

# MIC Port Information and Regulations Guide

January 2020 Edition

## SOLAS

International Convention for the Safety of Life at Sea

## STCW

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers

## MARPOL

International Convention for the Prevention of Pollution from Ships

## BWMC

Ballast Water Management Convention

قطر للبترول  
Qatar Petroleum



## PREFACE

### **Welcome to Mesaieed Port, the southern gateway to Qatar.**

Mesaieed Port is located in a natural bay about half way south on the east coast of the State of Qatar, approximately 45 km. south of Doha

The port limits lie between Latitudes 24° 53' N and 24° 58' N and Longitudes 51° 33' E. and 51° 37' E. Mesaieed Port lies in the industrial heartland of the country and is the premier Port in the State of Qatar providing services to Petrochemical, metallurgical plants and construction related industries through 34 active berths.

Mesaieed Port, being the catalyst and gateway to world market for local produced commodity, understand well how the increasingly competitive global environment pushes shippers to seek maximum productivity while minimizing costs. Handling in excess of 40 million tons of cargo annually, amounting to 60 per cent of the State of Qatar's seaborne trade, We are consistently striving to serve our National as well as International customers with clear vision – ready for today's and tomorrow's demand.

Mesaieed Port Management is committed to deliver smooth handling, safe and environmentally friendly operations, and highest security standards for all vessels calling at the port. On behalf of the Port Team, we wish you trouble-free and enjoyable visit to our port.

In preparing this booklet we aim to demonstrate our commitment to the safe and responsible operation of our Ports and Harbour by detailing areas of primary concern and bringing a greater degree of transparency to our work than has ever been witnessed before.

The Port Information and Regulation Guide gives a general information on regulations and conditions you are instructed to comply at all times when in Port. Ship owners can obtain additional information of the Port from our internet website at:

[www.mesaieedport.qp.qa](http://www.mesaieedport.qp.qa)

As you go along this booklet, we are confident that you will find valuable information to help you sail safely and with memories to keep.

Capt. Homoud Al-Qahtani

Manager, Mesaieed Port

*This document transmitted by electronic means is considered as e-signed.*

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### 1.0 INTRODUCTION

#### 1.1 BACKGROUND

On the 31st December 1949, the first crude oil tanker shipment was loaded at Mesaieed, since that date, Mesaieed Port has grown steadily from a sole crude loading terminal to a busy multi-port handling oil products, liquefied petroleum gases, petro-chemicals, fertilizers, bulk, and general cargoes port. The Port is currently visited by approximately 2400 vessels year on year.

#### 1.2 PORT LIMIT

Mesaieed Port limits are between Lat. 24°50' N and Lat. 025°14' N; and from 5.5 km from the eastern coastline to Long. 051°48.50' E. The port is located in a natural bay on the East coast of the State of Qatar, approximately 45 km. south of Doha. Mesaieed Port limits include the Inner Harbour and the Outer Channels to the Mesaieed Approach Buoy.

#### 1.3 NAVIGATIONAL INFORMATION

Time Zone : GMT+ 3

BA Chart No. : 3783, 3787 & 3950

ENC CELL : GB55062C, GB45062A and GB303950

Admiralty Pilot: No.63

Tide table ATT 3

Admiralty List of Lights and Fog Signals D (NP77)

Port working hours: 24 / 7

#### 1.4 PORT FACILITY

Three Pilot boats at cruise speed 27 knots.

Eight Tugboats of 80t x 2, 55t x 4, 35t x 2 BP at cruise speed 12 knots.

Four Mooring boats at cruise speed 10 knots.

24 hrs. Pilotage services.

### 2.0 CONDITION OF USE OF THE PORT FACILITIES

Mesaieed Port Authority, or their representative or contractors employed by them shall not be liable for any damages or losses whatsoever, to the users property as well as to the Port facilities and/or property including any berth, dock, or any works or gear or equipment of any sort or loss of life or injury due to any act whatsoever, including omission and/or negligence and/or defaults and/or error of the servants and/or agent or any person authorized by the Mesaieed Port Authority.

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).



### 2.1 SUITABILITY

All vessels intending to engage in trade with cargo to and from Mesaieed Port, shall be screened by Mesaieed Port Authority, and after screening the vessel suitability acceptance will be issued prior to vessels call to Mesaieed Port.

Further, each industrial berth has its specific requirements and general guidelines.

It is the responsibility of the Owner/agent to ensure that the vessels meets berth /terminal/ Industrial specific requirements and criteria prior to tendering the suitability request for Mesaieed Port.

The vessel suitability application (VRC) as submitted has a validity of **THREE MONTH**, after which, a **new suitability application** will have to be submitted.

All vessels calling Mesaieed Port may be subject to Port State Control or Port Regulation inspection to check their compliance and conditions of acceptance.

All vessels **shall** ensure that all statutory / Class certificates, P&I club entry and Cargo Gear Certificate/s (if gear and grabs being used) are valid when applying for vessel suitability acceptance.

In addition, all Qatari flagged vessels **shall** ensure that apart from having all valid statutory certificates, it must have a valid trading certificate issued by Ministry of Transport and Communication, State of Qatar.

All OSVs calling Mesaieed Port engaged in upstream marine activities are required to have an OCIMF OVID inspection conducted within One Year at maximum, before the intended date of the visit.

No favourable treatment shall be given to small crafts/dhows and ships below convention size when calling the Port.

### 2.2 PRE-ARRIVAL NOTICES

#### 2.2.1 ESTIMATED TIME OF ARRIVAL (ETA)

Vessels are required to inform Mesaieed Port (through the nominated agents) by MIC Port Management Information System (PMIS) and e-mail of their E.T.A. at Mishut Light Buoy at least 72 hours before arrival and confirm the ETA 48 hours, 24 hours, and 12 hours prior to their arrival respectively.

When within VHF range and as soon as possible vessel shall call Mesaieed traffic control on VHF Ch. 11 or 16 and update their ETA. It should be clearly indicated, if times quoted are in Greenwich Mean Time (GMT).

#### 2.2.2 ESTIMATED TIME OF DEPARTURE (ETD)

Vessels shall maintain a listening watch on VHF channel 11 and 16 whilst in the port vicinity, anchorage or alongside. Vessels shall advise Mesaieed Port control on VHF Ch-11 their ETD 12 hours and confirm 6, 2 and 1 hour before completion of cargo operations.

**Failure to notify Mesaieed Port of the above required information at the mandatory time can result in the undue delays to the vessel's berthing or departure schedule.**

### 2.3 DOCUMENTATION FOR INWARD CLEARANCE

The following is a list of documents that will be required by the shore authorities upon arrival. The soft copy of document is provided to vessel agents for onward delivery to vessel prior vessel arrival. All arrival documents to be submitted in the latest IMO FAL format.



## SECTION 1: GENERAL INFORMATION

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1	General Declaration Crew List (IMO FAL FORM 1)
2	Cargo Declaration (IMO FAL FORM 1)
3	Ships Stores Declaration (IMO FAL FORM 1)
4	Crew Effects Declaration (IMO FAL FORM 1)
5	Crew List (IMO FAL FORM 1)
6	Passenger List (IMO FAL FORM 1)
7	Dangerous Goods Manifest (IMO FAL Form 7)
8	Original Port Clearance from Last Port
9	Vaccination List
10	Maritime Declaration of Health
11	Ship Sanitation Control Exemption Certificate
12	ISPS
13	Arms and Ammunition List
14	Last Port Clearance
15	Copy of Bills of Lading/Cargo Manifest/mates receipt (Export/Import)

### 3.0 TUGS AND MOORING OPERATIONS

#### 3.1 Tugs

Mesaieed Port has eight (8) tugs in total, 80t x 2, 55t x 4 and 35t x 2 bollard pull and all tugs area equipped with fire-fighting and anti-pollution equipment operating on a 24-hour basis.

The use of tugs is compulsory as follows:

Two (2) tug is used for berthing VLCCs at the SPM Berth.

Four (4) tugs are used for berthing VLCCs at the Multi-Product Berth (MPB) (Pilot may utilise less tugs if weather conditions permit).

Two or Three tugs are used for all other berthing and un-berthing operations except for ships fitted with fully operational bow thrusters where use of 2nd Tug is at the discretion of Master/ Pilot and weather permitting. Tug's lines will be used for making fast the tug.

Additionally, one (1) standby tug is mandatory for vessels when secured at the SPM and for vessels at Multi Product Berth (MPB) till the completion of cargo and vessel's readiness to sail from Mesaieed Port. At the SPM the standby tug will be secured to vessels stern as a static tow.

#### 3.2 Mooring

Standard mooring configuration is as per Chart 8.18.3. While good quality ropes/ mooring hawsers are preferred, mooring wires with adequate rope pennants are also acceptable.

Mixed moorings are **NOT PERMITTED** at any berth.

Vessels' should be moored to the entire satisfaction of the Master.

Vessels should be ready at all times to put extra moorings as requested by the Port Authority as dictated by weather changes.

## 4.0 Agency services

### 4.1 Agency Representation

All vessels calling at QP Industrial Ports shall have Agency representation, which are approved/licensed by the Port authority.

The Owners have the right to appoint their Owners Protecting agents.

There are nine agencies handling dry cargo and hydrocarbon and attend to vessel's husbandry.

### 4.2 Agent handling documentation of Qatar Petroleum Products for all Tanker vessels

Agent who is handling documentation of Qatar Petroleum Products for all Tanker vessels:

Full Style:  
 Nakilat Agency Company Limited  
 (As Agents Only)  
 Building No. 25B, Ground Floor, Room NA 004  
 Mesaieed Industrial City, Mesaieed Port,  
 P.O. Box No. 23578, Doha/Qatar  
 Office: +974 4496 8889 / 4463 6524  
 MOB: +974 5573 9622  
 Fax : +974 4477 0421  
 Email: [nacmesaieed@qgtc.com.qa](mailto:nacmesaieed@qgtc.com.qa)  
[www.nakilat.com.qa](http://www.nakilat.com.qa)

### 4.3 Details of Agents

Agencies handling documentation of other JVs import/export products.

S/N	COMPANY	Company E-mail Address	Company Website	P O Box	Tel No.	Fax
1	M/S National Shipping Services (NSM)	<a href="mailto:mesaieedoperations@nsmqatar.com">mesaieedoperations@nsmqatar.com</a>	<i>nil</i>	23582	44484111	44325647
2	M/S Gulf Agency Services (GAC)	<a href="mailto:operations.mesaieed@gac.com">operations.mesaieed@gac.com</a>	<a href="http://www.gac.com">www.gac.com</a>	6534	44205670	44205601
3	M/S Inchcape Shipping Services	<a href="mailto:youriss.qatar@iss-shipping.com">youriss.qatar@iss-shipping.com</a> , <a href="mailto:SupportServices.Doha@iss-shipping.com">SupportServices.Doha@iss-shipping.com</a>	<a href="http://www.iss-shipping.com">www.iss-shipping.com</a>	24724	44329810	44315190
4	M/S Kanoo Shipping Services	<a href="mailto:gatar@kanooshopping.com">gatar@kanooshopping.com</a>	<a href="http://www.kanooshopping.com">www.kanooshopping.com</a>	126	44317110 /44313360	44366908
5	M/s Links Shipping services	<a href="mailto:ops@linksshopping.com">ops@linksshopping.com</a>	<a href="http://www.linksshopping.com">www.linksshopping.com</a>	5763	44550322	44569798
6	M/S Milaha Agency	<a href="mailto:comms@milaha.com">comms@milaha.com</a>	<a href="http://www.milaha.com">www.milaha.com</a>		44949814	44949817
7	M/S Nakilat Agency Company (NAC)	<a href="mailto:nacmesaieed@qgtc.com.qa">nacmesaieed@qgtc.com.qa</a>	<a href="http://www.nakilat.com.qa">www.nakilat.com.qa</a>	23578	44968995	44770421
8	M/S Gulf Warehousing Company (GWC)	<a href="mailto:Mesaieedoperations@gwcmarine.qa">Mesaieedoperations@gwcmarine.qa</a>	<a href="http://www.gwcmarine.qa">www.gwcmarine.qa</a>	7854	40119696	40119311
9	M/S United Shipping Agency	<a href="mailto:mesaieedoperations@unitedshippingqatar.com">mesaieedoperations@unitedshippingqatar.com</a>		23582	44484111	44325647

### 5.0 ACRONYMS AND DEFINITIONS

**Agent** – means the Vessel’s Agent licensed by the Mesaieed Port Authority.

**AIS** – means Automatic Identification System

**Approved Equipment** - means equipment of a design that has been tested and certified by a recognised authority (e.g. a Government Department, Classification Society, QP BCP Department etc.) as being safe for use in a specified zone, manner or condition, and duly endorsed by a certifying stamp on such equipment and the accompanying certificate as issued by such authority.

**Ballast Water** - means water taken into a vessel’s tanks when partially loaded or not loaded to maintain suitable stability and reduce stresses to the hull structure.

**Business Partner** - means any Company or Joint Venture duly authorized to establish an industry at Industrial Cities under specific Land Lease and Port Users Agreement with QP.

**CD** - means chart datum.

**Cold lay-up** - cold lay-up is a condition when the machinery is taken out of service and the vessel is kept “electrically dead” with the exception of emergency power

**Company** - means QP as beneficial holder of the concession to use and utilize the Port, and, solely for the purpose of the indemnity and waiver of liability provisions set forth in the Conditions of Use

**Conditions of Use** - means the documents titled “Conditions of Use Industrial Port” which shall be signed by the master of every Vessel prior to entry to the Port and which sets forth-additional terms and conditions with respect to the use of the Port.

**Critical Lift**- Critical Lift is defined as;

- a) Any load dimension exceeds 15 M or the load is of a complex shape where the centre of gravity is difficult to ascertain and,
- b) Lifts that exceed 50MT in weight,
- c) Lifts that exceeds 30M in height,
- d) Lifts which require full boom extension or maximum radius,
- e) Lifts requiring use of more than one crane simultaneously,
- f) Lifts where equipment /load consists of thin/fragile member susceptible to deformation during lifting,
- g) Lifting of Personnel, lifts over pipelines, near overhead electric power lines, where lifting operation can endanger the safety of facility or crane,
- h) Lifts where that are live plant assets that contain hazardous inventory that could cause catastrophic damage if penetrated that are encapsulated within the crane footprint,
- i) Lifts where safety of personnel and equipment are at risk which is a concern raised by any responsible authority.

**Draft** - means the depth below the waterline of the deepest part of the Vessel.

**Drugs** - means drugs (e.g. narcotics) which have been used, or obtained with the intention of being used, for the effects they produce.

**DWT** - Means Deadweight tonnage.

**Environmental Guidelines** - means the guidelines issued by the Port Management, or any other Government Authority, or through International Conventions advising on the minimum acceptable environmental requirements and maximum permissible criteria for effluent, gases, and operational waste.

## SECTION 1: GENERAL INFORMATION

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**ETA** - means the Estimated Time of Arrival.

**ETD** - means the Estimated Time of Departure.

**Gas Carrier** - means any Vessel designed for the bulk carriage of liquefied gases, by sea.

**Gas Free** - means a tank, compartment or container into which fresh air has been introduced in sufficient quantities to lower the level of any flammable, toxic, or inert gases to that required for a specific purpose e.g. hot work, entry, etc.

**Grey Water** – means wastewater generated from domestic activities such as dish washing, laundry, and bathing.

**Hazardous Cargo** - means cargo of any kind classified by international or local regulations as Hazardous cargo.

**Heat Stress** – is a medical condition such as heat exhaustion, heat cramps (muscle pain or spasms) and heat stroke, caused by working in hot areas.

**Heavy Lift** – means any single item of cargo with a weight in excess of 50 tonnes but excludes ISO shipping containers or cargo contained in the ISO container.

**Hot lay-up-** hot lay-up is a condition when the machinery is kept in operation for the sake of fast re-commissioning, but measures may be taken to reduce various operational costs.

**Hot Work** - means work involving sources of ignition or temperatures sufficient or spark potential to cause the ignition of a flammable gas mixture. This includes any work requiring the use of any one, or combination of, the following - welding, burning, or soldering equipment, blow torches, some power driven tools, portable electrical equipment which is not intrinsically safe, sand blasting, and internal combustion engines.

**Hot Work Authorization** - means a document issued or approved by the Port Authority, authorizing specific hot work to be performed on board the vessel over a specified period, in a defined area.

**ILO** - means the International Labour Organization

**IMDG Code** - means the International Maritime Dangerous Goods Code

**IMO** - means the International Maritime Organization.

**IMPA** - means the International Marine Pilots Association.

**Inert Condition** - means a condition where the atmosphere throughout the tank or space has been reduced to not more than 8% oxygen by volume for an oil tanker and not more than the LEL limits of the previous cargo carried in such tank or space for a gas carrier.

**Inert Gas** - means a gas or a mixture of gases, such as flue gas, containing insufficient oxygen to support the combustion of hydrocarbons.

**Intrinsically Safe** - means the condition whereby any spark or thermal effect, generated by the normal operation or accidental failure of the equipment, is incapable, under prescribed test conditions, of igniting a prescribed gas mixture.

Any equipment so rated will be certified, by the appropriate body, as 'Intrinsically Safe'.

**ISGOTT** - means International Safety Guide for Oil Tankers and Terminals.

**ISPS Code** – means the International Ship and Port Facility Security Code.

**LNG** - means Liquefied Natural Gas.

**LPG** – means Liquefied Petroleum Gas

**LOA** - means the overall length of the Vessel.

**LSFO** - Low Sulphur Fuel Oil.

**MARPOL**- means International Convention for the Prevention of Pollution from Ships.

## SECTION 1: GENERAL INFORMATION

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**Master** - means the master of the Vessel or, in his absence, his duly authorised deputy.

