Condition Assessment Scheme (CAS) Statement of Compliance, CAS Final Report and Review Record	MARPOL 73/78, Annex 1 (2001 amendments Resolution MEPC.95 (46), Regulation 13G, Resolution MEPC.94 (46)
Hydrostatical Balanced Loading (HBL) Operation Manual	MARPOL 73/78, Annex 1(2001 amendments) Resolution WEPC. 95 (46), Regulation 13G
Oil Discharge Monitoring Control (ODMC) Operation Manual	MARPOL 73/78, Annex 1(2001 amendments) Resolution WEPC. 95 (46), Regulation 13G
Subdivision and Stability Information	MARPOL 73/78, Annex 1, Regulation 25

Section 4 **Ships Carrying Noxious Liquid Substances In Bulk**

In addition to the Certificates listed in Section 1 and 3, where appropriate, any ship carrying Noxious Liquid Chemical Substances in Bulk shall carry:

Documents	Reference
International Pollution Prevention Certificate for Carriage of Noxious Liquid Substances in Bulk (NLS Certificate)	MARPOL 73/78, Annex II, Regulations 11 and 12A
Cargo Record Book	MARPOL 73/78, Annex II, Regulations 9
Procedures and Arrangements Manual (P&A Manual)	Resolution MSC.176(79)
Shipboard Marine Emergency Plan for Noxious Liquid Substances	MARPOL 73/78, Annex II, Regulations 16

Section 5 Chemical Tanker

In addition to the Certificates listed in Section 1 and 3, where applicable, any Chemical Tanker shall carry:

Documents	Reference
Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk	BCH Code, section 1.6; BCH Code as modified by resolution MSC. 18(58), section 1.6
International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk	IBC Code, section 1.5, IBC Code as modified by resolution MSC. 16(58), and MEPC. 40(29) section 1.5

Section 6 Gas Carrier

In addition to the Certificates listed in Section 1 and 3, where applicable, any Gas Carrier shall carry:

Documents	Reference
Certificate of Fitness for the Carriage of Liquefied Gasses in Bulk	GC Code, section 1.6
International Certificate of Fitness for the Carriage of Liquefied Gasses in Bulk	IGC Code, section 1.5, IGC Code as modified by the resolution MSC. 17(58), section 1.5

Section 7 High Speed Craft

In addition to the Certificates listed in Section 1 and 2 or 3, where applicable, any High Speed Craft shall carry:

Documents	Reference
High Speed Craft Safety Certificate	SOLAS 1974, Regulations X/3, 1994 HSC Code, section 1.8, 2000 HSC Code, section 1.8
Permit to Operate High Speed Craft	1004 HSC Code, section 1.9, 2000 HSC Code, section 1.9

Section 8 Ships Carrying Dangerous Goods

In addition to the Certificates listed in Section 1 and 2 or 3, where applicable, any High Speed Craft shall carry:

Documents	Reference
Document of Compliance with the Special Requirements for Ships Carrying Dangerous Goods	SOLAS 1974, (2000 amendments), Regulation II-2/19.4

Section 9 **Ships Carrying Dangerous Goods In Packaged Form**

In addition to the Certificates listed in Section 1 and 2 or 3, where applicable, any Ship carrying Dangerous Goods In Packaged Form shall carry:

Documents	Reference
Dangerous Goods Manifest or Stowage Plan	SOLAS 1974, (2002 amendments), Regulation VII/4.5 and VII/7.2 MARPOL 73/78, Annex III, Regulation 4

Section 10 **Ships Carrying INF Cargo**

In addition to the Certificates listed in Section 1 and 2 or 3, where applicable, any Ship carrying INF shall carry:

Documents	Reference
International Certificate for Fitness for the Carriage of INF Cargo	SOLAS 1974, Regulation VII/16; INF Code (resolution MSC.88 (71) paragraph 1.3

Section 11 **Nuclear Ships**

In addition to the Certificates listed in Section 1 and 2 or 3, where applicable, any Nuclear Ship shall carry:

Documents	Reference
A Safety Certificate in place of the Cargo Nuclear Cargo Ship Safety Certificate or Nuclear Passenger Ship Safety Certificate or Passenger Ship Safety Certificate as Appropriate	SOLAS 1974, Regulation VIII/10