**MIC** - means Mesaieed Industrial City

**Moorings** – means the system for securing a ship to a terminal. These are to be in accordance with the relevant OCIMF Mooring Equipment Guidelines.

**Must** – be obliged to; should

**Naked Lights** - means open flames, exposed incandescent material or any other unconfined source of ignition.

**OCIMF** - means Oil Companies International Marine Forum

**Offshore Marine Permit (e-PTW)** - Offshore marine permit to work issued by Ports Authority

**OVID** - Offshore vessel inspection database

**Port** - means the Industrial Ports (Mesaieed Port) and includes the Ports Area and the areas defined within the Port Limits.

**Port Area** - means the area of land and water enclosed by and including, the breakwaters, and the Port security fence.

**Port Management Information System** – means the PMIS system where all Port Data are kept and requests are handled.

**Port Management or Port Authority** - means QP, or any successor of QP, in its capacity as the party charged with the management and administration of the Industrial Ports, and more specifically the Port Management designated by QP or its successor, to be responsible for the administration and control of the Port. Such Port Management or manager includes the person or persons, his deputies and assistants, authorised by QP or its successor, to exercise the powers or perform the duties in respect of operations, administration, and control of the Port, and of making and enforcing regulations.

**Port Tariff** - means the applicable terms, conditions, and scale of charges levied by the Port Management for the use of the Port facilities and the provision of services within the Port. Port Management reserves the right at any time to amend, alter, or change the port tariff with or without prior consultation or notice. The Port Tariff is obtainable through the Agency.

**Port Users Agreement** - means an agreement between QP and a Business Partner governing the conditions of use of the Port in connection with the Business Partners' activities.

**Prohibited Items** - means any item declared by Qatar legislation to be prohibited, including, but not limited to, pornographic material in any form or Pork products

**P & I Club** - means the Protection and Indemnity Club.

**QP** – means Qatar Petroleum

**Responsible Officer (or Person)** - means the person appointed by the master of the Vessel and empowered to take all decisions relating to a specific task, having the necessary knowledge and experience for that purpose.

**RECISO** - means Regional Clean Sea Organisation

**ROPME** – means Regional Organisation for the Protection of the Marine Environment.

**SBT** - means Segregated Ballast Tank.

**SERDAL** - A ship quality assurance system named 'SERDAL' to screen ships

**Segregated Ballast Tanker** - means a tanker which meets the segregated ballast requirements of MARPOL 73/78 and whose ballast water is introduced into dedicated ballast tanks by a completely separate system to that used for the transfer of cargo oil and fuel oil.

**Shall**- A mandatory Action

**Should**- A Preferred Action

## SECTION 1: GENERAL INFORMATION

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**Small Craft** – means any vessel under 200 GT.

**SOLAS** - means the International Convention for the Safety of Life at Sea.

**SPM** – means Single Point Mooring system.

**SQLP**- means the department responsible for implementing QP lifting regulations

**Tank Cleaning** - means the process of removing hydrocarbon vapours, liquid, or residue.

**Terminal** - means the Port or Business Partners' installations where vessels are berthed for loading cargos.

**Terminal Regulations and Information** - means rules, regulations, conditions, guidelines, procedures, recommendations and information issued by the relevant Business Partner or the Port Management for the Purpose of conducting safe and efficient cargo operations at their Terminal.

**Trim** - means the difference between the forward and aft draughts.

**Vessel** - means any ship, craft or other floating navigable object.

**WWT**- Wall wash Test

**Warm lay-up**- Also termed as medium lay means- maintaining the ship with skeleton crew and keeping the machinery operative so that the vessel can be quickly mobilised with full crew for normal trading. A limited number of systems may be deactivated during a warm lay-up period.

### 6.0 RULES AND REGULATIONS

Mesaieed Port rules and regulations are set to contribute to safe, efficient, and environmentally responsible use of the port and port facility. International regulations, such as SOLAS and MARPOL conventions and national regulations are drawing the main rules and regulations of Mesaieed Port, in addition to local Port Regulations that applicable only in Mesaieed Port.

#### 6.1 APPLICABLE LAWS

National Laws of Qatar, including but not limited to:

- Law No. 15 of 1980 “Qatar Maritime Law 1980” as amended,
- Decree Law No: (29) of 1966 -Maritime Ports as amended
- Law No. 30 of 2002 “Environment Protection” as amended,
- Labour Law issued by virtue of Law No. (14) of 2004
- Cabinet Resolution No: (19) of 2002 entrusting the management of some Ports to Qatar Petroleum.
- IMO Conventions, Codes and resolutions,
- ILO Code of Practice “Accident prevention on board ship at sea and in port, 2nd Edition, 1996” as amended,
- ILO Code of Practice “Safety and health in ports, 2005” as amended,

Nothing in these Regulations shall be construed as over-riding or contradicting:

- The Laws of the State of Qatar;
- The provisions of international and/or regional regulations as amended;
- The practice of good seamanship.

Nothing contained herein shall be construed as relieving the Master of any vessel from his responsibility for the safety of the vessel under his command.

Masters of all vessels visiting Mesaieed Port shall sign, stamp and agree to the “**Conditions of Use**”.

The Port reserves the right at any time, to alter, change, or amend any or all of the provisions contained in these Regulations and in the “Conditions of Use” with or without prior notice.

Neither the Port nor its servants or agents (in whatsoever capacity), shall be liable for any costs incurred by a vessel, its Owners, Operators, Charterers or Agents, as a result of a refusal to load or discharge all or part of the nominated shipment. Any delays due to or suspension of loading, discharging, berthing / un-berthing, or bunkering, or a requirement to vacate the berth shall be on vessels, Owners, Operators, Charterers or Agents account.

#### 6.2 ACCOMMODATION DOORS, WINDOWS AND PORTHOLES

All external doors, windows, and portholes are to remain closed during the vessel's stay within the Port.

The outermost doors to the accommodation block, engine-room, and motor-room should preferably be fitted with self-closing devices.



**6.3 AUTOMATIC IDENTIFICATION SYSTEM (AIS)**

All vessels are required to have a fully operational AIS which shall be kept “ON” while the vessel is manoeuvring or at anchor or under pilotage or shifting whilst in Mesaieed Industrial Port waters.

Masters shall ensure that all the manual input data has been updated accordingly.

When alongside a terminal or port area where hydrocarbon gases may be ventilated, the AIS, if not fitted with a “low power lock”, shall be either switched “OFF” or the aerial isolated with a dummy load.

**6.4 ANCHORING**

Vessel arriving Mesaieed Port but not clear to enter the Port shall request for anchoring outside Port limits at ALPHA anchorage.

Co-ordinates of Alpha anchorage (Refer BA Chart 3787 & BA 3950);

a.	25 22.491N 051 46.442E
b.	25 18.495N 051 46.426E
c.	25 18.481N 051 50.548E
d.	25 20.791N 051 53.073E
e.	25 22.520N 051 53.055E

Vessels shall maintain a continuous listening watch on VHF Ch-16 & Ch-11 for clearance instructions.

Vessel arriving Mesaieed Port when cleared to enter the Port limits, shall not anchor if not scheduled to berth or use inner anchorage(see BA 3783) if being shifted from berth unless directed by Mesaieed Port Control (VTS).

**6.5 ANCHORS**

Vessels anchors are to be unlashd and ready for letting go in case of emergency during channel transit and while manoeuvring within the Port limit.

Once the vessel has moored, the bow stoppers are to be placed on the chain with the pins removed, so that they can be lifted, clear of the chain in case of an emergency.

**6.6 AIR-DRAFT RESTRICTIONS**

Vessels are permitted to take in Port hold ballast in designated holds as recommended in the vessels approved stability booklet in order to fulfil the air draft criteria requirement at the terminal.

All vessels shall ensure a written approval of “No Objection” be obtained from Port Authority and the respective terminal prior to carrying out such ballasting/ deballasting operation.

**6.7 ARREST**

No agent/s, consignee/s, or supplier/s has the right to arrest a ship whilst in the Port without having a Court order.

**6.8 BERTH SCHEDULING**

Scheduling of provision of Marine Services shall be arranged in consultation with the Business Partners, taking into consideration their agreed schedules and any other factors at the sole discretion of the Port.

### 6.9 BUNKER TANK OPENINGS

All openings to bunker tanks should be closed and gas tight apart from those openings designed and installed as the bunker tank ventilating system.

### 6.10 BUNKERING

Vessels calling Port Mesaieed for the purpose of loading and/or discharging at the resident industries are only permitted to receive the bunkers at Mesaieed Port.

The supply of bunkers (Fuel oil and Marine Gas oil) is via the bunker barge at anchorages as designated by Mesaieed Port Authority within the limits of Mesaieed Port.

Bunker supply via barge whilst vessel is alongside berth or Terminal is not permitted.

Supply of Fuel Oil and MGO at offshore location outside Port limit can be arranged by vessels agent.

Supply of Low Sulphur Fuel Oil (LSFO) is available at QP Ports supplied by supplier M/S Woqod.

In addition, under certain specific circumstances where vessels are employed for the state Project but requires base Port for bunkering may receive Inward clearance to receive bunkers.

At some SELECTIVE berths only MGO, can be supplied alongside via road trucks.

Bunkering is permitted during daytime and on weekdays only at selective berths and is available 24 x 7 at inner anchorage.

Small crafts/boats/Tug boats alongside berth # 9WW can be supplied with Diesel (MGO).

In case of emergency bunker requirements, a vessel may leave the terminal and proceed to designated anchorage for purpose of replenishment of bunkers, in such a case a

“NO Objection” from the terminal will have to be obtained.

A new suitability request will not be required and the existing Pre-arrival will be considered as valid.

The following to be adhered to prior to commencement of bunkers;

- Master to ensure full implementation of vessels bunkering safety checklist.
- No smoking and mobile phone usage in area.
- Continuous Communication link between Vessel and supplier for safe bunker transfer.
- Bunker intake not to exceed 95 % of vessel Tank capacity.
- Vessel to Inform Port control on VHF Ch-11 prior and upon completion of bunkering.
- All emergency shall be notified to Port control on VHF CH11 as soon as possible  
(Land line +974 4013 8503/02).

### 6.11 CARGO OPERATIONS

Each loading terminal have their own rules and procedures which they follow.

The Port reserves the right to control the loading, unloading and handling of all cargo imported, exported or in transit through the Port.

Any deviations or casualty from standard operating procedures that each terminal has posted should be reported immediately to Port Control (VTS) on Ch-11/16.

For any project cargo to be discharged at Mesaieed Port, an approval from the Port authorities is required; and the following information to be submitted;

## SECTION 2: GENERAL REGULATIONS

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- Weather limitations (sea, wind and wave), tidal levels and currents at which safe discharge can be affected,
- Approved Risk assessment and Method Statement and Job Hazard Analysis with calculations of limiting criteria use for berthing/Port stay.
- Approved vessel stress and stability calculations at various stages of discharging /loading.
- A towage approval certificate is required for arrival as well as departure, if a combination is used for such shipment.

In case of vessel exceeding berth parameters (i.e LOA, Beam, height of Manifold etc) a “No Objection” to be obtained from respective terminal and Port Operation.

In regard to Sulphur vessels calling Q-CHEM with excess LOA and beam, vessel master to confirm and comply with the following conditions;

- Vessel can berth either side alongside.
- Arrival freeboard not to exceed 9.5M
- Vessel maintains zero list.
- Ship will do balancing while loading (loader outreach cannot reach to the center of the ship).
- Ship will give one hold that is reachable for Sulphur loader. Mainly hold# 2 or 3.
- Propeller is fully submerged.
- Trim not exceeding 3 Metres
- Vessel stability and stress conditions shall comply with sea conditions at all times while alongside and shall be ready to shift at any stage of cargo operation.

### 6.11.1 GENERAL CARGO – STEVEDORING

- a) Independent terminal operator carries out stevedoring services at Mesaieed Port.
- b) Masters of vessels calling at the Port should ensure that the cargo handling equipment onboard is certified as per ILO No:152 and is in good working order for the loading/unloading as the case may be.
- c) Ship-owners are to ensure that the crew are qualified and experienced in the safe and efficient handling of such cargo,

Following conditions apply;

- All cargo operations to be carried out are at the vessel’s Owner and/or charterer’s risk and remain their responsibility.
- Failure to comply with the above will result in the vessel being refused entry to the Port.
- It is mandatory that all cargo, either import or export, shall be fully cleared through customs and any other required formalities completed before a vessel will be granted entry to the port.
- Port Authority reserve the right to cease cargo work on any vessel where; cargo-working conditions are considered unsafe until the vessel has taken measures to render the situation safe.
- Port Authority reserve the right to remove vessels that, in Port Management’s opinion, are not able to work productively from the port to make way for other waiting vessels and shall only re-berth such vessel when there is a suitable window of opportunity.
- It is mandatory that forklift and man-basket combination be used for unhooking of cargo at jetty side and laydown area.

### 6.12 CHANGE OF VESSEL'S NAME/ FLAG / CLASS / OWNER / OPERATOR /CREW

Mesaieed Port does not allow vessel's to call for any reasons except for cargo bound or for export from Mesaieed Port based resident industries.

Permission to change of vessels name, Flag, Class, Owner Operator or Crew, can be granted on request from vessel owners by the Port Authority for vessels calling for cargo operations **ONLY**.

Owners are requested to submit to the Port Authority a formal request for change of name, Flag, Class, Owner etc, stating the details of the vessels new name Flag, Class, Owner and Operator etc.

Vessel are allowed to change name, Flag, Class, Owner or Operator, subject to, that such changes can only be affected prior or after load/discharge operation.

Owners upon fulfilling the new requirements of change of vessels name, Flag, Class, Owner, Operator or crew are then requested to submit a copy of all new certificates and crew list for review and approval to the Port Authority prior departure.

Vessel to obtain prior approval and permission from the Port authority for painting vessels new name on ships hull.

Painting of vessels name on the ship's hull (Bow and/or stern) alongside the berth/terminal is NOT PERMITTED.

Owners to ensure that all certificates and cargo documents to reflect vessels new name, Flag, Owner or Operator accordingly, prior departure.

Crew change is permitted at all berths through **SBH ONLY** by Mesaieed Port Boats.

Vessel's Owners and Operators shall ensure that the new joiners are familiarized with all operational and emergency procedures in accordance to the vessel's Safety Management System.

Vessels Owners and/or operators are to ensure that 50% of the officers and crew from deck and engine department from the arrival crew list to remain on board during the sign-off/sign-on.

Sign On / Off, of two seniors officers either from deck or engine department is not permissible at the same time.

Consideration may be given by the Port Authority, if the joining Master is familiar with the approaches to Mesaieed Port.

Following documents are required to be submitted by the vessel/agents when intending to affect crew change;

- Arrival/ Departure crew list
- Minimum Safe Manning Document
- SEQ Certificate and Form E
- Joiners COC/Flag endorsement/Certificate of Proficiency (COP) as applicable.

### 6.13 CHARTS/ECDIS & NAUTICAL PUBLICATIONS

**All ships irrespective of size shall have:**

Nautical charts and nautical publications to plan and display the ships route for the intended voyage and to plan and monitor positions throughout the voyage, and ECDIS may be accepted as meeting the chart carriage requirement.

Vessels visiting the Port shall have on board a sufficient range of the latest Hydrographic Charts & publications relevant to the area.

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These charts & Publications should be kept up to date with regard to Notices to Mariners and other notices promulgated for the area.

### **Required charts for the Port of Mesaieed are:**

Chart BA 3783 – MESAIEED (Musay'id or Umm Said) and; / ENC: GB 55062C

Chart BA 3787 – Approaches to Mesaieed and Doha (AD Dawhah) / ENC: GB450062A

Chart BA 3950 - Mesaieed (Musay'id or Umm said) to Ras Laffan. / ENC: GB 303950

“An electronic chart display and information system (ECDIS) is also accepted as meeting the chart carriage requirements.”

The ECDIS should meet the requirements of the performance standard.

It should be capable of displaying all chart information necessary for safe and efficient Navigation originated by, and distributed on the authority of, government-authorized hydrographic offices.

If vessel supplied with ECDIS;

SOLAS Qte “All ships, irrespective of size, shall have back-up arrangements to meet the functional requirements of subparagraph 2.1.4, if this function is partly or fully fulfilled by electronic means”.  
Unqte

The system electronic navigation chart (SENC) should always be updated.

### **6.14 CERTIFICATES and DOCUMENTS TO BE AVAILABLE ON BOARD**

Certificates (Statutory and Trading Certificates) and Documents as stated as per Fal.2/Circ.131, FAL.5/Circ.39/Rev.2, MEPC.1/Circ.873, MSC.1/Circ.1586 and SOLAS 1974 as amended, relevant to ship type should be available on board at all times. The certificates may be in hard copy or electronic form. The certificates and website used shall conform to the “Guidelines for the use of electronic certificates FAL.5/Circ.39/Rev.2”. Such certificates as viewed on the computer are considered as meeting the requirement that certificates are “on board”.

### **6.15 COLLISION/GROUNDING/LOSS OF ANCHORS AND PROPERTY DAMAGE**

Any incident or accident within the limits of Mesaieed Port, such as collision, sunk by collision, running aground, loss of anchor/s, parting of chains whilst at anchor, or in any way out of control or in situations that may endanger the safety of shipping shall be reported to Mesaieed Port Control (VTS) on Ch-16/11.

The following details are to be stated, name of the Ship, position, nature of incident/accident and the total number of crew on board.

Any damage to the berth or any of the installations or to any object or vehicle on the quayside or any spillage of material or liquids that may cause pollution or damage to the environment must also be immediately reported to Port Control (VTS) on Ch-16/11.

### **6.16 COMMUNICATION**

All communications shall be in English language.

All communication with Mesaieed Vessel Traffic Service (VTS) should be maintained on Ch-16 and Ch-11.

### **6.17 COMPASS ADJUSTMENT**

No objection for carrying out compass adjustment.

Compass adjustment may be carried out at inner anchorage, but with the prior approval of Port Operations. Mesaieed Vessel Traffic Service (VTS) to be notified prior execution of the adjustment.

### 6.18 CONDITION OF ACCEPTANCE

#### a) All Vessels

The Master and owners of each Vessel utilizing the Port shall ensure that such Vessel, and its Master, officers and crew, comply with all applicable laws which are in force, including by-laws, rules, regulations and/or ordinances enacted or issued by a competent authority and the "Conditions of Use" (hereinafter called "applicable laws").

Vessels nominated for the Port shall be capable of operating within the Limitations of the berth, loading facility, and mooring equipment, as set forth in these Regulations.

It is the responsibility of the Master, Owners, and operators of each Vessel nominated to ensure the safe conduct of its operations at the Port, and to ensure that the Vessel meets the following requirements:

- b) Vessels shall comply with all relevant international rules, regulations, and classification society rules.
- c) Vessels shall have on board a Master and sufficient officers and crew trained and qualified in accordance with the relevant provisions of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers 1995, amended 2010, and any subsequent amendment, where applicable. In all cases, the training qualifications and experience of the Vessel's staff shall be appropriate for the safe conduct of the loading or discharging operations being conducted at the Port and the nature of the products being handled.
- d) Vessels shall have and retain onboard sufficient personnel with good working knowledge of the English language to, at all times, enable operations to be carried out safely and efficiently and to maintain immediate and reliable ship/shore communications on operating matters and in emergencies.
- e) Vessels shall have on board a complete and valid set of safety certificates including Statutory Class Certificates and Trading certificates. The ships certificate/s may be in HARD copy or in ELECTRONIC form. Where the ship relies on electronic certificates, the certificates and website use to access them should conform with the "Guidelines for the use of electronic certificates (FAL.5/Circ.39/Rev.2)". Specific verification instructions to be available on board. Certificates on a computer is considered as meeting the requirement that certificates are "on board".
- f) A Certificate of Fitness is required in the case of all Vessels carrying liquefied gases in bulk or carrying dangerous chemicals in bulk or document of compliance for the carriage of solid bulk cargoes, together with a General Arrangement plan showing the layout of the Vessel in the English language.
- g) All Qatari flagged vessels shall have on board a valid Trading Certificate issued by the Ministry of Transport and Communication, prior to submission of suitability request.
- h) Valid Certificates of Competency for all appropriate crew personnel on board shall be in accordance with the law of the state in which the vessel is registered.
- i) The Port and the relevant Terminal representative shall have the right to inspect the Vessel to ensure that all relevant Ships certificates and documents are in place to ensure compliance with the Port and Terminal Regulations.
- j) Liquid Oil Tankers shall arrive with all cargo tanks inerted to a maximum oxygen content of 8% for tankers constructed (keel laid) before 01 January 2016 and 5% for tankers constructed (keel laid) after 01 January 2016. The inert gas will be tested for oxygen content prior to the vessel being granted permission to commence loading.
- k) LPG Tankers are required to arrive with their Inert Gas system in a good working order with and all their tanks inerted, with a maximum oxygen content of 5% by volume and under positive pressure.



- l)** Chemical Tankers calling at Mesaieed Port to load small parcels of products that arrive and berth with tanks in gas free condition shall:
- i. Ensure that there is sufficient isolation between tanks to be loaded and those not to be loaded. This applies to both load/discharge pipelines and to vapor return lines.
  - ii. During loading of cargoes with a FP below 60 deg C, vessel shall monitor all gas free tanks (both empty and loaded with other products) on a regular basis to ensure no accidental ingress of cargoes into these tanks occurs.
  - iii. If accidental ingress is discovered, then all loading shall be immediately halted until:
    - A full investigation has been carried out to ascertain cause of the accidental ingress of cargoes into other tanks and the vessel has satisfied themselves that it is safe to continue loading.
    - Immediately inform the terminal and Port Control of the ingress of cargoes with a FP below 60 deg C into other tanks. (Same applies to tanks containing base oil, slop water containing base oil or empty tanks in transit.)
- m)** Chemical Tankers arriving Mesaieed Port with tanks loaded at other ports, shall, at least 48 hours prior to arrival, submit through their agents to Port Authority a list of all cargoes onboard; and a plan indicating the tanks loaded, naming the cargo in each tank for approval,
1. No objection from respective Terminal and Port Authority to be obtained,
  2. Vessel shall follow IBC code Chapter 17 "Shipper and terminal requirement".
  3. There should be a two valve segregation and isolation in cargo piping and venting system to prevent cross contamination of cargo as per chemical industrial practice and guidelines for vessel carrying chemicals in bulk, and that they are meeting the terminal parameters and requirements
  4. There should be **no internal transfer or change of stow plan** to accommodate new cargo apart from the nominated one at Mesaieed Port.
  5. Loaded cargo tanks to be blanketed with suitable inert gas medium (ie NITROGEN) as dictated in IBC Code or Shipper requirement.
  6. Vessel shall monitor all gas free tanks (both empty and loaded) on a regular basis to ensure no accidental ingress of cargo occurs.
- n) For CAUSTIC SODA VESSELS-** If the departure displacement exceeds the maximum parameter at berth No.19 for loading caustic soda, then following conditions apply;
- (Note: Conditions at QAPCO terminal where vessels can be accepted if the arrival displacement is max. 60,000 MT, but departure displacement is more than 60,000 MT.)
- At the time of departure during an emergency situation a displacement exceeding 60,000 MT, vessel will be shifted to inner anchorage;
  - Re-berthing of the vessel will be subject to risk assessment and additional measures as confined by the mitigation of risk matrix.
  - Note: Waiver granted only to CABU vessels for manifold to stern distance exceeds berth parameters.
- o)** Wall wash test may be carried out at inner anchorage in gas free tanks, subject to Terminal and Port Authority approval.
- p)** Tank inspection may be carried out at inner anchorage in gas free tanks, subject to terminal and Port Authority Approval.



## SECTION 2: GENERAL REGULATIONS

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- q) Vessel is not permitted to carry out puddle heating of cargoes within Mesaieed Port limit nor permitted to vent cargo vapours at any stage.

Vessels shall vacate the jetty as soon as loading or discharging operations are completed, or at any other time as so directed by the Port Authority.

The Port reserves the right to require the vessel on completion of loading, to proceed to the anchorage to await cargo documents.

The Port shall, at its own discretion, have the right to suspend or cease cargo operations and may require the removal of any vessel from the Port.

Neither the Port Authority, nor its servants or agents nor their representative (in whatsoever capacity), shall be liable for any direct or indirect costs and expenses as incurred by the vessel, its owners, operators, charterers, or agents as a result of a refusal to load or discharge all or part of the nominated shipment, delay to or suspension of loading or discharging, or a requirement to vacate the berth.

Each vessel owner, operator, charterer, whose vessel calls at the Port, and each owner or agent of cargo handled there at, and each contractor or subcontractor whether individual, person, firm or corporation as a condition to receiving services at the Port, hereby agrees to indemnify and hold harmless the Port, or any of its agents, servants or employees and any other person, firm or corporation engaged by the Port to furnish labor, materials or equipment relating to the services provided, from and against all losses, claims, demands and suits for damages including court costs and council fees, for deaths or personal injury or property damage that may be imposed upon the Port or any of its agents, servants, employees or contractors by any such vessel owner, operator or charterer or such cargo owner or their agents or employees or contractors or subcontractors or any other third party as a consequence of such services received at the Port.

### r) Supply Vessels

The Master and Owners of each vessel utilizing the Port shall ensure that such vessel, and its Master, Officers and Crew comply with all the Mesaieed Port applicable laws that are in force, including by-laws, rules, regulations and/or ordinances enacted or issued by a competent authority and the "Conditions of Use" (hereinafter called "applicable laws").

It is the responsibility of the Master, Owners and Operators of each vessel intending to use the Port, to ensure safe conduct of its operations and crew, and to ensure that the Vessel meets the following requirements:

- i. Vessel shall have aboard a Master and sufficient Officers and Crew trained and qualified in accordance with the relevant provisions of the International Convention on Standards of Training, Certification and Watch Keeping for 1995, as amended 2010 and any subsequent amendment, where applicable.
- ii. Vessel shall retain onboard sufficient number of personnel i.e. Master or chief Officer and Chief Engineer or 2<sup>nd</sup> Engineer and at least fifty (50%) percent of the compliment at all times.  

The retained personnel should have a good working knowledge of the English language, to enable operations be carried out safely, efficiently and effectively and to maintain immediate and reliable ship / shore communications on operating matters on a day to day basis and in case of emergencies.
- iii. Where applicable, supply vessels shall have on board a valid QP Work Attestation / Certificate while working in marine areas operated or supervised by Qatar Petroleum.

### s) Tugs and Barges

Towage of barges or other crafts in and out of the Mesaieed Port shall not be undertaken until the following documents are submitted to the Port Authority:

## SECTION 2: GENERAL REGULATIONS

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1. A Towage Approval Certificate or a Round Trip Towage Approval Certificate issued/endorsed by IACS or IACS approved third party or by a company approved by Mesaieed Port Authority will be accepted.  
Attestation is not accepted.
2. A Towage Certificate issued by third party not approved by IACS at the load or discharge Port, will ONLY be accepted until Mesaieed outer anchorage, and thereafter, Owners to arrange for IACS or an IACS approved third party surveyor to issue for inward passage to Mesaieed from outer anchorage.
3. A round trip towage approval certificate shall be accepted subject to the following, that;
  - i) The round trip towage approval certificate is issued upon completion of Loading / discharging operation,
  - ii) The validity of the certificate to be clearly stated for the round trip,
  - iii) The Masters signature of acknowledgement is endorsed on the certificate confirming that he will adhere to and comply with all recommendations as stated in the certificate.
  - iv) Approval from Mesaieed Port Regulations to be obtained for all inbound or outbound towage.
4. In case the towline breaks in the process of underway in Port waters or during departure, then a new towage approval Certificate shall be submitted by the combination.
5. Copy of the Barge Stability Booklet (**FIRST PAGE**), duly approved by Class.  
Combination to ensure that the stability of the barge is calculated either in load or without load condition to the satisfaction of the surveyor issuing the towage certificate prior departure. Any cost, delays if any, shall be wholly on Owners and vessel account.
6. Tug & Barge P & I Club Entry certificate covering liability for Collision, wreck removal, pollution and damage to fixed and floating objects.
7. The Towage Certificate shall contain an addendum as to the list of certificates for the tug and barge.
8. The Tug & Barge shall have a valid towage equipment certificate.
9. Master to confirm to all items as per the list of documents, which are as follows;
  - i. The barge is loaded in accordance to the requirements of the Stability booklet (wherein the load condition is in accordance to the loading conditions as stipulated in the stability booklet).
  - ii. The cargo on the barge has been loaded and stowed under his supervision and responsibility.
  - iii. The stability of the barge is calculated and evaluated prior departure load port.
  - iv. The Cargo is stowed properly and that the barge has positive stability for all stages of the voyage.
  - v. All barge manholes covers and other deck openings are properly secured and watertight prior to departure load port.
  - vi. The hull integrity of the barge is intact and that no water ingress or list is observed.
  - vii. The navigation lights on the barge are functional and are as per the regulations.
  - viii. The vessel meets the max. 2M apart fender requirements on either side.
  - ix. Safe access shall be provided for the tug and barge upon berthing.

10. Further to the above, the following conditions have to be met to the satisfaction of the Port Authority;
  - a) The Towing approval certificate and the list of documents shall be submitted prior to departure load port or prior to arrival Mesaieed port.
  - b) The towing unit should be sufficiently manned as per the vessels minimum safe manning document, and all crew on board should be qualified as per STCW convention requirements.
  - c) The load-line marks of the tow shall not be submerged at any time during the voyage or upon arrival.
  - d) The tow should have adequate intact stability in condition of load or in ballast as expected during the voyage.
  - e) The stability of the tow and towing unit should be calculated and document to be available to Port authority.
  - f) The lashing arrangement of any cargo on the towed unit shall be secured properly prior to being put to sea.
  - g) The Master of the towing vessel should check prior departure, the watertight integrity of the tow and towing unit by inspecting all closing arrangements of all hatches, valves, manholes, air-pipes and sounding pipes and all should be secured properly.
  - h) The towing unit shall have onboard the latest corrected admiralty charts for the intended voyage including all charts for Mesaieed Port and its approaches as well as the latest Notice to Mariners.
  - i) The towing unit shall have the latest list of nautical publications such as nautical almanac, list of lights, list of radio signals, sailing directions, MARPOL, SOLAS etc.
  - j) All navigational and radio equipment as listed in the ships documents shall be in operational condition.
  - k) Main engine, auxiliary engines, oily water system and sewage treatment plant should be in good working condition. Main engine and auxiliary engine should be able to operate at the rated load.
  - l) All Life- saving and fire-fighting equipment (including ships Pyrotechnics) as required by Safety attestation certificate shall be in good order with valid service certificates.
  - m) All emergency equipment and deck machinery should be in good working condition.
  - n) Engine room bilges should be clean of any dirty oily residue and garbage on board shall be maintained as per Garbage management plan.
  - o) All navigational lights and shapes of the tow and towing unit shall be in operational condition and as required by regulation.
  - p) The towed and the towing unit shall display the appropriate the lights and shapes as per the international regulations for collision prevention at sea.
  - q) The Tug shall have adequate power in order to counter strong currents, and the windlass equipment should be functional at all times.
  - r) The tugs towing equipment including winch should be certified and shall have adequate power to withstand the forces to which the tow is exposed. Should the

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tug be towing using a towing hook, then the hook shall be fitted with a working quick release mechanism.

- s) The tug shall have available means to easily and rapidly shorten the towline as required.
- t) The towing vessel should have effective bollard pull and should have a towage plan/diagram indicating the capacity/number of winches. Towing wire, bridle and bollards.
- u) The towing winch and bollards should be certified and certificate/s available on board.
- v) The barge shall have an appropriate bridle recovery system.
- w) The Tug/barge shall be provided with an emergency towage system consisting of a spare towage bridle fitted with a floating rope and buoy so as to permit safe retrieval of the spare bridle by the towing vessel in event of the main tow line parting.
- x) A contingency plan should be available for onset of adverse weather particularly in respect to arrangements for heaving in or taking shelter.
- y) The tug should have a Pilot ladder as per relevant regulations.
- z) The towed unit (barge) shall have appropriate boarding facilities when alongside berth.
- aa) Safe gangway with a properly secured safety net for accessing the tug and tow (barge).
- bb) Owners/Operators of Non-conventional size vessels must ensure that Safety attestation certificate is available on board for sighting by the Port Authority, in order to ascertain the total number of crew allowed to be on board and to confirm the installation of Navigation and Radio equipment and the adequacy of Life Saving and Fire Fighting Appliances on board.

The towing operations shall be conducted in a safe manner in order to ensure safety at sea, prevention of loss of human life, avoidance of damage to the environment and to property and in accordance with the following IMO Recommendations and guidelines:

1. Resolution A.765(18) on Guidelines on the safety of towed ships and other floating objects, including installations, structures and platforms at sea;
2. MSC/Circ.884 on guidelines for Safe Ocean Towing.

**A Towage Approval certificate shall be issued by IACS or IACS approved third party surveyor or a company approved by Mesaieed Port Authority at least six (6) hours prior to completion of loading/discharging operation and not earlier.**

**Any Towage certificate issued prior to six (6) hours of completion of load/discharge operation will NOT BE ACCEPTED and the certificate will be considered as null and void.**

### **6.19 CONDITIONS UNSUITABLE FOR PILOT BOARDING OR PILOT SERVICES**

Pilots will not undertake or continue pilotage (if already on board) and will shift the vessel to safe ground anchorage under following circumstances:

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- a) Main engine power /performance not satisfactory to negotiate channel bends safely.
- b) Main engine not responsive or rudder response sluggish.
- c) Ships steering system not satisfactory to negotiate channel bends safely.
- d) Ships anchor not clear and available for anchoring.
- e) Pilot boarding arrangements not in compliance with IMO guidelines.
- f) Competency of ship's master or crew not acceptable.
- g) Incorrect ships details (draft, vessel main engine power etc.).
- h) Working environment/ bridge temperature not conducive.
- i) Poor bridge team management and lack of passage monitoring.
- j) Updated and corrected latest BA Charts are not available on board, or ECDIS primary or secondary is not functional.
- k) Vessel not ready for taking pilot/s.
- l) Pilot advice not acceptable.
- m) Masters refusal in signing the Condition of use.
- n) Any other condition as stated in Vessel deficiency note.

Pilot will then issue Vessel deficiency Note (VDN) with any of the above deficiencies, and such document has to be signed by the vessel's Master.

### 6.20 DEPTH AND DENSITY

The relative density of seawater in Mesaieed Harbour ranges from 1.030 to 1.035.

However, no "Dock water Allowance" should be made when calculating the departure draft as the density of water in the region of shallowest depth may be less than in the Mesaieed Port Area, especially during a flood tide.