Section 12

Other Certificates and Documents which are Not Mandatory

Documents	Reference
Special Purpose Ships	
Special Purpose Ships Safety Certificate	Resolution A. 534(13) as amended by MSC/Circ.739. SOLAS 1974, Regulation I/12; 1988 SOLAS Protocol, Regulation I/12
Offshore Support Vessels	
Certificate of Fitness for Offshore Support Vessels	Resolution A. 673(16); MARPOL 73/78, Annex II, Regulation 13(4)
Diving Systems	
Diving System Safety Certificate	Resolution A. 536(13) section 1.6
Dynamically Supported Craft	
Dynamically Supported Craft Construction and Equipment Certificate	Resolution A. 373(X), section 1.6
Mobile Offshore Drilling Units	
Mobile Offshore Drilling Unit Safety Certificate	Resolution A. 414(XI), section 1.6, Resolution A. 649(16), section 1.6, Resolution A.649(16) as modified by resolution MSC.38(63), section 1.6
Wing-In-Ground (WIG) Craft	
Wing-in-Ground Craft Safety Certificate	MSC/Circ.1054, section 9
Permit To Operate WIG Craft	MSC/Circ. 1054, section 10
Noise Level	
Noise Survey Report	Resolution A. 468(XII), section 4.3



SCHEDULE 5 LIST OF INFORMATION

Section 1

Information to be notified in accordance with Part VI, Article 15.2, sub-regulations 15.2.1 and 15.2.2

1	General information on the vessel, including:	
	1.1	Details of the vessel's agent
	1.2	Ship identification (name, call sign, IMO identification number or MMSI number)
	1.3	Port of destination
	1.4	Estimated time of arrival at the port of destination or pilot station, as required by the Port Authority, and estimated time of departure from that port
	1.5	Details of the ship's crew and passengers
2	Details on Pilotage and Towage	
3	Details on Cargo Operations and Dangerous Goods, including:	
	3.1	The correct technical names of the dangerous goods or polluting goods, the United Nations (UN) numbers where they exist, the IMO hazard classes in accordance with the IMDG, IBC and IGC Codes and, where appropriate, the class of the ship needed for INF cargoes as defined in Regulation VII/21.3, the quantities of such goods and, if they are being carried in cargo transport units other than tanks, the identification number thereof
	3.2	Address from which detailed information on the cargo may be obtained
	3.3	Characteristics and estimated quantity of bunker fuel, for ships carrying more than 5,000 tons of bunker fuel
4	Details of Environment Protection	
5	Details on Security	
6	The master of the ship must forthwith inform the port authority concerned of any change to the information notified	

Section 2

Equipment and systems to be carried on board ships with respect to:

1	Automatic Identification Systems (AIS): As per IMO SOLAS, Chapter V: Carriage requirements for ship-borne navigational systems and equipment. Recommendation on performance standards for a universal ship borne automatic identification system (AIS) (Resolution MSC.74(69), Annex 3); always as amended
2	Ship Security Alert System: As per SOLAS, Chapter XI-2, Special measures to enhance maritime security, Regulation 6 and the IMO ISPS Code, always as amended
3	Voyage Data Recorder (VDR) Systems: As per IMO SOLAS Chapter V: Safety of navigation, Regulation 18, approval, surveys and performance standards of navigational systems and equipment and voyage data recorder and Regulation 20, voyage data recorders and recommendation on performance standards for voyage data recorders (VDRs), (Resolution A.861(20)); always as amended

Section 3

Electronic Messages

1	Abu Dhabi shall develop and maintain the necessary infrastructure to enable transmission, reception and conversion of data between systems using XML or EDIFACT syntax, based on internet or X.400 communication facilities
2	Abu Dhabi shall participate in the development by the GCC of an Interface Control Document, which describes the system facilities in terms of the message scenario, the message functions and the relation between the messages. The message timing and performance shall be detailed, as well as data interchange protocols and parameters. The Interface Control Document shall further specify the data content of the required message functions and describe those messages
3	These procedures and infrastructure should incorporate, whenever practicable, reporting and information exchange obligations resulting from directives given by the Department, including on port reception facilities for ship-generated waste and cargo residues

Section 4

Measures in the Event of a Threat

Measures available to Member states (including Abu Dhabi) in the event of a threat, or where a threat is foreseeable, to maritime safety and the protection of the environment.

1	Where, following an incident or circumstance of the type described in Article 16.3 affecting a ship, the port authority of the pertinent member state deems, within the framework of international law, that it is necessary to avert, lessen or remove a serious and imminent threat, or foreseeable threat, to its coastline or related interests, the safety of other ships and their crews and passengers or of persons on shore or to protect the marine environment, the pertinent authority may, inter alia:
1.1	Restrict the movement of the ship or direct it to follow a specific course. This requirement does not affect the master's responsibility for the safe handling of his ship
1.2	Give official notice to the master of the ship to put an end to the threat to the environment or maritime safety
1.3	Send an evaluation team aboard the ship to assess the degree of risk, help the master to remedy the situation
1.4	Keep the competent coastal station informed thereof
1.5	Instruct the master to put in at a place of refuge in the event of imminent peril, or cause the ship to be piloted or towed

SCHEDULE 6 FORMS FOR NOTIFICATION AND REPORTING

Section 1

UNIFORM SHIPS PRE-ARRIVAL NOTIFICATION REPORT

Uniform Ships Pre-Arrival Notification Report to Abu Dhabi Ports							
(To be emailed, faxed, mailed or hand delivered to the Port at least 48 hrs before arrival)							
Vessel Details							
Ships Name:				ETA		Date	
IMO No.	Flag	Port of Registry	Call Sign	Class	Year of built	Thrusters	
						Yes <input type="checkbox"/>	No <input type="checkbox"/>
LOA (m)	Breadth	Draft Fwd	Draft Aft	DWT	SDW	GT	NT
Vessel Owners Details							
Owner <input type="checkbox"/> Charterer <input type="checkbox"/>					Tel/Mob:		
Owner's Nationality					Owner's Email:		
Vessel Agent Details							
Country:					Port:		
Agent:					Tel/Mob 24 hrs:		
Fax:					Email:		
Abu Dhabi Port and Port Facility Information							
Terminal: <input type="checkbox"/>			Anchorage: <input type="checkbox"/>		Berth: <input type="checkbox"/>		
Vessel Voyage Details							
Last Port of Call		Country	Depart Date	Next Port of Call		Country	Date Due
Cargo Operations							
Cargo to Discharge				Cargo to Load			
Tonnage		Origin		Tonnage		Destination	
Dangerous Cargo to Discharge				Dangerous Cargo to Load			
Tonnage		Origin		Tonnage		Destination	
Insurance Details							
Insurer's Name		Insurer's Address		Tel. No.		Policy No.	Validity
Environment							
Place of last discharge				Waste Treatment Equipment Onboard			
Sludge		Slops		Yes <input type="checkbox"/>		No <input type="checkbox"/>	
Date	Qty	Date	Qty	Position of last Ballast Water Change			
				Lat		Long	
Other Services Required							
Medical				Fumigation			
Ballast Services				Water			
Stores				Repairs			
Vessel Cleaning				Waste (specify)			
Hot Work				Diving			
Bunker				Others			

Section 2

UNIFORM MASTERS REPORT

Vessel Details							
Ships Name:				ETA		Date	
IMO No.	Flag	Port of Registry	Call Sign	Class	Year of built	Thrusters	
						Yes <input type="checkbox"/>	No <input type="checkbox"/>
LOA (m)	Breadth	Draft Fwd	Draft Aft	DWT	SDW	GT	NT
Vessel Owners Details							
Owner <input type="checkbox"/> Charterer <input type="checkbox"/>					Tel/Mob:		
Owner's Nationality						Owner's Email:	
Vessel Agent Details							
Country:					Port:		
Agent:					Tel/Mob 24 hrs:		
Fax:					Email:		
Abu Dhabi Port and Port Facility Information							
Terminal: <input type="checkbox"/>		Anchorage: <input type="checkbox"/>		Berth: <input type="checkbox"/>			
Vessel Voyage Details							
Last Port of Call		Country	Depart Date	Next Port of Call		Country	Date Due
Cargo Operations							
Cargo to Discharge				Cargo to Load			
Tonnage		Origin		Tonnage		Destination	
Dangerous Cargo to Discharge				Dangerous Cargo to Load			
Tonnage		Origin		Tonnage		Destination	
Insurance Details							
Insurer's Name		Insurer's Address		Tel. No.		Policy No.	Validity
Environment Services							
Incinerator on board		15 PPM Separator		SOPEP		HRF Required	
Yes <input type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>	
IOPP Certificate Issued by/place				Date of Issue			
OIL Record Book Issued by/ place				Date of Issue			
Place /Date of last Sludge/Slop discharge				Qty			
Pilotage and Towage Services							
GCC Regulations on Board		Yes <input type="checkbox"/> No <input type="checkbox"/>		Inward <input type="checkbox"/>		Outward <input type="checkbox"/>	
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	
Pilot boat's name				Mooring boat		Mooring boat	
Time tugs on				Time tugs off		No. of Tugs	