1. Max permissible vessel draft, alongside at berth varies terminal to terminal.

TERMINAL		Maximum LOA	Maximum Beam	Maximum Draft
GABBRO	Berth #1 & #2	250 meters	40 meters	12.50 meters
	Berth #3	280 meters	50 meters	13.0 meters
	RQ Quay	130 meters	40 meters	6.0 meters
Q-Con		100 meters	-	6.5 meters
Shipyard	S&F berth	60 meters	28 meters	6.0 meters
Qatar Steel	Berth 1	300 meters	45 meters	13.0 meters
	Berth 2	170 meters	40 meters	13.0 meters
	Berth 3	240 meters	40 meters	13.0 meters
SEEF, QATAX & WOQOD	Berth 4	200 meters	-	12.50 meters
Refinery	Berth 6	240 meters	45 meters	12.50 meters
CT7	Berth 7	210 meters	50 meters	12.50 meters
Qatalum	Berth 8	230 meters	32.8meters	12.50 meters
Commercial +	Berth 9 & 10	190 meters	-	9.50 meters
QALCO	Berth 10	185 meters	-	9.50 meters
SBH	Berth 9W	110 meters	30 meters	4.50 meters
	Berth 9WW	100 meters	30 meters	4.50 meters
Bitumen (WOQOD)	Berth 10A & 10B	100 meters	-	6.0 meters
QAFAC	Berth 16	230 meters	-	12.50 meters

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QAPCO	Berth 17 & 18	240 meters	-	12.50 meters
	Berth 18	235 meters	-	12.50 meters
QVC	Berth 19	235 meters	-	12.50 meters
QAFCO	Berth 1	LPG tanker 215 meters Bulk Carrier 225 meters	34 meters	11.50 meters
	Berth 2	193 meters	34 meters	11.50 meters
	Berth 3	213 meters	34 meters	12.0 meters
	Berth 4	225 meters	34 meters	12.0 meters
	Berth 5	240 meters	34 meters	12.0 meters
NGL	Berth 26	Min: 168 & Max. 290 meters	60 meters	12.50 meters
MPB	Berth 28	335 meters	60 meters	12.50 meters
QChem-1	Berth 29	180 meters	25m for container V/L. 27m for bulk carrier loading Sulphur	11.50 meters
QChem-2	Berth 30	185 meters	-	11.50 meters
SPM	Berth 33	Min: 225 & Max. 340 meters	60 meters	12.50 meters

2. Min. guaranteed depth of water in port navigation channel at all times (m) is;
- 13.50 m in East channel and
  - 10.97 m in West channel.

3. Min guaranteed Draft of water at berth / Channel at all times (m) See 1 and 2 above.

**Note:** Vessel will transit East channel only on flood tide with tide at E15 bend not less than 1 m.

### 6.21 DISCHARGE CERTIFICATE

The Master of every tanker loading at QP Mesaieed facilities is issued a Discharge Certificate upon completion of loading by the Customs or Port Authority, which should be mailed from the Port of discharge via Air Mail or courier within 30 days of sailing from discharge port(s).

The discharge certificate shall be mailed to:

Nakilat Agency Company Limited

(As Agents Only)

Building No. 25B, Ground Floor, Room NA 004

Mesaieed Industrial City, Mesaieed Port,

P.O. Box No. 23578, Doha/Qatar

Office: +974 4463 6523 / 4463 6524/ 4496 8889

Mob. : +974 5573 9622

Fax : +974 4477 0421

Email: nacmesaieed@qgtc.com.qa

www.nakilat.com.qa

Instructions regarding the mailing of the document after discharging the cargo loaded at Mesaieed port should be strictly followed.

It is emphasized that failure to comply with these requirements may result in delay or even boycott of the vessel upon her return to Qatar.

It is therefore in the Master's interest to ensure that the Agent at Port of discharge attends to the dispatch of this certificate with the least possible delay.

An airmail should be used for posting the certificate.

N.B.: If the cargo is destined for onward transit, the final destination of the cargo should be specified on the certificate.

### **6.22 DOCUMENT OF COMPLIANCE FOR THE CARRIAGE OF SOLID BULK CARGOES**

All ships carrying solid bulk cargoes in general and dangerous solid bulk cargoes in particular, are required to have a valid certificate of "Document of Compliance for the Carriage of Solid Bulk Cargoes" available on board, with the attached list of cargoes that the vessel is suitably equipped for and allowed to carry on board.

In addition, the cargo loaded on board should be stated in the certificate.

### **6.23 DRAUGHT AND TRIM**

Arriving vessels shall have their propeller(s) submerged and shall have reasonable stern trim but not exceeding more than 3 metres.

### **6.24 EQUIPMENT, Fit For Use**

All equipment used on-board any vessel or ashore shall be fit for use and be appropriately maintained. All certifications shall be up to date and available for inspection.

All portable electronic and electric equipment along with their and electrical leads shall be checked regularly by a suitably qualified person, especially for any earth fault.

All electrical leads shall be continuous and without damage.

Joining two leads together should be avoided, and if necessary, shall be by means of Industry approved devices.

### **6.25 EXEMPTION AND PERMITS**

Port Authority is empowered to grant exemptions from specific regulations in certain circumstances and on receiving a well-motivated presentation in sufficient time to access the merits of the application.

Port Authority reserves the right to grant or refuse any application without explanation for their decision.

### **6.26 FLAGS AND SIGNALS**

It is mandatory for all vessels to fly their national flag and the national flag of the State of Qatar when navigating within the territorial waters of State of Qatar, from sunrise to sunset.

In addition, vessels shall at all times, comply with the International Code of Signals and display flags, shapes, and lights as required by the International Regulations for the Prevention of Collision at Sea.

### **6.27 FUNNEL DISCHARGES**

The vessel's funnel and exhaust pipes should be equipped with spark arrestors in order to eliminate flying sparks.



Soot blowing and excessive funnel smoke is strictly prohibited as it may cause sparking and steps must be taken to prevent such operations

### **6.28 HYDROCARBON CARGO IN-TRANSIT**

Vessel is permitted to enter the Port with hydrocarbon cargo in transit, but subject to following confirmation from Master, that;

- a. Two valve segregation between two separate product or a separate piping system
- b. Cargo stowage in compliance to CDI standards
- c. Isolated venting arrangements for each cargo tank, if there is a common vent line, then two-valve segregation to ensure there will be isolation between all grades on venting arrangements as well in order to prevent any cross contamination of cargo vapours.
- d. No internal transfer or change of stow plan to accommodate new cargo at Mesaieed Port.

### **6.29 IMMIGRATION / TRANSIT**

Immigration / transit facilities for arriving or departing ships personnel are available through authorized vessel's agent.

### **6.30 IMMOBILIZATION OF MAIN ENGINE AND MAIN ENGINE REPAIRS**

The main engines of all vessels within Port Limits shall always be kept ready for use within the shortest possible notice.

Repairs or any other work related to vessels main engine, which may render the vessel incapable of manoeuvring under its own power, is not permitted.

In cases of breakdowns that affect the vessel's readiness to manoeuvre, the Port may agree to allow emergency repairs to be carried out, on the condition that adequate safety and precautionary measures are undertaken by the vessel including hiring sufficient number of tugs.

The Port reserves the right to shift the Vessel to another berth for the purpose of such repairs. Costs for any such precautionary measures so imposed shall be for the vessel's account.

### **6.31 INCIDENT REPORTING**

Each Port End-user is obligated to report to the Port Authority any incident involving Health, Safety, Security and Environmental Incidents.

All Incidents shall be reported as soon as possible by any available means for the following;

- Any pollution within the Port limit
- Casualties, death and accidents on board
- Collisions
- Damage to the vessel, other vessel or Port facilities (berths/quays/wharfs/terminals etc.)
- Engine trials
- Fire
- Failure of Windlass/mooring winches and motor for lowering of combination or accommodation ladder,
- Failure of bridge equipment
- Grounding
- Intention to lay-up the ship

- Loss of anchors and/or chains
- Main engine Failure
- Sinking or grounding of a vessel
- Restricted in manoeuvrability
- Repairs (associated with crane/s , grabs, main engine, windlass, mooring winch, anchor, lifeboats, etc)
- Soot Blowing
- Unauthorized Hot works
- Unauthorized Lowering of lifeboats to embarkation deck
- Other circumstances endangering or capable of creating a danger to persons or objects or environment.

### 6.32 INERT GAS SYSTEM

All vessels, if fitted with an Inert Gas System, shall have the system in operational condition and in compliance with IMO (SOLAS) standards.

Vessels not in compliance are not allowed to conduct any cargo operations at the terminal.

**THE SHIP IS REQUIRED TO ADVISE THE TERMINAL ANY TIME THE INERT GAS SYSTEM FAILS TO MEET REGULATORY REQUIREMENTS. ALL TANKS SHALL BE INERTED, AND SHALL MAINTAIN A POSITIVE PRESSURE AT ALL TIMES, WITH THE ATMOSPHERE NOT HAVING AN OXYGEN CONTENT GREATER THAN 8% BY VOLUME FOR TANKERS CONSTRUCTED (KEEL LAID) BEFORE 01 JANUARY 2016 AND 5% FOR TANKERS CONSTRUCTED (KEEL LAID) AFTER 01 JANUARY 2016.**

**PURGING OF CARGO TANK SPACES TO THE ATMOSPHERE OR VENTING IS NOT ALLOWED AT THE TERMINAL OR AT INNER ANCHORAGE DURING OR SIMULTANEOUSLY WITH LOADING.**

Vessels that are unable to comply with regulatory standards established for the safe operation of an inert gas system will be removed from the terminal.

### 6.33 INSURANCE

Port users must ensure to have a valid insurance liability cover for their equipment, cargo and their activities during their stay in Port. This includes P& I third party liability insurance cover and employee compensation insurance cover and “Hull and Machinery” or provide self-insurance sufficient to cover any and all liabilities under the Port regulations and all other applicable laws.

The P&I Club entry certificate should cover liability such as Collision, Wreck Removal, Pollution, and Damage to fixed and floating objects.

### 6.34 LAY-UP CONDITION

Owners of offshore vessels intending to lay-up their vessels (Hot or Warm lay-up) at the Qatar navigation ship repair and fabrications yard for technical and/or economic reasons, shall obtain a letter of authorization from the vessel’s flag for “**HOT or a WARM LAY-UP**” as the case may be.

The letter should also state the minimum manning required during the lay-up for covering fire, pollution, moorings and security watches.

If, the Flag dispensation letter does not specify the minimum number of crew members required in hot or cold lay-up mode, then the agents to ensure that a “Letter of Undertaking” from the Shipyard is submitted to the Port Authority confirming that the shipyard will be responsible for the vessels during

the hot or warm lay-up mode, for fire, pollution, moorings and security watches and other safety functions as required whilst at the Shipyard.

Also, a letter from local P&I Club will be required to confirm that the laid up vessel is covered for Port risks, oil pollution, wreck removal and salvage cost etc.

Further, the agents to ensure that a "Letter of Undertaking" submitted to Port Authority confirms that they shall be responsible for the channel dues, (inbound and /or outbound), wreck removal, pollution liability, collision, damage to fixed objects and for all liabilities that may arise due to an incident and/or accident during the vessel's channel entry, stay in shipyard until sail out.

Owners/agents should specify the estimated time they intend to keep the vessel in lay-up condition and advise the Port Authority accordingly.

NOTE: Hot/Warm Layup only permitted for a period not exceeding **3 MONTHS** after submission of all listed required documents, an extension might be granted by Port Manger for similar period on case-by-case basis.

Owners should ensure that during the lay-up mode, the vessels may be subjected to an annual survey for watertight integrity, bilge system, fire hazard, and equipment in use.

**Vessels are not permitted to be in COLD LAY-UP condition within the limits of Mesaieed Port.**

### **6.35 LIGHTERAGE OPERATION**

There is no facility available for lighterage operation within the limits of Mesaieed Port.

Lighterage operation is normally carried out at OPL (Off Port Limit), in order to reduce the vessels draft to 12.5 m, and the rendezvous position for OPL may be obtained from the terminal M/S Qatar steel, through the respective agents.

Superintendents or person related to the operation of the vessel may board subject to No Objection from Port Authority and that the vessel has submitted suitability for Port services at OPL.

NOTE: Any vessel anchored at OPL not engaged in any cargo operations (lightering operation etc) and awaiting orders for certain period of time is doing so at its own risk and responsibility.

### **6.36 LOWERING OF LIFEBOAT / RESCUE BOAT/SWINGING OF DAVITS/ DRILLS/ EXERCISES**

The Port Authority may grant lowering of lifeboats and/or rescue boats onto water in order to comply with SOLAS requirement.

If vessel, granted permission to lower its lifeboat and/or the rescue boat, the lifeboat or rescue boat shall be kept as close to the vessel at a distance of not more than 10 M away.

Vessel is permitted to swing its lifeboat and/or rescue boat onto the embarkation deck level or upto 1M above water level within limits of Mesaieed Port.

Vessel is permitted to try out the lifeboats and/or rescue boat engine in stowed position.

Vessel alongside the berth may undertake drills without lowering of lifeboats.

Vessels should obtain permission from Mesaieed Port Authority for carrying out a lifeboat drill/ exercises or lowering of lifeboat/rescue onto water, or lowering of lifeboat and/or rescue onto the embarkation level or trying out lifeboat/rescue boat engine.

In all cases, Master of the vessel should inform Mesaieed VTC prior to and upon completion of lowering of lifeboat and/or rescue boat or carrying out of a lifeboat drill/exercise.

Prior to lowering of lifeboat and/or rescue boat or any safety drills or exercises, vessel shall obtain approval from the respective terminal operator as well.

Lowering or swinging of lifeboat and/or rescue boat shall be carried out during daylight hours and on Port official working days only.

Note: Lowering of lifeboat and/or rescue boat or carrying out of safety drills and exercises is strictly not permitted during an oil or gas loading/discharging operation.

### 6.37 LOAD-LINES

The Gulf area is considered to be in the Tropical Zone.

Any ship loading in Port should ensure that it does not exceed its load lines after allowance.

Any ship that has submerged its load lines during loading shall immediately take remedial action / measures, failing which departure from Port will be prohibited.

The Arabian Sea outside the Gulf area is Seasonal Tropical between 01 September and 31 May each year. Outside of these dates, it is a Summer Zone.

### 6.38 NOTICE OF READINESS

The normal procedure is to present the NOR to the Pilot who receives (sign) it at the same time as he boards the vessel for terminal /berths SPM, MPB & NGL.

The Notice of Readiness should be addressed to: "Qatar Petroleum, Mesaieed, Qatar"

The QP Representative will receive the Notice of Readiness provided the vessel is ready to load.

Lay-time will commence as stipulated in the export agreement between buyers and QP.

For all other Berths, the NOR should be presented to the Shore Representative of the relevant Terminal when the vessel is all fast alongside.

Lay time computation will be calculated as per the individual charter party terms.

### 6.39 NOTIFICATION OF DEFICIENCIES

The Master of any vessel intending to call to Mesaieed Port, should inform the Mesaieed VTS and Pilot in advance of any special conditions, difficulties or peculiarities present in the vessel including any deficiencies to the navigation, mooring and propulsion equipment.

The Tug Master towing flat barges or non-propelled craft are responsible for their tows and should advise Mesaieed VTS on any deficiency of the tug or towed vessel.

The deficiency shall be advised to the Port directly by Fax, e-mail, or on VHF Ch-16/11 at the first opportunity. In any case, the Master shall also notify the ships Agent of the same.

In the event of any equipment found on a vessel, whether it is boarding arrangements, navigational, mooring or engine being defective before, during or after the manoeuvring, then the Pilot will bring the said deficiency to the attention of the Master through the Vessel Deficiency Notice and a Letter of Protest.

In the event of a deficiency found the Master/Pilot shall also complete an Incident Report form as provided in Port document booklet.

**Non-compliance with these requirements shall result in the vessel being delayed, denied berthing or being removed from the berth. The Master/Owner/Charterer shall be liable to all dues and delays or other costs incurred for action taken by the Port for the non-conformance of this article.**

### 6.40 NOTIFICATION OF DEFICIENCIES PRE & POST ACCEPTANCE

Vessels with reported deficiencies (VDN) are not cleared to enter the Mesaieed channel, until the rectification of deficiencies have been approved and accepted, and Port Operations release the suitability for acceptance.

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Deficiency include but not limited to:

- a) False declaration by vessel's Master or Owners
- b) Failure of ECDIS (Primary and/or secondary means)
- c) Gyro compass failure or large error
- d) Generator/s Failure
- e) Main engine failure (Including part)
- f) Missing of anchor (One or both anchors)
- g) Poor condition of mooring ropes
- h) Radar failure (both radars- X-Band and S-band)
- i) Steering system failure
- j) Ship's exceeding load line marks or port restricted draft limitation
- k) Ships staff incompetency
- l) Unsafe Pilot boarding arrangements
- m) Vessel speed less than 10 knots (+/- 1 k Pilot Discretion)
- n) VHF/Communication failure.
- o) Vessel trim more than 3 metres
- p) Any other deficiency which may be of very serious nature as required to be reported

Vessels with above-mentioned deficiencies will be subject to a detailed Port Regulation inspection upon berthing or prior departure.

### **6.41 NON COMMERCIAL DHOWS /PLEASURE CRAFTS ARRIVING AT SHIPYARD FOR REPAIRS**

The following shall apply to non-commercial dhows/pleasure crafts arriving at Mesaieed shipyard facility for repairs and/or dry dock;

Once the Shipyard receives the business order for small craft, wooden dhows or pleasure craft, the below mentioned instructions to be followed:

- The Shipyard shall upload the duly filled Non-commercial dhows/pleasure crafts visit notification form (Annexure E) on the PMIS, with all sections fully complete, well in advance, prior to vessel's arrival for repairs or dry dock.
- A Non-commercial dhows and Pleasure craft visit notification form should be submitted along with the following documents;
  - i. Copy of a valid Certificate of Registration
  - ii. The Marine yacht third party liability insurance cover for a minimum of QAR 1,000,000/- together with liability for damage to fixed floating objects, collision, pollution and wreck removal.
  - iii. A letter undertaking from the Shipyard stating that they shall be responsible and liable for all and any risks during the vessels stay at the Shipyard
  - iv. Confirmation from the Shipyard for any other additional marine services, for which an agent will be have to be appointed / assigned by Shipyard.
- Procedural Steps

- i. Once the application is received, along with the required documents, Port Regulations will process acceptance of the vessel.
- ii. Once the vessel arrives inner anchorage, vessel to report to Mesaieed VTC and request of permission to proceed to the shipyard.
- iii. Upon completion of vessels repairs and/or dry dock, a “No Objection” from the Shipyard to be sent by email to Mesaieed VTC and/or Mesaieed Scheduling Team, with a copy to Port Logistics requesting permission for the vessel to sail from the shipyard.
- iv. Upon receipt of the mail from shipyard, a departure acceptance shall be provided by Port logistics all basis no pending requirements or charges.
- v. All communications with port Authority shall be through Mesaieed port Logistics email: [mportcargo@gp.com.qa](mailto:mportcargo@gp.com.qa)
- vi. All questions in the visit notification form should be duly filled and complete in order to avoid any delays.
- vii. Qatar Navy crafts will not require an agent but Shipyard can request for acceptance and/or berthing.
- viii. A visit notification Form QFM-IMM-017-04 is required to be submitted for Non Commercial Dhow and Pleasure crafts.

### **6.42 OVID INSPECTION**

Offshore vessel Inspection database (OVID Inspection) can be carried out at either Ports, Ras Laffan or Mesaieed Port, by Mesaieed OVID accredited inspectors.

The request from Owners/Operators can be processed only upon completing and submitting the form “QFM-VI-048-02”, as attached in appendix 5 (form 10.10).

The request form shall be submitted at least 48 hours in advance prior to the requested date of inspection.

One or more of the Mesaieed Port’s accredited OVID inspectors, on official working days only, shall carry out OVID Inspection.

### **6.43 PILOT BOOKING**

In order to receive timely services of the Pilot, the Master should through vessels agent notify the Port VTS their ETA at the Pilot boarding ground or ETD when alongside or Readiness to sail from anchorage (as the case may be) or when ready to sail or berth at least 72, 48, 24, 12, 6, 3, 1 hours.

The Pilot boarding time and the Pilot boarding position will be advised by the VTS to the vessel. The vessels are requested to be at the boarding position in notified time and able to provide good lee for the pilot transfer.

In an event if vessel fails to provide adequate and correct information to receive Pilot, boarding by Pilot will be deferred until next available Pilot and as per Port discretion.

### **6.44 PORT AUTHORITY BOARDING VESSEL**

Port loading master may board every vessel for compliance to safe cargo/marine operations as well as other routine safety aspects of vessel’s stay at berth.



### 6.45 PORT TARIFF

Please visit our website [www.mesaieedport.qp.qa](http://www.mesaieedport.qp.qa) for details of port tariff structure and other service charges.

### 6.46 PORT INSPECTION

#### i. Port Regulation inspection

The Port reserves the right to inspect vessels with regard to the compliance with National, Regional, International codes and conventions and with the Port regulations. Therefore, during the vessels stay in port, the vessel may be visited by port officials representing the Mesaieed Port, for inspections and checks on standards for cargo handling and regulations, such as port rules and requirements.

The ship's management is responsible for ensuring that officials have access to all relevant ship's certificates, documents, and facilities.

Owners/Operators of Non-conventional size vessels must ensure that Safety attestation certificate is available on board for sighting by Port authority, in order to ascertain the total number of crew allowed to be on board and to confirm the installation of Navigation and Radio equipment and the adequacy of Life Saving and Fire Fighting Appliances on board.

Restraining Port Officials from performing their duty will result in vessel being removed from port at vessel's full expense besides imposition of other punitive measures as deemed appropriate by the Port.

#### ii. Port State Control Inspections.

The State of Qatar is signatory to the Riyadh Memorandum of Understanding in the Arabian Gulf for Port State Control (PSC).

Vessels calling at Mesaieed Port may be subjected to a Port state control inspections under the Riyadh MoU and the "Procedures for Port state Control 2017" resolution A.1119 (30)", to ensure compliance of the ship with all applicable international Conventions and codes for the safety of personnel, vessel and the protection of the marine environment.

### 6.47 PORT CLEARANCE

Every vessel intending to call Port Mesaieed shall submit the last port Clearance in hard copy,(Refer Section 2.3 item 8).

Every vessel intending to leave the Port and proceeding to a destination outside Qatar is required to obtain Port Clearance issued by the Port.

The Port Clearance of a vessel may be withheld by the Port Authority for any violation to the provision of the Laws, Rules and Regulations, or for any legal cause or restraint duly ordered by the Court in the State of Qatar, or for non-payment of Port charges.

The Port Regulation Officer, for compliance of a Port Regulation or PSC inspection, may withhold the Port Clearance, for reason of rectification of deficiencies prior to departure of the vessel.

### 6.48 PORT CONTROL

The Port Control is available 24 hours/day for communications on VHF Ch-11/16 and on following numbers +974 4013 8502/03.

Masters are encouraged to contact 'Port Control' and should they have any concerns or be in doubt as to the operational requirements of the Port.

All movements within the Port Limits are subject to the permission of the Port.



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Any Vessel wishing to enter, leave, or move within Port Limits should seek the permission of 'Port Control' on VHF channel 11/16 before moving.

All vessels may also contact Mesaieed Port Control for any assistance as well as medical emergencies.

### 6.49 PORT SERVICES

Only services provided or authorised by the Port shall be utilised within the Port Area.

No third party services, equipment, or facilities shall be allowed within the Port Area without the prior written approval of the Port Authority.

### 6.50 PORT WORKING HOURS

The Port working hours are 24 x 7.

This is for commercial activities and arrangement for required services.

The Office Hours will be Sunday to Thursday inclusive excluding Public Holidays 07:00 hrs to 15:00 hrs.

### 6.51 PRE-ARRIVAL INFORMATION

ETA's shall be given at least, 7 days, 72 hours, 48 hours and 24 hours, in advance of arrival, with notification of variations in excess of 4 hours within the last 24 hours.

Such notices should be addressed via the Agent.

Within six (6) hours of arrival, Vessels should contact "Port Control" by VHF via channel 16 or Ch/11.

For Vessels operating within Qatari waters, pre-arrival notices are required to be sent to Port control via VHF or via the vessel's Agent, at least 24 hours prior to arrival.

Pre-arrival notice is to be confirmed 4 hours prior to arrival. Vessel will not be allowed to enter port limits without pre-arrival. The pre-arrival data should be updated in PMIS (or equivalent system as applicable) by the vessel agent.

Fuel and Water requirements are to be made to the agent at least 72 hours in advance.

ETD / Shifting Notice:

All vessels shall, through their agents, provide notice of their ETD or shifting time at the latest 24, 12, 6, 3, 1 hour prior to completion of loading/discharge and shall update such notice as and when it becomes apparent that the estimate time has changed by more than one hour.

### 6.52 PROHIBITED AREA

A prohibited area enclosed by the pecked lines as shown on chart 3787 has been established. Masters of all vessels are prohibited from entering, anchoring, or fishing within this area unless permission is granted by Mesaieed VTS.

It is important to note that a submarine fibre optics cable is laid close north of the prohibited area and should be avoided at all times.

### 6.53 PROHIBITION/PROHIBITED ACTIVITIES

#### 6.53.1 Prohibitions

No person shall, by act or omission, do anything or permit anything to be done in Mesaieed Port, that has or is likely to have any of the following results;

- to endanger a person's health or a person's, port's, ship's, property, security or safety;

- interfere with ship traffic, navigation, towage, manoeuvring, berthing or mooring,
- obstruct any land or water area;
- hinder or obstruct an authorized activity;

### **6.53.2 Prohibited activities**

No person within port limits may conduct an activity of the following:

- Setting off a flare or other signalling device,
- placing or operating a light or day marker,
- Placing, altering, removing or relocating an aid to navigation, buoy, mooring, float, picket, mark or sign,
- casting adrift a ship, log or other object,
- building, placing, rebuilding, repairing, altering, moving or removing any structure or work on, in, over or under,
- causing a fire or explosion,
- conducting blasting or setting off fireworks,
- placing a placard, bill, sign or device distributing circulars, leaflets or advertising materials,
- selling or offering for sale goods or services,
- Swimming, fishing, running, walking, diving or sailing in the port area.

Persons in breach of these regulations are liable to face prosecution.

### **6.54 PUBLIC HOLIDAYS**

The State of Qatar follows the Islamic Calendar for religious holidays. EID Al-Fitr and Eid al-Adha are the two main holiday periods. Occurrence in each year is about 11 days earlier than the previous year.

The Port Authority usually declares 5 working days as Public Holidays respectively, however, this may be changed from time to time.

December 18, Qatar National Day, is a Public Holiday.

Every second Tuesday of the month of February, National Sports, is a Public Holiday.

During the month of Ramadan, office work hours are reduced to 5 hours per day and additional overtime may be charged for work or services outside of the 5 hours.

However, the Port operations remains on 24 x 7 hrs.

### **6.55 RAT GUARDS**

All vessels arriving Mesaieed Port and berth alongside any berth shall ensure rat guards are in place and its effectiveness is monitored by ship's staff during routine deck rounds.

### **6.56 RAZOR WIRE**

Vessel rigged with razor wires in way of main deck railings, stairways from main deck up to bridge deck for the protection from pirates may be left rigged in position provided that it does not obstruct or interfere with the following;

- a) Pilot Boarding Areas.
- b) Mooring areas for safe Mooring Operation.
- c) Tug Boat Operation Area.
- d) Cargo Manifold Area for safe operation of Loading Arms and Cranes.

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- e) All Exit Routes from Accommodation, including Navigation Bridge to Survival Craft, Emergency Headquarters and Emergency Generator Room or any emergency escape doors.
- f) In safe Operation during loading/discharging.
- g) Use of all lifesaving appliances and fire-fighting equipment.

### 6.57 RESPONSIBILITY FOR DAMAGE TO FACILITIES

All users of the Port, including vessels, their Owners or their agents, stevedores, contractors and subcontractors shall be responsible for all and any damage/s whatsoever and howsoever caused resulting from their use of berths, premises, or any of the Port facilities or of equipment provided by the Port. Damage shall include any pollution or other forms of harm to the environment.

Port Authority reserves the right to repair, or otherwise cause to be repaired, or remove pollution and/or rehabilitate the environment, any and all such remedial measures shall be at the expense of such users, agents, contractors, or subcontractors.

The Port may detain any vessel or other watercraft responsible for such damage until a suitable form of guarantee is furnished to cover the cost of the repair/s, clean up or rehabilitation.

### 6.58 RESTRICTIONS

The actual decision to berth or un-berth a vessel depends on many factors, which can only be assessed by the Pilot and the Master.

The parameters in the table below may not, therefore be strictly observed by the Pilot, if in his professional judgment and in consultation with the Master, more or less restrictive parameters should apply to ensure the safe manoeuvring of the vessel.

#### 6.58.1 Mesaieed Port Operations Limits:

Weather Parameter	Up to 50,000 Sdwt	50,000 – 150,000 Sdwt	More than 150,000 Sdwt incl. Ro -Ro, Car carrier
<b>Wind (Harbour)</b>	NW >35 / SE 20 kts	NW >30 / SE 20 kts	NW >20 / SE 15 kts
<b>Wind (Channel)</b>	NW >35 / SE 20 kts	NW >35 / SE 20 kts	NW >30 / SE 20 kts
<b>Wave Ht (Harbour)</b>	2.0 m	1.8 m	1.5 m
<b>Wave Ht (Channel)</b>	2.5 m	2.5 m	2.5 m

Weather Parameter	Up to 50,000 Sdwt	50,000 – 150,000 Sdwt	More than 150,000 Sdwt incl. Ro -Ro, Car carrier
<b>Visibility(Harbour)</b>	0.5 nm	0.75 nm	1.0 nm
<b>Visibility(Channel)</b>	1.0 nm	1.5 nm	2.0 nm

Other weather parameters and limitations affecting the cargo operations alongside are contained in the relevant Terminal Regulations.

### 6.59 RIGHT OF WAY

Deep Draught vessels have the right of way.

### 6.60 SALVAGE/WRECK REMOVAL

#### 6.60.1 Salvage

- a. The Registered Owner shall endeavour to engage in a salvage operation, when its ship is disabled or the ship is being rescued from fire or loss of its cargo.
- b. The registered Owner shall provide the Port Authority with evidence of insurance or other financial security prior to commencement of salvage.
- c. The Registered Owner is obliged to contract any salvage company.
- d. The Registered Owners shall submit a method statement, risk assessment and job analysis to the Port Authority for approval prior to commencement of salvage operation.
- e. The Port Authority shall;
  - 1) Set a deadline within which the registered Owner may remove the disabled ship
  - 2) Inform the registered Owners in writing of the deadline
  - 3) If the registered Owner does not remove the disabled ship within the deadline period, then, subsequently, the Port authority has the right to appoint a salvage company at the cost and expenses of the registered Owner/s.

#### 6.60.2 Wreck Removal

- a) The Registered Owner shall remove the wreck that is determined to constitute a "Hazard", a risk to safety and navigation.
- b) The registered Owner shall provide the Port Authority with evidence of insurance or other financial security prior to commencement of wreck removal.
- c) The Registered Owner is obliged to contract any salvage company to remove the wreck
- d) The Registered Owners shall submit a method statement, risk assessment and job analysis to the Port Authority for approval prior to commencement of wreck removal.
- e) The Port Authority shall;
  1. Set a deadline within which the registered Owner may remove the wreck
  2. Inform the registered Owners in writing of the deadline
  3. If the registered Owner does not remove the wreck within the deadline period, then, subsequently, the Port authority has the right to appoint a salvage company to remove the wreck at the cost and expenses of the registered Owners.

### 6.61 SERDAL SCREENING BY SHIP QUALITY ASSURANCE SYSTEM

All Gas carriers, chemical or oil tankers arriving Mesaieed Port loading /discharging hydrocarbon cargo shall be screened by Qatar petroleum Ship Quality Assurance System (SERDAL).

Also, bulk carriers intended to load sulphur or Urea in bulk or bags shall be screened by a different screening system by QP Ship Quality Assurance System.

Hydrocarbon, Sulphur and Urea vessels cleared by QP SQA SYSTEM will only be processed by the Port Regulation Team upon submission of the suitability request.

The SERDAL screening note or mail should cover the full text including the date of issuance, the type of cargo and the intended use date, when submitting or applying for suitability acceptance to Mesaieed Port Authority.

SERDAL clearance should not be construed, as vessel acceptance to enter Mesaieed Port.

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An end-user, due to critical operational circumstances may need to charter a hydrocarbon, Sulphur or Urea vessel that has been "NOT CLEARED" or rejected by QP SQA (SERDAL) Team, and therefore, may request for a waiver from the requirements of SERDAL Clearance from Mesaieed Port Authority in order for the Port to accept the vessel.

The waiver requests shall be made directly by the End-user/JV company management to Mesaieed Port Management.

The request shall be supported by the following documents:

- The critical situation that led the end-user to the need of hiring this vessel in specific.
- Not cleared message from SERDAL to the Port Authority with the reasons of rejection.
- Evidence of due diligence to find an alternative vessel.
- Evidence that end-user had submitted SERDAL Clearance request in due time,
- Proof of rectification of the shortcomings that led to the SERDAL rejection, should be communicated by Owners/agents.
- Last SIRE report, and lastly;
- Vessel Q88

### 6.62 SERVICES

- Vessel should notify the Port authority and request permission for the following activities, for which a service request is required to be submitted;
- Berthing/shifting/Anchoring;
- Boat service for purpose of crew change/supply of provision and/or spare parts, CTM to Master, and for boarding of Owners/Charterers Representative.
- Diving / Underwater inspection
- Emergency services (during death, disability and accident on board) as and when required.
- Fresh water Supply
- Supply of bunkers IFO/ MGO/LUB. Oil;
- Garbage/ Waste /Sludge/Sewage removal;
- Hot work for repair of cranes/grabs as pertaining to cargo operation.
- Hot work for rectification of deficiencies (when at inner anchorage),
- OVID Inspection
- Load test of Ships Cranes and Grabs and lifeboat davits etc.
- Painting of new ships name, Port of registry, plimsoll, draft marks or IMO Number (Only upon approval by the Mesaieed Port Authority);
- Providing of spare fenders
- Servicing of Lifeboat and Life raft
- Servicing of firefighting equipment;
- Servicing of vessel's bridge equipment (such radar, ECDIS, ARPA, NAVTEX, AIS, VDR, Fire detecting System, Alarm System etc.)
- Tug assistance

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- Warping/shifting at berth with Pilot assistance;
- Other services (as applicable)

Note: As part of Port Rules and Regulations Supply of fresh water, diesel, provisions shall only be affected Non Hydrocarbon berths 9,10,CT-7 and /or SBH for reason and obligation to Customs, Immigration and Industrial Security.

### 6.63 SCUPPERS AND DRIP TRAYS

All deck scuppers and drain holes shall be plugged during loading/discharging or transfer of any liquid by a hose or loading arm at ambient or above ambient temperature.

Any accumulation of water should be removed periodically. Drip trays shall be placed under each connections.

During the transfer of Liquid Gases, deck scuppers should remain unplugged at the vicinity of the manifold area where water curtain or water hoses are in use.

### 6.64 SEA AND OVERBOARD VALVES

Overboard discharge valves on the bilge and cargo systems shall be firmly closed and locked. Where the indicated valves are hydraulically powered, then a suitable means of preventing accidental operation shall be arranged.

During the vessel's stay in the Port, all overboard discharge valves shall be monitored to ensure that no polluting substances are released.

Water discharges (e.g. cooling water) shall not be directed onto or over the jetty or dolphins. Where this cannot be achieved mechanically then suitable baffle boards must be rigged to the satisfaction of the Port Authority.