Note: Annex1 should be printed on the back of this form

Section 3

SHIPS PRE-ARRIVAL SECURITY INFORMATION FORM

Ship Pre-Arrival Security Information Form									
For All Ships Prior to Entry Into Ports of Abu Dhabi									
(SOLAS Regulation XI-2/9 and Article TP034 of Transport (Port Operations) Regulations)									
All Ships To Submit This Form To The Port Facility Security Officer Of The Port Of Arrival at least 48 hrs Prior To Entry Into The Port Facility.									
Particulars of the Ship and contact details									
Name of Ship					Type of Ship				
Port of Registry					Gross Tonnage				
Flag State					Call Sign				
IMO Number					Inmarsat Call Numbers				
Name of Company					CSO Name & 24 hrs contact details				
Port Arrival					Port Facility of Arrival (if known)				
Abu Dhabi Port and Port Facility Information									
Port Name					ETA				
Primary Purpose of Call									
Information required by SOLAS Chapter XI- Regulation 9.2									
Does the ship have a valid International Ship Security Certificate (ISSC)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Issued By						
Does the ship have a valid Interim International Ship Security Certificate (IISCC)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Issued By						
Does the ship have an approved Ship Security Plan (SSP) on board	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Issued By						
If No give reason									
Location of Ship at the time of this report	Lat				Long				
List the last 10 calls at port facilities in chronological order (most recent call first)									
No.	Arrival Date	Departure Date	Port	Country	UN Locode (if available)	Security Level			
						1	2	3	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									

Cntd...

Did the ship take any special or additional security measures, beyond those in the approved SSP? If Yes, indicate below the special or additional security measures taken by the ship.		Yes	No				
		<input type="checkbox"/>	<input type="checkbox"/>				
No. (as above)	Special or additional security measures taken by the ship						
1							
2							
3							
4							
5							
List the ship to ship activities, in chronological order (most recent first), which have been carried out during the period of the last ten calls at port facilities listed above. Expand table below or continue on separate page if necessary. Insert total number of ship to ship activities.							
Have the ship security procedures specified in the approved SSP been maintained during each of these ship to ship activities?		Yes	No				
		<input type="checkbox"/>	<input type="checkbox"/>				
If No, provide details of the security measures applied in lieu in the final column below.							
No.	Arrival Date	Departure Date	Location Lat/Long	Ship to ship activity	Security measures applied on lieu		
1							
2							
3							
4							
5							
General description of cargo aboard the ship							
Is the ship carrying any dangerous substances as cargo covered by any of Classes 1, 2.1, 2.3, 3, 4.1, 5.1, 6.1, 6.2, 7 or 8 of the IMDG Code?					Yes	No	
					<input type="checkbox"/>	<input type="checkbox"/>	
If Yes, confirm Dangerous Goods Manifest (or relevant extract) is attached							
Confirm a copy of ships crew list is attached		Yes	<input type="checkbox"/>	Confirm a copy of ships passenger list is attached	Yes	<input type="checkbox"/>	
Other security related information							
Is there any security related matter you wish to report					Yes	No	
					<input type="checkbox"/>	<input type="checkbox"/>	
If Yes, provide details							
Agent of ship at intended port of arrival			24 hrs contact number				
Identification of person providing the information				Master <input type="checkbox"/>	SSO <input type="checkbox"/>	CSO <input type="checkbox"/>	Sips agent <input type="checkbox"/>
Name			Signature				
Place of Completion of report			Time	Date			