### 6.65 STEVEDORING SERVICES

Stevedoring services are available at all non- hydrocarbon berths.

### 6.66 SHIP STANDARDS

A pre-screening shall be carried out of all vessels calling Mesaieed Port.

For all Oil, Gas, Chemical tankers, Sulphur and Urea vessels the SERDAL CLEARANCE, Ship Quality Assurance System of Vetting / screening database shall be used.

“Oil, Chemical and LPG tankers greater than 16,500 dwt must as a minimum hold a Condition Assessment Program (CAP) 2 rating. This is required when the vessel reaches 15 years of age or at the end of 3<sup>rd</sup> Special Survey, whichever is earlier.

The CAP rating shall be issued by a member of the International Association of Classification.

The maximum period of a CAP rating is three (3) years taken from the date of last CAP survey.”

Mesaieed Port has its own screening process and system, and is used to screen all Dry bulk and General Cargo vessels, wherein information about the vessel class, flag, age, owners, operators, P&I and past operation history of detention is utilized to draw and generate a risk profile through special evaluation matrix.

The Risk profile as generated will thereby classify the vessel as a High, Medium or low risk vessel depending on the aforementioned factors, in addition, to whether the vessel has any critical deficiencies and condition during its past visit to Mesaieed Port.

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The Port will utilize this ship risk profile to evaluate the level of the risk, and that does the vessel pose a risk to the port, and hence acceptance or rejection of the vessel's call is based on whether the vessel meets the Port standard criteria or not.

All vessels nominated for the Port are required to be vetted and accepted as 'suitable' by the Port Authority before the nomination is confirmed.

All vessels that are first time callers or have not visited the Port in the last six (6) months may be subject to a Port Regulation Inspection or a Port State Control Inspection.

In addition, if the vessel is not inspected by Port State Control of any other party under the Riyadh MoU within the last six (6) months, then the vessel may be subjected to inspection to ensure compliance.

The Port has the right to inspect all vessels prior entry or upon berthing to ensure compliance with the Port regulations and requirements.

All Offshore Supply Vessels engaged in upstream marine activities calling Mesaieed Port are required to have a valid OCIMF OVID inspection report within the last 12 months as per DC circular No: DC/78/2013 dated 21st November 2013.

No favourable treatment shall be given to small crafts, dhows and ships below convention size calling the Port.

They may be inspected on their first visit to the Port and at random intervals thereafter to ensure:

- a. Compliance with the Port requirements.
- b. Equivalent level of safety and protection of the marine environment are maintained.
- c. Equivalent surveys and inspections are conducted.

### **6.67 SHIPSIDE DE-RUSTING AND PAINTING**

De-rusting or painting of ship's hull is STRICTLY NOT PERMITTED.

Painting of vessels name fore and aft, or the Port of registry or IMO number at stern or the load line marks, may be granted under exceptional circumstances, but ONLY upon approval of Mesaieed Port Authority.

### **6.68 SHIP TO SHIP TRANSFER**

The ship-to-ship (STS) transfer of cargo within the limits of Mesaieed port is STRICTLY PROHIBITED.

The transfer of water, stores, provisions or any other materials and equipment within the Limits of the Port, may be granted only upon approval and permission from Mesaieed Port Authority.

### **6.69 STORES, FRESH WATER, PROVISIONS AND SPARE PARTS**

Mesaieed Port being an Industrial Port, provides such facilities to those vessels, which are engaged in Mesaieed Industrial-based shipment.

Provisions, stores, spare parts and equipment's can be supplied at anchorage and at some selective berths.

Fresh water can only be supplied alongside at some selective berths via tanker road trucks.

Supply, delivery can be in concurrence with cargo operation.

Small crafts/boats/Tug boats alongside berth # 9WW and in small boat harbour can be supplied with Fresh Water through the relevant dispensing points on berth # 9WW (9 WEST WEST) service Berth.



### 6.70 SPECIAL CATEGORY VESSEL (LOADING SULPHUR, DIRECT REDUCE IRON CARGO CATEGORY “A,B OR C’ IN BULK)

All vessels intending to load sulphur (formed solid) or DRI cargo category “A, B or C” in bulk shall be in possession of the Certificate of “Document of compliance for the carriage of Solid Bulk Cargoes”,

Further, they will be required to demonstrate positive trim and adequate intact stability during loading and during the voyage up to arrival at the discharge port, as per the IMSBC code.

Vessels intending to load Sulphur shall be screened by QP SQAS, and be declared “Cleared” to load Sulphur.

Vessels shall have an emergency response procedure in place and shall have all safety gear in operational readiness during the entire stay alongside the berth.

Masters of vessels loading bulk cargoes shall fully comply with the relevant Terminal regulations and requirements.

### 6.71 SHIP STABILITY

All vessels calling Mesaieed Port **SHALL** ensure to have at all times acceptable positive stability, during the course of loading/discharging or when ballasting or deballasting or in ballast condition.

### 6.72 SUSPENSION

The Port Authority reserves the right to suspend operations and/or require the removal of vessel alongside the berth or Terminal for;

- a) Infringement, disregard, or breach of all applicable regulations.
- b) Defects in the vessel, and/or her equipment/machinery, staffing or operations, which in reasonable opinion of the Port Authority presents a hazard to the berth/terminal, personnel, environment, and/or operations.
- c) Operational performance that fails to utilize satisfactorily the available berth/terminal facilities and thereby, in the reasonable opinion of the Port Authority constitutes an unacceptable constraint to cargo operations.

### 6.73 SULPHUR CONTENT IN MARINE FUEL OIL USED ON BOARD

As per the International Convention for the Prevention of Pollution from ships (MARPOL) Annex VI, Reg.14 which came into force on 01/01/2020, all ships to meet the new requirements of LSFO (0.5% m/m) on and after the date of enforcement by using low Sulphur in marine “fuel oil used on board”.

Mesaieed Port recommends all vessel to use compliant fuel (LSFO) while in Qatari territorial waters.

Also, as per Qatari Environmental Law, wash water originated from the open loop scrubbers, containing chemicals and /or metals are PROHIBITED to be discharged in Qatari waters.

Low Sulphur Fuel Oil (LSFO) is available at QP Ports supplied by supplier M/S Woqod through agents.

**6.74 TELEPHONE SERVICES**

No telephone service is available at berth or terminals.

**6.75 TIMBER**

Only timber, which forms the packaging of cargo, is allowed to leave the Port Area.

Any loose timber such as dunnage, broken packing cases, etc. used on board for shoring/ securing shall not be left on the berth/quay and should be retained on-board.

**6.76 TOWAGE SERVICES FOR BERTHING**

All towage operations within the Port Limits shall be performed by tugs provided by the Port Authority.

In all circumstances, Tug's lines are used during normal towing operations.

**Recommended Minimum Tugs**

Number of tugs to be deployed as minimum as per below recommendation.

Berth / Channel	Number of tugs	Condition
<b>Qatar steel 1</b>	3/2	Loaded/ Ballast
<b>Gabbro berths G1 ,G2 , G3</b>	3 / 2	Loaded / Ballast
<b>MPB</b>	4 / 4	Loaded/Ballast
<b>QAFCO 3 and 4</b>	3 / 2	Loaded / Ballast
<b>All other berths</b>	2	Loaded / Ballast

**Tugs deployment is mandatory during East/West Channel transit under following circumstances. Pilot will decide number of tugs.**

**Escort duty for vessels ( with POB) with below condition but not limited to :**

- 1. Vessel speed over the sea bottom less than 10 kts.**
- 2. Gyro not working (Vessel approved by Harbour Master with day light transit only. Pilot is compulsory for all size and type of vessel).**
- 3. One radar not working (vessel approved by Harbour Master with day light transit & compulsory Pilot irrespective of size and type of vessel). One radar is acceptable**
- 4. Loss of one anchor or Second anchor is not available.**
- 5. Hydrocarbon vessels over 300 meters LOA**
- 6. All vessels with draft of 10.0 meters and above.**

**Note : Harbour Master's approval is required prior deviation from above requirement except Pilot shall:**

- Exercise his discretion to use more tugs when in his judgement the circumstances such as Berthing, Un-berthing, shifting, towing, and Channel escort demands.**
- Make early call for tugs to avoid delay in response action.**
- Retain tugs and keep fast until safe to cast off.**

- **Use of tugs at anchorage to turn vessel particularly at A3/T6 anchorage prior proceeding to berth.**
- **Remark stated in Tug time sheet whenever tugs are deployed under extra ordinary condition 1-4 (whether in number or duration).**

Certain vessels which are equipped with bow thruster and/or high efficiency manoeuvring devices may be exempt from the compulsory use of tugs, but one tug will be required to attend the vessel, both on berthing and un-berthing,

Towing operations are conducted subject to the terms stated in the 'Conditions of Use'.

Above protocols are always subject to the individual pilot's assessment of the prevailing conditions at the time and the pilot may require additional tugs, which decision shall be final and binding on the vessel.

For mooring at SPMs, the following is applicable:

Two Tugs shall be used for mooring tankers at Mesaieed SPM, and after securing the tanker to the SPM, one Tug will be secured at stern of the vessel as a static tow.

### **6.77 TUG STAND-BY**

Any request for the services of a stand-by tug or additional tugs should be directed through 'Port Control' on channel 11/12 or 16.

The scale of charges for tug services is published in the Port Tariff booklet.

For a vessel alongside MPB & NGL, one tug shall remain stand-by at all times.

### **6.78 UNAUTHORIZED CRAFT ALONGSIDE**

Unauthorized vessels or watercraft/s are **NOT allowed** to enter any berth or terminal.

No vessel or watercraft is authorized at any time to come or remain alongside a tank vessel or barge while handling cargo, or when a tank vessel is not secured and is not fully inerted.

An authorization and approval should be obtained from the Port Authority for all crafts to go alongside any vessel at berth or terminal. Operators of these craft shall be cognizant of safety rules and regulations applying to the vessel and the terminal.

### **6.79 UNDERWATER INSPECTION/CLEANING/TEMPORARY REPAIRS**

#### **6.79.1 Under water diving /inspection**

- a) "No objection" from Port Authority for vessels intending to carry out underwater diving/inspection when required.
- b) Vessel can obtain approval of underwater inspection from Port Authority through their agents.
- c) Diving and underwater inspection may only be carried out once the Port has issued the "Marine Permit to work".
- d) The Port to be advised of commencement and completion of work.

#### **6.79.2 Underwater Cleaning:**

- i. Underwater hull and propeller cleaning and cleaning of sea chest Port or starboard, is not permitted within the limits of Mesaieed Port.

- ii. Underwater hull and propeller cleaning may be carried out at outer anchorage, outside the boundaries of the Mesaieed Port limits after obtaining necessary approval from appropriate State authority.
- iii. The underwater diving inspection may be undertaken for following works;
  - Take clearance for both Rudder Stocks.
  - Poker gauge for both propeller shafts

**Note:**

**Remote operated underwater camera “DEEP TREKKER DTG 2” or any other instrument of similar type is not permitted for use for under water hull inspection.**

**Temporary underwater repairs may be undertaken, but only upon approval from Mesaieed Port authority and in presence of vessels Classification society.**

### **6.80 UNDER KEEL CLEARANCE**

The draft of vessels entering / leaving Mesaieed is constrained by the depth of water in the inner and outer channels.

The recently conducted bathymetric survey confirms that there is no restriction to maximum permissible draft of 12.50 m for VLCC and vessels are transiting at min 1.52M UKC.

The table below details the minimum under-keel clearance for vessels using the Mesaieed Channel.

Vessels up to 99,999 metric tons DWT	3 ft, - 0.91 m Clearance
Vessels from 100,000 - 149,999 metric tons DWT	4 ft, - 1.22 m Clearance
Vessels between 150,000 - 320,000 metric tons DWT	5 ft, - 1.52 m Clearance
LPG Carries (All Sizes)	5 ft, - 1.52 m Clearance

Note: The Under keel Clearance table as mentioned is in dynamic condition.

### **6.81 UNLAWFUL CONDUCT**

Port Users shall NOT engage in any unlawful act or conduct.

### **6.82 USE OF PORT CRAFTS**

All persons who are not employees of Qatar Petroleum and who wish to use the pilot boat, tug or mooring boat as a means of transport must sign a Letter of Indemnity, prior to boarding the aforementioned Vessel.

### **6.83 VESSEL AGE LIMITATION**

There is no age limitation to vessels calling Mesaieed Port.

All vessels calling Mesaieed Port shall abide by latest rules and regulations applicable to that type of vessel.

### **6.84 VESSELS ENGAGED IN MARINE ACTIVITIES IN AREAS OPERATED OR SUPERVISED BY QATAR PETROLEUM**

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Any Qatari & Non-Qatari vessel engaged in marine activities in areas and locations operated or supervised by Qatar Petroleum shall obtain a work attestation from Qatar Petroleum.

This regulation applies to all marine crafts including but not limited to Offshore Supply Vessels, Work barges, Oil Rigs, multipurpose vessels (pipe laying /cable laying/geo technical survey/ Lift boats / accommodation barges, etc.)

This process shall apply to all vessels engaged in marine activities within the Qatari waters under management and supervision of QP, whether owned or working for QP, owned or working for QP-JV's, or owned by any natural person or legal entity.

Vessels on international voyage entering/exiting marine areas operated or supervised by QP for cargo and routine shipping business are excluded from this requirement.

Ras Laffan Port Authority is the responsible authority to whom the application for the work attestation shall be submitted.

Shipping agents shall submit the application and complete all formalities to obtain the work attestation for vessels under their agency.

**Note: All Qatari and non-Qatari vessels operating or intending to operate in marine areas operated or supervised by QP shall have on board a valid work attestation.**

### **6.85 VIOLATIONS AND OFFENCES**

The Port Authority may render each Port User liable to fines and/or sanctions for the relevant Offences within the application of these Regulations.

Any fines levied by the Port Authority in accordance with these regulations should be paid by the Port User.

### 7.0 HEALTH – PART A

#### 7.1 ALCOHOL, DRUGS AND PROHIBITED ITEMS

The State of Qatar is an Islamic country with very strict laws governing the import and consumption of alcohol or pork or any pork products.

Masters are required to ensure that all bonded stores are sealed prior to the Vessel's arrival and that an accurate declaration of items are prepared for presentation to the Port Customs.

Penalties shall be imposed on any infringement of the law.

The use or possession of Drugs/Narcotics anywhere within the State or territorial waters of Qatar are strictly forbidden with severe penalties for any transgressors.

Smuggling or trafficking in any prohibited articles between vessels or between vessel's crew and shore personnel is strictly prohibited.

#### 7.2 AIR CONDITION /VENTILATION UNITS ON BOARD SHIPS

**Air-conditioning systems**, whether of a centralized or individual single unit type should be designed to maintain the air at a satisfactory temperature between winter or summer : 22 or 25C (71.5 or 77F) and in comparison to the relative humidity as compared to outside air conditions,

Further, vessel should ensure a sufficiency of air changes in all air conditioned spaces, taking into account of the particular characteristics of operations at sea and not produce excessive noise or vibrations.

**Relative Humidity**: the HVAC system shall be capable of providing and maintaining a relative humidity within a range from thirty (30) percent minimum to seventy (70) percent maximum.

**Air Exchange Rate**: the rate of air change for enclosed spaces shall be at least six (6) complete changes-per-hour.

If, at any time, if suspected, that dangerous gas or vapour is being drawn into the accommodation, the central air conditioning and/or mechanical ventilating systems should be stopped and the intakes covered or closed.

#### 7.3 HEALTH AND QUARANTINE

All ships shall submit the 'MARITIME DECLARATION OF HEALTH' and the 'SHIP SANITATION CONTROL EXEMPTION CERTIFICATE', in accordance with the models in force.

All "nine" questions of the Maritime Declaration of Health should be completed.

If, all nine questions are answered with "NO", then the vessel is considered a Healthy ship and the "FREE PRATIQUE" shall be granted when the pilot boards the vessel.

If one or more of the nine questions is answered with "YES", then the vessel shall be considered as "SUSPECTED" or "INFECTED" ship and Mesaieed Port Authority shall notify Port Health Authorities, who may take all control measures and necessary actions,

The ship shall not be granted "Free Pratique", unless confirmed by health authorities that the ship is considered as a "healthy ship".

The "Maritime Declaration of Health" document is to be forwarded as part of the pre-arrival required documents.

Free Pratique shall be granted only upon receipt of the aforementioned documents.

Failure to submit the documents as mentioned above, the vessel will be directed to proceed to the anchorage where authorities will board for necessary procedures.

The Port Authority shall be advised of any report on board of a health incident, which is likely to pose a threat to public health, and in port area involving international traffic.

The Masters shall ensure that the SSCEC remains valid throughout the stay in Mesaieed Port.

### 8.0 SAFETY – PART B

**Nothing contained herein shall be construed as relieving the Master of any vessel from his responsibilities for the safety of vessel under his command.**

#### 8.1 CARGO TANK VENTING

Venting of volatile vapours is prohibited.

Volatile vapours under vapour control should be isolated from non-volatile vapours.

#### 8.2 CAUTION SPEED

Every Vessel within the Port limit shall navigate with extreme care and caution, at a speed, and in a manner, which shall not endanger the safety of other Vessels within the limits of Mesaieed Port.

#### 8.3 CELLULAR/MOBILE PHONES

Mobile/cellular telephones, pagers, and radio devices not rated “intrinsically safe shall not be used in hazardous locations.

When inside the terminal, all vessels to comply with terminal guidelines.

The use of mobile phones for photography is strictly prohibited at berths or terminal/s or within the limits of Mesaieed Port.

#### 8.4 DIVING SERVICES

Mesaieed Port is able to offer skilled and competent divers possessing comprehensive facilities for underwater hull examination, photography and reporting.

The contracted diving services offered by Mesaieed Port are approved by ABS, BV, and DNV-GL.

Note-Only QP approved divers are permitted to operate within the limits of the Mesaieed Port.

QP approved divers can carry out ‘Commercial diving’ for underwater surveys, and it may be arranged through the vessel’s Agent upon approval from Port Authority.

Diving operation shall conform to QP Diving procedure.

Scuba diving is ‘Not permitted for offshore/inshore’.

##### 8.4.1 Inshore Diving operation

- a) Any inshore diving operation is to be carried out by the Port or if circumstances require an outside third party contractor, then the contractor is required to submit a full and comprehensive diving and operation manuals to the Port prior to mobilization for evaluation and approval.



- b) Contractors manuals shall include all the diving tables, working and therapeutic, which the contractor proposes to use and will detail in full the contractors emergency procedures and medical resources relevant to the diving operations in Qatari waters.
- c) All inshore operations shall be coordinated through the inshore diving office. Prior to commencement of any diving operations a Marine Permit to Work shall be issued by Port and endorsed by the operating department representative and the diving supervisor, thus ensuring all parties involved in the diving operation are mutually aware of each other's activities and responsibilities and have acknowledged the procedures and drills.
- d) The diving vessel shall display in prominent position the international agreed flags, shapes and lights as is appropriate for the intended work site and inform all vessels in the vicinity that diving operations are in progress
- e) Engaging of qualified and per-audited third party diving companies will only be permitted in case port divers are preoccupied at the time of request for services.
- f) Diving is permitted only during daylight hours.

Note: In case of outside diving company is being used, then prior approval from Mesaieed Port Authority is mandatory.

### **8.5 DANGEROUS /HAZARDOUS CARGO**

The following cargoes, whether packaged, or carried in packages or in bulk shall be within the scope of the following regulations:

- a) Oils covered by Annex 1 of MARPOL 73/78.
- b) Gases covered by the Codes for the Construction and Equipment of Ships Carrying Gases in Bulk.
- c) Noxious liquid substances / chemicals, including wastes, covered by the Codes for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and Annex II of MARPOL 73/78.
- d) Dangerous, hazardous and harmful substances, materials and articles, including environmentally hazardous substances (marine pollutants) and wastes, covered by the International Maritime Dangerous Goods Code.
- e) Solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk (MHB's), including wastes covered by Appendix B of the International Marine Solid Bulk Cargoes (IMSBC) Code.
- f) The term hazardous cargoes includes any un-cleaned packaging (such as tank containers, receptacles, intermediate bulk containers (IBC's), bulk packaging, portable tanks or tank vehicles) which previously contained dangerous cargoes, unless the packaging has been sufficiently cleaned of residues of dangerous cargoes and purged of vapors to nullify any hazard or have been filled with a non-dangerous substance.

Vessels carrying dangerous goods shall comply with the following:

- a. Provisions of SOLAS Convention chapter VII Part A (CARRIAGE OF DANGEROUS GOODS).
- b. Provisions of International Maritime Dangerous Goods CODE (Packaging, Labeling, Segregation, DG Manifest).

All hazardous materials that are to be transported, handled or stored within the Port shall:

- a) Comply with either the IMDG Code or the UN model regulations “Transport of Dangerous Goods (fifteen revised edition),
- b) Obtain prior approval from Port Authority for the storage of dangerous good within the boundaries of the industrial ports.

All vehicles transporting hazardous materials within the Industrial Cities, including the Port Area, shall:

- a) Carry the proper identification labels and documentation for such material,
- b) Have obtained prior approval from MIC /Port Safety Department.
- c) Shall comply with Industrial Cities’ Guidelines

Note: **NO IMO Class cargo is allowed in transit.**

### **8.6 ELECTRIC EQUIPMENT**

Portable electrical equipment for use in hazardous areas shall be of an approved type having a minimal approval for Class I, Groups C and D intrinsic safety in hazardous locations.

### **8.7 EXPLOSIVES (CLASS 1)**

Only the following explosives will be considered for movement through Mesaieed Port upon production of written approval from Ministry Of Interior.

Import and/or export of explosives is done on military vessels and vessels handling military cargo. No other vessels are permitted to import or export Class 1 cargo.

No import or export of explosives for any other reason shall be permitted.

No Vessels carrying explosives in transit will be permitted to enter the port.

No explosives shall be brought into the Port without prior written permission from the Port Authority, who shall, if entry is granted, will specify if any special conditions over and above those are required or if any precautions and procedures are to be imposed by the governing authorities.

Vessels carrying Class 1 material (Explosives) may enter the Port during any time of the day, but the cargo operations can commence only after sunset.

No explosives shall be brought to the berth unless the vessel is ready to receive them.

No explosives shall be discharged from the vessel unless the transport is ready to receive them.

Explosives shall be handled during the hours of darkness (i.e. sunset to sunrise).

If, due to unforeseen circumstances, the handling of the explosives may extend into the hours of daylight then permission shall be obtained from Port Authority prior to any loading / discharging can commence.

The equipment used for carrying and handling of explosives must be of an approved type, properly maintained and tested in accordance with national and international standards.

No bunkering operation is permitted during the handling of explosives.

No radar or radio transmitter should be used within 50 metres of the cargo handling area.

Explosives shall be the last item of cargo to be loaded on board the vessel or the first item to be offloaded.

When the loading of the explosives is completed then the loaded ship (or vehicle) must depart from the Port as soon as is reasonably and practicable.

### 8.8 EMERGENCY

Vessels requiring any assistance during an emergency on board are required to contact Port Control (VTS) via VHF Ch-11/16

In the event of an emergency at the terminal, the Master shall act in accordance with the relevant Terminal procedures and guidelines and those agreed during the 'pre-loading meeting'.

### 8.9 ENTRY INTO VESSEL'S TANKS

Entry into a vessel's tanks or any enclosed space/s is NOT PERMITTED while the vessel is alongside the terminal. The Terminal Operator must establish that, in principle, the tank entry is required for the purpose of inspection of the tanks in order to check the tank preparation prior to cargo loading, and that a proper safety procedure is adopted by the vessel, in accordance with the provisions of ISGOTT and ICS Tanker Safety Guide as appropriate.

It should be understood that the Master will remain fully responsible for ensuring that all operations are carried out safely, and that necessary "Permit for entry into enclosed compartment" is completed as per the vessels ISM and standard operating procedures. The terminal representative should be provided with a copy of the certificate confirming the suitability of the tank prior entry.

### 8.10 HOT WORK AUTHORIZATION

No welding or burning or flame cutting, brazing, or grinding or any other such hot work which produce ignition sources including the use of Naked Lights may be carried out on board any vessel whilst within the port area without prior authorization from the Port.

Hot work is NOT PERMITTED for all tanker vessels alongside the berth or at SPM.

Vessels (dry cargo/tugs/barges/) requesting authorization for hot work to the Port Authority shall do so through their respective agents.

Hot work is only permitted upon approval in writing from Port Safety.

Hot work authorization is only allowed at berth/s if it is related to welding/cutting of sea fastening lashing material of project cargo and/or any minor works related to ship cranes/grabs or shore grabs for the purpose of load/discharge of the cargo or rectification of deficiencies as the case may be.

Vessels (dry cargo/tugs/barges/) requesting for hot work at anchorage, must submit a detailed scope of work along with method statement and hot work permit checklist and risk assessment to Port Logistics and Port Regulation Div. for approval.

The final approval of the hot work permit shall be issued by Port Safety Officer.

Any violation could result in the cessation of the cargo operations and the vessel may be requested to vacate the berth and put to anchorage pending a full inquiry.

Vessel/Owners shall be fully responsible for all the costs, expenses and delays whatsoever resulting from such action.

### 8.11 H2S CONTENT

Qatar Land Crude Oil contains high concentrations of H2S (Hydrogen Sulphide).

This evil smelling poisonous gas can be lethal depending on the concentration of gas in the air.

“SAFETY NOTICE-H2S” in the Port Document to be referred.

Therefore, all tankers calling for liquids berths and SPM shall ensure that the H2S content inside tanks is less than 5 ppm and O2 (Oxygen) content is less than 8% by volume for the tank atmosphere prior arrival.

### **8.12 GANGWAY REQUIREMENTS**

The construction, installation, maintenance, and inspection/survey of the gangway for means of embarkation and disembarkation to be in accordance to regulation II-1/3-9 of the 1974 SOLAS Convention as amended.

All vessels shall arrive with operational gangways on either side of main deck, and Master to ensure that the gangway is safe for boarding at all times when alongside.

Gangway when rigged shall be with a gangway net.

All vessels shall have their seaside accommodation ladder in readiness condition for emergency disembarkation, and ensuring that no unauthorized access is possible.

Masters to comply with IMO circular MSC.1/Circ.1331 for statutory instructions.

### **8.13 GASSING UP AND COOLING DOWN OF CARGO TANKS**

Gassing up and cooling of cargo tanks/lines is only permitted after No Objection is obtained from berth operator and terminal when alongside.

### **8.14 HEAVY AND CRITICAL LIFTS**

- Vessels shall confirm in writing that they will be able to maintain positive stability and be within the maximum permissible draft limit at all stages of the heavy lift operation.
- Heavy lifts in excess of 50 MT's, may only be handled during the hours of daylight, unless prior approval has been obtained in writing from the Port Authority
- Critical lifts/over dimensional load exceeding 15M or the load of complex shape, where it is difficult to determine the center of gravity, may be handled 24 hours.
- Ship's cargo gear certification and lifting plan shall be reviewed by the Port Authority prior to vessel's arrival.
- All heavy lifts and over dimensional lift shall be loaded/discharged by Ships gear only.
- Ship's crew shall be responsible for the load/discharge of heavy and abnormal lifts.
- Ship shall supply all slings, strops, spreaders etc. required for loading/discharging of the heavy or critical lift(s).
- Vessel shall be in possession of valid certificates for spreaders, beam, slings etc used for discharging heavy /critical lifts.
- Transporting of Heavy Lifts through the industrial Port Area is subject to (Common Permit to Work) requirements.
- All heavy and abnormal lifts and of abnormal size being transported from the vessel out of the Port area will require a vehicle escort.

- Transporter to arrange Escort Permits for transportation of heavy lift and over dimensional cargo.
- The heavy and abnormal lifts transportation to be performed as per Port and QP Procedures.

### **8.15 INTERNAL COMBUSTION ENGINE**

Portable Internal Combustion Engines, such as compressors, pressure washers, and pumps are not to be used whilst vessel is alongside Terminal.

### **8.16 LIFTING EQUIPMENT AND LOOSE GEARS**

Vessel's lifting appliances shall be adequate to handle the cargo its intends to load or discharge and shall be subjected to inspection by the Port Authority.

All vessels intending to use ships Lifting appliance and items of loose gear including grabs for loading or discharging of cargo at Mesaieed Port, shall produce evidence of certification, that lifting equipment and loose Gears, including grabs have been inspected, tested and certified by a competent authority in accordance with the ILO Convention No.152, i.e. by a Class approved by Flag or an IACS member.

No lifting appliance/s shall be used in Mesaieed Port unless an approved certificate endorsed by Class is available, verifying its design, suitability for its intended use in a specified environment.

The Port reserves the right to suspend handling of cargo by ship's gear if in their opinion it is evident that the gear or equipment is inadequate or unsafe.

Lifting appliances and loose gear including grabs forming part of shore based lifting equipment/s, used on-board ships, shall be tested under the proper proof load test at least once in every four years and a thorough visual examination to be carried out every six (6) months by a competent authority as per QP Lifting equipment regulations and to be approved and certified by QP BCQ.

### **8.17 MEDICAL ASSISTANCE**

Vessels requiring medical assistance whilst at berth or at inner anchorage can contact Port Control (VTS) on Ch-16/ or Ch-11, informing the nature of medical assistance required together with details of the patient etc.

In all circumstances for medical emergencies, the vessel should liaise with agents as well, and should have one escort from ship staff ready, if applicable, to carry documents such as passports, CDC , 2 photographs of the injured crew member and documents of the person escorting the patient.

In case of death or fatality on board, then the Master to inform Port Control (VTS) on Ch-16 or Ch-11, providing all details of the dead person on board with the time and date of death, probable cause, nationality, age etc.

The body of the deceased person can only be removed from the vessel once police clearance is obtained.

### **8.18 MOORING REQUIREMENTS AND FIRE WIRES**

Masters should not hesitate to increase the number of moorings should they feel it is prudent to do so, Mooring lines are to be in good condition. Coiled or flaked ropes should be turned up on the bitts in the 'figure of eight' style in accordance with OCIMF recommendation.

Ropes turned up on the winch drum and backed up on bitts are not acceptable.

Mooring wires and ropes with dedicated winch drums must be spooled in the correct direction on the winch drum.

Mooring lines used in a common direction (head / stern /breast / springs) shall be of similar breaking strength, elasticity, and material. Under no circumstances will a mixture of wire and synthetic ropes will be accepted in a common direction or to the same dolphin, except moorings, which are additional to the indicated minimum requirements,

On completion of mooring, winches should be out of gear with the brakes 'hardened up'.

Winches should “**NOT**” be left on ‘automatic tension’,

It is the Master’s responsibility to ensure that:

- a) Their vessels are securely moored in line with the relevant mooring pattern detailed below and as applicable and with due regard to the current weather forecast,
- b) A strict watch, of sufficient and proficient personnel, is maintained to ensure that moorings are tended, as required, to prevent slack or over taut lines, and undue movement of the Vessel,
- c) Weather forecasts are monitored during the Vessel’s stay alongside, and appropriate action taken in advance of deteriorating weather.
- d) The shipboard personnel shall undertake regular checks of the moorings.  
The Master shall remain at all times responsible for ensuring the integrity of the vessel’s moorings, failure to adequately tend the moorings shall be considered a breach of the Port Regulations with consequent and appropriate action being taken by the Port.

**8.18.1 Fire Wires:**

- 1. Fire wire requirements is only for tankers,
- 2. During the vessels stay alongside, the fire wires should be positioned on the offshore bow and quarter.
- 3. The wires should be made fast in the following manner:
  - i. The eye of the wire shall be lowered to the level of the sea, with the inboard end led directly through a fairlead to the bitts, or bollard, where the wire shall be made fast using a minimum of five figure of eight turns on the bitt,
  - ii. There shall be no slack between the fairlead and the bollard,
  - iii. A heaving line, or other comparable rope, shall be secured to the wire immediately inboard of the eye and hove up until the eye is positioned at a height of approximately three (3) meters above water level.  
  
The eye shall be kept at that height at all times while the vessel is alongside.
  - iv. Wires to be regularly checked and adjusted whilst alongside.

**8.18.2 Fire Wires Criteria**

Tanker DWT	Minimum Breaking Load	Length
<b>Less than 20,000</b>	30 tons	45M
<b>20-100000</b>	55 tons	60M
<b>100-300000</b>	100 tons	70M
<b>300000+</b>	120 tons	70M

**8.18.3 Mooring requirements:**

Sr. No.	Berths	Max permissible Wind	Berthing/ Un-berthing	Mooring	Remarks
1.	Gabbro 1,2 & 3	NW x 30 Kts SE X 20	YES	3+2+2	
2.	Qatar Steel	NW x 30 Kts SE X 20	YES	3+2+2	
3.	G-RQ,	NW x 30 Kts SE X 20	YES	3+2 for ships and 2+2 for barges	
4.	B#4,B#6,	NW x 30 Kts SE X 20	YES	B # 4/6: 3+2+2	
5.	B7A/7B,	NW x 30 Kts SE X 20	YES	B # 7A/7B: 3+2	
6.	B# 8/9/10, ,	NW x 30 Kts SE X 20	YES	B # 8,9,10: 4+2	
7.	B#16	NW x 30 Kts SE X 20	YES	B # 16 3+2+2	
8.	,B#17-19	NW x 30 Kts SE X 20	YES	B # 17/18/19: 3+2	
9.	NGL,	NW x 30 Kts SE X 20	YES	3+3+2	NGL All wires
10.	Qchem1/2	NW x 30 Kts SE X 20	YES	Q-Chem 1/2: 3+2	
11.	MPB	NW x 20 Kts SE X 15	Yes	3+3+2	All Wires
12.	SPM	Any Direction 30 Kts	Yes	Single moor	
13.	B # 8	NW x 25 Kts SE X 20	Yes	4 +2 (Head+Stern) 12 lines)	Wind for Stbd side. Port side same as 1
14.	QAFCO No. 1-5	NW x 25 Kts SE X 20	Yes	4+2 (Head+Stern 12 lines)	Lines can be reduced to 10 for Dwt<50000
15.	B#10a/10b, B#9w/9ww	NW x 15 Kts SE X 15	Yes	3+2 (Head+Stern 05 lines)	04 lines on Barges
16.	S&F Docking	NW x 10 Kts SE X 10	Yes	As per S&F requirements	



### 8.19 NAKED LIGHTS

The use of Naked Lights within the Port Area is strictly prohibited except;

- a) Under a specific and detailed Hot Work Permit issued by the Port for specific purpose, time and area.
- b) In the designated places at the time, that smoking is permitted.
- c) As approved under the Boiler Firing Precautions and Requirements.

### 8.20 OFFSHORE (MARINE) PERMIT TO WORK

For any work in Port Offshore areas related to QP / Contractors /End Users / Project works will require an Offshore (Marine) Permit to work (e-PTW) when intending to work in Port Offshore areas. Offshore (Marine) Permit to work shall be issued by Port Regulation Division as permit Controllers.

Users are advised to use the following link when applying for a marine permit for all offshore marine works.

(<https://ptwdc.qp.qa>).

### 8.21 OPEN GAUGING AND SAMPLING OF INERT VESSEL

Open gauging or sampling is NOT permitted.