Section 4

UNIFORM VESSEL ACCIDENT REPORT

Uniform Vessel Accident Report									
To be used for any Incident or Accident or Near Miss Report that occurred in an Abu Dhabi Port									
Vessel Details									
Ships Name:					ETA		Date		
IMO No.	Flag	Port of Registry	Call Sign	Class	Year of built	Thrusters			
						Yes <input type="checkbox"/>	No <input type="checkbox"/>		
LOA (m)	Breadth	Draft Fwd	Draft Aft	DWT	SDW	GT	NT		
Vessel Owner Details									
Owner <input type="checkbox"/>	Charterer <input type="checkbox"/>				Tel/Mob:				
Owner's Nationality					Owner's Email:				
Vessel Agent Details									
Country:					Port:				
Agent:					Tel/Mob 24 hrs:				
Fax:					Email:				
In Any Case of any Incident, Accident or Near Miss									
Indicate Type of Incident, Accident or Near Miss									
Grounding				Collision			Pollution		
Bodily Injury or Death				Other Incidents					
Names and Types of Vessels Involved									
Name of reporting vessel				Nationality			Number of crew		
Type of reporting vessel				Cargo Type			Volume		
Name of other vessel				Nationality			Number 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				Draft Aft					
Position of Incident		Lat		Long		Time of Incident			
Last port of call				Next Port of call					
Ships data	Course			Speed		Outlook	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Weather and sea conditions	Visibility (NM)					Bridge command with			
Wind Direction		Force		Waves Direction			Height		
Name of Pilot if onboard									
In any Case of Pollution									
State the substance involved									
Oil				Chemical			Garbage		
State how the incident happened:									
Location	Lat			Long			Date	Time	
Wind Speed					Direction				
State the action taken to mitigate the impact on the environment									
Date				Master's Signature					

Section 5

STANDARD FORMAT OF THE ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

Notification of the Delivery of Waste to:.....(Enter name of port or terminal)

The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours.

This form shall be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB.

Delivery From Ships (ANF)				
1. SHIP PARTICULARS				
1.1 Name of ship:			1.5 Owner or operator:	
1.2 IMO number:			1.6 Distinctive number or letters:	
1.3 Gross tonnage:			1.7 Flag State:	
1.4 Type of ship:	<input type="checkbox"/> Oil tanker	<input type="checkbox"/> Chemical tanker	<input type="checkbox"/> Bulk carrier	<input type="checkbox"/> Container
	<input type="checkbox"/> Other cargo ship	<input type="checkbox"/> Passenger ship	<input type="checkbox"/> Ro-ro	<input type="checkbox"/> Other (specify)
2. PORT AND VOYAGE PARTICULARS				
2.1 Location/Terminal name and POC:		2.6 Last Port where waste was delivered:		
2.2 Arrival Date and Time:		2.7 Date of Last Delivery:		
2.3 Departure Date and Time:		2.8 Next Port of delivery (if known):		
2.4 Last Port and Country:		2.9 Person submitting this form is (if other than the master):		
2.5 Next Port and Country (if known):				
3. TYPE AND AMOUNT OF WASTE FOR DISCHARGE TO FACILITY				
MARPOL Annex I. Oil	Quantity (m³)	MARPOL Annex V. Garbage	Quantity (m³)	
Oily bilge water		Plastic		
Oily residues (sludge)		Floating dunnage, lining, or packing material		
Oily tank washings		Ground-down paper products, rags, glass, metal, bottles, crockery etc.		
Dirty ballast water		Cargo residues ² , paper products, rags, glass, metal, bottles, crockery, etc.		
Scale and sludge from tank cleaning		Food waste		
Other (please specify)		Incinerator ash		
		Other wastes (specify)		
MARPOL Annex II. NLS	Quantity (m³) Name¹	MARPOL Annex IV. Sewage	Quantity (m³)	
Category X substance				
Category Y substance		MARPOL Annex VI. Air pollution	Quantity (m³)	
Category Z substance		Ozone-depleting substances and equipment containing such substances		
OS. other substances				
¹ Indicate the proper shipping name of the NLS involved.		² Indicate the proper shipping name of the dry cargo.		

Cntd...

Name of ship:		IMO Number:	
---------------	--	-------------	--

Please state below the approximate amount of waste and residues remaining on board and the percentage of maximum storage capacity. If delivering all waste on board at this port please strike through this table and tick the box below. If delivering some or no waste, please complete all columns.

I confirm that I am delivering all the waste held on board this vessel (as shown on page 1) at this port

Type	Maximum dedicated storage capacity m ³	Amount of waste retained on board m ³	Port at which remaining waste will be delivered (if known)	Estimate amount of waste to be generated between notification and next port of call m ³
------	---	--	--	--

MARPOL Annex I. Oil

Oily bilge water				
Oily residues (sludge)				
Oily tank washings				
Dirty ballast water				
Scale and sludge from tank cleaning				
Other (please specify)				

MARPOL Annex II. NLS¹

Quantity (m³) Name¹

Category X substance				
Category Y substance				
Category Z substance				
OS. other substances				

MARPOL Annex IV. Sewage

MARPOL Annex V. Garbage

Plastic				
Floating dunnage, lining, or packing material				
Ground-down paper products, rags, glass, metal, bottles, crockery etc.				
(2) Cargo residues, paper products, rags, glass, metal, bottles, crockery, etc.				
Food waste				
Incinerator ash				
Other wastes (specify)				

Time:		Date:	
-------	--	-------	--

Name and Position:		Signature:	
--------------------	--	------------	--

¹Indicate the proper shipping name of the NLS involved.

²Indicate the proper shipping name of the dry cargo.

ANNEX 1: OBLIGATIONS BINDING UPON ALL USERS OF ABU DHABI PORTS

NB: The text of this Annex is to be printed on the back of the Uniform Master's Report contained in Schedule (6)

1. Port Premises:

Abu Dhabi Ports Company 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 authorised by the Abu Dhabi Ports Company 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 other than those exempted by the Harbour Master 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 Abu Dhabi Port Company 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 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 the Abu Dhabi Ports Company 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. Towing or transport includes any operation in connection with holding, pushing, moving, escorting or guiding the ship, vessel or craft.

4. Marine Pollution:

The Gulf Area has become a Special Area under MARPOL Convention 73/78 on 1 August 2008, which the United Arab Emirates has joined pursuant to the Federal Decree No. 74 for the year 2006 and it is strictly prohibited to pump out, discharge, or jettison any dirty ballast, slops, sludge's, bilges, sewages, garbage, refuse or any sort of sea pollutants in any part of the Gulf Area. Offenders will be liable for full costs of cleaning operations in addition to heavy fines. The ports are equipped with reception facilities which shall be utilised.

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 "De-ratization Certificate" shall be always available.

7. Engines Immobilisation and Repairs:

No engine immobilisation and or repairs of any sort including, but not limited to, painting, scraping, sandblasting, bottom cleaning, welding, cutting, etc. which would or would not prevent the movement of the ship under her own power may be undertaken without first obtaining the written permission of the Harbour Master.

8. Shore Leave:

The Master and Chief Engineer or other competent officers authorised to take command and start engines, plus sufficient crew must always be on board and ready at all times the ship is in port to, inter alia, sail out in emergency, haul, shift, adjust ropes and encounter unforeseen emergencies and or tasks.

9. VHF watch:

VHF channels nominated by the Harbour Master are to be attended at all times in port, anchorage, or in vicinity of Abu Dhabi seaports.

10. Governing Laws:

This Document is governed by and shall be construed in accordance with the laws of the Emirate of Abu Dhabi and the courts of Abu Dhabi shall have exclusive jurisdiction over all matters arising hereunder.

I hereby acknowledge that I have read, understood and accept the foregoing.

.....
Master's signature

.....
Pilot's signature

Date:.....

Time:.....

ANNEX 2:**FORMAT FOR PROPOSING
AMENDMENTS TO THE REGULATIONS**

Form for the Amendment to Transport (Port Operations) Regulations			
From		Position	
Company		Office No.	
Email		Mobile No.	
Proposal No. 1			
Regulation No.		Title	
Proposal No. 2			
Regulation No.		Title	
Proposal No. 3			
Regulation No.		Title	

Note: Attach additional information giving the reason to the proposed changes to the Regulations.