### 8.22 PILOT LADDER/S

The rigging of pilot ladders for the embarkation and disembarkation of pilots shall be supervised by a responsible deck officer.

Pilot ladders shall be secured in a position well clear of any overboard discharge and such that each step rests firmly against the vessel's side.

Adequate lighting shall be provided so that the pilot ladder and the boarding position shall be properly illuminated.

Pilot ladders shall be secured in a position where the pilot can gain safe and convenient access to the vessel after climbing not more than 9 metres.

Where the vertical distance exceeds 9 metres then a combination of accommodation ladder and pilot ladder shall be rigged.

When accommodation ladder is used in combination with pilot ladder, Master to ensure that the accommodation ladder is secured to the ships side by using of eye pad, magnetic or pneumatic system.

The Pilot boarding arrangements should be in accordance with The International Convention for Safety of Life as Sea (SOLAS 2004) Chapter V Reg. 23 and Annex 21 IMO resolution A889 (21) (1999).

**Mechanical / Automatic Pilot hoists are not acceptable for pilot boarding and landing of Pilots in Mesaieed Port.**

Refer to 'Pilot Boarding Facilities' as per IMO requirements and IMPA recommendations and the IMO resolution A 27/1045 for "Recommendations of Pilot Transfer arrangements.

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org

This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



### RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

### COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

### A PILOT LADDER WINCH REEL

### B

## 8.23 PORTABLE RADIO TRANSMITTERS, FLASHLIGHTS (TORCHES) AND ELECTRICAL EQUIPMENT

Portable radio transmitters, flashlights (torches) and electrical equipment shall not be used on-board gas or liquid tankers, unless certified as Approved Equipment.

Similarly, the use of portable electric lamps and equipment on wandering electric cables is prohibited in any cargo or adjacent ballast space, pump room, compressor room, cofferdam, bunker tank, hold or anywhere over the cargo tank.

Domestic radios / tape recorders, electronic calculators, or any other electrically powered equipment shall only be used within the accommodation of any vessel moored within the Deepwater Harbour.

### **8.24 SAFETY PRECAUTIONS**

Masters and officers of vessels visiting Mesaieed Port shall be responsible for the vessels safety and shall abide by all applicable International and Local rules and regulations.

In case of vessels loading Hydrocarbon Cargoes from Qatar Petroleum facilities vessels are expected to comply with the latest edition of the International Safety Guide published by Oil Companies International Marine Forum (OCIMF).

In addition, Masters and Officers of LPG or Chemical Carriers should also be familiar and comply with the contents of the latest edition of the Tanker Safety Guide (Liquefied Gas or Chemicals) also published by the OCIMF.

### **8.25 SHIP/SHORE SAFETY CHECK LIST**

Upon completion of mooring and before commencement of any cargo operation, the terminal representatives to discuss with the Master the Safety requirements appropriate for the cargo to be loaded on his vessel.

The Ship / Shore safety checklist should be checked and completed between the ship and the terminal.

The Ship and terminal should strictly adhere to the safety requirements as described in the checklist, to ensure a safe, efficient, and uninterrupted cargo operation.

### **8.26 SHIPBOARD RADIO, RADAR AND OTHER EQUIPMENT**

A Vessel's main radio station, including emergency transmitter, shall not be used when the Vessel is within 400 metres of any Terminal or loading Vessel.

While at berth, the transmitting aerials shall be disconnected and earthed.

At the LPG and liquid berths, intrinsically safe VHF and UHF communications with a radiated power of 1 watt or less are allowed.

The prior written permission of the Port Management is required before any vessel can undertake radar repairs.

The testing of transmitters operating between 415 kHz and 26 MHz or ship-borne radar with a peak power pulse exceeding 60 kW is permitted, if:

- a) The Vessel's associated equipment does not present a source of ignition.
- b) The written permission of the Port Management has been obtained prior to any testing.

Shipboard Satellite Telecommunications Systems (INMARSAT) are permitted to be used when vessel is alongside berth, but subject to the competent authorities' approval.

Applicable restrictions if any will be advised through the Agent.

### **8.27 SMOKING**

Smoking is strictly prohibited within the Port Area.

### **8.28 SPARKS**

Connecting and disconnecting of loading arms and all other operations on deck shall be carried out in a manner, which prevents the generation of sparks.

### 8.29 STATIC ELECTRICITY

Condensates are classed as static accumulators. When loading this product the procedures as detailed in ISGOTT, Section 7.4 must be adopted.

Masters should encourage officers in charge of the loading of condensates to read, as a minimum, ISGOTT, Chapters 7, 20, and 21.

### 8.30 SURGE PRESSURE PRECAUTIONS

Surge pressure shall be minimized at all times, by sensible valve operation during cargo transfer and tank changeover periods, and regular communications and updates between the Vessel and the Terminal.

### 8.31 SUMMER WORKING HOURS

During summer months, all work to be carried out in accordance with corporate guidelines for managing heat stress **QP-GDL-S-060** and Industrial cities heat stress guidelines **QGL-LHH-001 (Rev-01)**.

All work in open areas are to be stopped when the heat index reaches 54 or more, however, all critical activities, which affect Port Operations, will continue with additional control measure as per the approved risk assessment.

No work is permitted in Port area under direct sunlight from 11:30 AM to 03:00 PM, during the summer months (i.e. From 15<sup>th</sup> June to 31<sup>st</sup> August) in accordance with Ministerial decision **No: 09 of 2006** ( Port Cargo operations are excluded from this requirement).

### 8.32 TANK LIDS AND CONNECTIONS

Cargo and bunker tank lids should be closed and gas tight at all times.

Cargo and bunker connections not in use should be blanked and gas tight with all holes bolted.

### 8.33 TANK CLEANING, GAS FREEING AND PURGING

Vessels are not permitted to carry out any tank cleaning, tank washing, gas freeing, purging, or inerting within the limits of Mesaieed Port.

Tank cleaning, inerting, purging or gas freeing of tanks that contain cargo or residues of cargo that have a FP below 60° C (Closed Cup) or Residual Fuel Oil on any vessel within the Port Area is strictly prohibited without the written permission of the Port.

Chemical Tankers will be permitted to arrive and berth with tanks in gas free the Terminal Operator and Port Authority have given condition prior to loading or blanket with nitrogen on completion of loading while alongside and provided concurrence.

Chemical Tankers with gas free tanks may only carry out fresh water tank washing as a result of a failed tank inspection. All the vessel's safety measures shall be followed for such tank cleaning and no discharge to sea of any tank washing water is permitted.

OSV's carrying bulk materials to and from the field shall comply with their approved tank cleaning and safety procedures. Under NO circumstances any tank wash water from a vessel be discharged into the sea within the limits of Mesaieed Port.

### 8.34 TANK ENVIRONMENT CONDITION FOR OIL / CHEMICAL / GAS TANKERS

All vessels shall arrive for loading/Discharging of cargo with tank environment condition as per the requirement of each individual resident Industry.

All vessels loading at the Terminal are obliged to perform a closed circuit loading operations in order to minimize the crew's exposure to toxic vapours.

Cargo vapours shall not be released to atmosphere under any circumstances.

During loading, venting of tanks should be allowed only through the agreed venting arrangements (as noted in the Ship/Shore Safety Check List).

On no account should any tank lids be opened for any purpose whatsoever.

Positive IG pressure to be kept at all times. Minimum 200 mmWg.

### 8.35 TRANSPORTATION OF DANGEROUS GOODS/HAZARDOUS MATERIAL

All transportation of dangerous goods/hazardous material by road has to be in accordance with Regulation for Transport of Dangerous Goods Hazardous Materials by Road in Industrial Cities (VI-HSE-REG-005), and attachment 5 and 6 to be duly filled and signed by concerning authorities.

Transportation of any such material by boat to any locations within Mesaieed Port Limits is subject to Port Operations Approval and Port Safety.

### 8.36 WEATHER RESTRICTIONS ON MPB AND SPM

Following are the weather restrictions at MPB and SPM.

**MPB:** wind NW X 20 kts or SE X 15 kts for berthing.

**SPM:** wind Maximum 30 kts any directions.

Pilot discretion always prevails based on at site condition.

## 9.0 SECURITY – PART C

### 9.1 ACCESS TO PORT PREMISES /TERMINALS

Strict access control to the Port Area is enforced and no person may enter or leave the Port without the authorized and/or relevant documentation.

No person shall access the port area as defined by its boundaries, via water, air, or land unless the person has obtained a permit from Industrial Security for accessing the port.

Every person in the port shall obey the instructions on signs posted and respect the functions of fences and barriers established by the Port Authority.

No person shall remove, mark, or deface any sign, fence, barrier, or device arranged by the Port Authority.

Entry to the Port is restricted to authorised Vessels only.

The Port enforces access procedures to the terminals.

End User Security personnel control access are in place to access the loading berths /terminals.

### **9.2 CAMERAS AND PHOTOGRAPHY**

The use of photographic equipment of any kind including cameras, video cameras, including photography by use of mobile phone within Mesaieed Port Limit is strictly prohibited.

Photography is only permitted for Port officials who have obtained a photography permit under industrial Security requirements and procedures.

It is prohibited to carry any cameras within the industrial area without a valid permit.

Third party who requires taking photographs on board vessels should be in possession of a duly authorized Operational Photography Permit issued by Industrial Security Dept.

**Heavy penalties are enforced for any infringement of the Law.**

### **9.3 INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE (ISPS)**

Mesaieed Port is fully ISPS compliant port and Certified with stringent ISPS Ship /Port Interface. All vessels calling at the port shall meet the requirements as stated in the ISPS Code under Chapter XI-2 – (Special measures to enhance maritime security) of IMO SOLAS, 1974.

Information on present ISPS security level can be obtained from the Shipping Agency, Port Control (VTS), or Port Facility Security Officer as detailed in the appendix.

Masters of all vessels are advised to keep all points of access to vessel under surveillance and access measures are taken at all times, and vessel should facilitate to provide maximum night illumination of vessel insofar as the safety Regulation permits.

### **9.4 FIREARMS**

Vessels are NOT permitted to have on board firearms, including arms and ammunitions, and/or armed security personnel or any sort of firearms when calling Mesaieed Port, except for vessels with Diplomatic clearance.

Unarmed security personnel are permitted on board as long as they are listed as Passengers.

Issues may be raised by immigration Officer/s and Industrial Security if their documents specify that the personnel on board are armed security guards.

NOTE: Vessels calling OPL for lighterage or for awaiting orders with arms/ammunitions and/or armed guards are required to notify relevant authorities through their agents prior entering the territorial waters of Qatar.

### **9.5 SHORE LEAVE**

Shore leave can be arranged through the vessels agent for the purpose of ships business, medical emergency or for repatriation.

Security passes are required for all personnel proceeding ashore.

Applications to be submitted to Immigrations, Customs, Police, PFSO at least 72 Hr in advance with full details of names, passport and seaman book for crew transits.

### **9.6 STOWAWAYS**

Any vessel calling the Mesaieed Port which has on board a stowaway/s, is required to declare the stowaway/s at least 48 Hrs prior entry into port waters vide the pre-arrival notification of security.



The Master has to ensure that all stowaway/s are in a secure compartment in order to prevent them from escape whilst the vessel is in Port.

The following documents are required to be submitted by the Master upon arrival:

- a) Stowaway details form
- b) Letter of Guarantee
- c) Pre-sailing letter of confirmation
- d) A Signed Declaration of Security.

A vessel may be granted clearance to sail, once the Police and Immigration officials have verified that the stowaway is still on board and that the vessel is cleared to sail.

## 10.0 ENVIRONMENT – PART D

### 10.1 BALLASTING AND DE-BALLASTING

The waters in and around the Port of Mesaieed are renowned for their abundant marine life and there is an increasing awareness of the environment in the Port area.

Any pollution affecting the well-being of the area, is looked upon as extremely serious and will incur heavy penalties, in addition to any clean-up costs.

All vessels are required to take utmost care during ballasting and de-ballasting operation.

On 8<sup>th</sup> February 2018, the State of Qatar acceded to the Ballast Water Management Convention and has now become the latest state to sign up to the International Maritime Organization's (IMO) BWM Convention.

The entry into force of the ratification by the State Of Qatar was 8<sup>th</sup> May 2018.

All ships calling Mesaieed Port, regardless of flag, will be required to exchange and/or treat all ballast water taken outside the RSA (Regional Organization for Protection of Marine Environment Sea Area ), if planned to be discharged within ROPME sea area.

**Any vessel, that does not exchange ballast water outside the RSA, shall be not be permitted to discharge ballast water in Mesaieed Port.**

**Ballast water, which has been treated with a ballast water treatment system approved by the vessels Flag State administration and/or Classification Society, does not require to be exchanged.**

**Any ballast water taken within the ROPME sea area is not required to be exchanged or treated.**

Vessels shall have on board an approved Ballast water Management Plan and is required to follow the ROPME Sea Area Ballast Water Reporting System.

Vessel should have on board an approved Ballast Water Management Plan in accordance with the IMO standards, and is also required to maintain a Ballast Water Record and Handling Log.

It is a ROPME requirement that the vessel carries out a ballast water exchange and sediment removal program in accordance with the IMO Ballast Water Management Convention.

This may be:

- a) By empty and refill of each tank, (sequential Method)
- b) Use of the flow through method or dilution method
- c) Ballast Water treatment program approved by the vessel's Flag State Administration.



- d) Options (a) and (b) are to be carried out in open ocean waters outside of the ROPME area and at least 50 nautical miles from the nearest land in water at least 200m deep.

Taking into consideration the provisions of the regulation B-4 of the Ballast Water Management Convention, the following should be observed;

- 1- Vessels arriving from outside the ROPME Sea Area should undertake ballast water exchange enroute in water over 200 nautical miles from the nearest land and in water at least 200 meters depth.
- 2- If this is not possible for safety reasons, then vessels should be expected to make minor deviations to areas within the 200 nautical miles limit that can be identified as discharge area, so long as such areas are more than 50 nautical miles from the nearest land and in waters of at least 200 meters depth.
- 3- If this is not achievable, then the ship shall provide the respective authority with the reason why she has not done so, and further Ballast Water Management measures may be required, consistent with the Ballast Water Management Convention and other international laws.

In line with the ROPME protocols, any water discharged into Arabian Gulf should be free from substances that:

- a) Settle or form objectionable deposits;
- b) Floats as debris, scum, oil, or other matter to form nuisance;
- c) Produce objectionable color, odour, or turbidity;
- d) Result in impact on the adjacent open Gulf water quality and injure or are toxic or produce adverse physiological responses in humans, marine animals or plants.

The IMO “Ballast Water Reporting Form” (Resolution A. 868(20)) or the ROPME Sea Area Ballast Water Reporting Form as mentioned in IMO Circular MEPC 60/INF.2 dated 9<sup>th</sup> December 2009 is to be completed, and signed / stamped by Master and to be sent to Mesaieed Port at least 72 hour in advance.

The discharge of only “clean” ballast water from Segregated Ballast Tanks (SBT) is permitted.

All ballast water, other than that contained within SBT, shall be retained on board.

Random ballast water samples may be taken for analysis to ensure compliance, or on grounds of suspicion as the case may be.

Should any analysis indicate that the quality of the ballast water does not conform to that required within the “Environmental Guidelines” as published and amended from time to time by the Port Authority, then appropriate action will be pursued.

Any ballast water sample collected from vessels by MIC Port on grounds of suspicion shall have to meet the following parameters/limits for **D-1 standard**:

Substance	Units	Max. allowable
<b>pH</b>	mg/l	6 – 9
<b>Chemical Oxygen Demand</b>	mg/l	250
<b>Biochemical Oxygen Demand</b>	mg/l	50
<b>Total-Organic Carbon</b>	mg/l	100
<b>Total Suspended Solids</b>	pH units	35

<b>Oil &amp; Grease</b>	mg/l	15
<b>Visible Oil &amp; Grease</b>	mg/l	Nil
<b>NH<sup>3</sup> -N</b>	mg/l	3

In compliance to Ballast Water Management Convention-**D2 Performance standard**, the ballast water discharged through Ballast Water Treatment Plant should meet the following parameters for **D-2 standard**:

<b>Micro-organism</b>	<b>Regulation</b>
<b>Plankton, size z 50 micrometers</b>	< 10 viable cells l m3
<b>Plankton size ~ 10 and &lt; 50 micrometers</b>	< 10 viable cells l mL
<b>Toxicogenic Vibrio Cholerae</b>	< 1 Colony Forming Unit /100 mL
<b>Escherichia Coli</b>	< 250 Colony Forming Unit/100 mL
<b>Intestinal Enterococci</b>	< 100 Colony Forming Unit /100 mL

All vessels to note that ballasting or de-ballasting can be undertaken in conjunction to loading or discharging operation respectively whilst in Mesaieed Port, in consideration to vessels stability, trim and the maximum allowable freeboard permitted by the terminal.

Master shall have the following documents available on board to ensure compliance with the requirements of the International Ballast Water Convention;

- a) International Ballast Water Management Certificate;
- b) Ballast Water Management Plan;
- c) Ballast Water Record Book (handling log);
- d) Ballast water reporting form.

## **10.2 HOLD CLEANING/WASHING WHILE AT BERTH OR AT INNER ANCHORAGE**

Hold cleaning and washing may be accepted basis the nature of the previous cargo and subject to following conditions;

- Vessel which intends to discharge and thereafter load at Mesaieed Port terminal, may be permitted to carry out hold cleaning and washing at inner anchorage depending on the nature of the last cargo but all subject to approval from Port Authority.
- Hold cleaning and washing/rinsing with fresh water whilst at berth and/or at inner anchorage may be permitted for those vessels whose holds have failed inspection for loading and intend to carry out minor cleaning work of the holds, provided that a “**No Objection**” is obtained from the terminal as well the Port Authority.
- All hold cleaning residue and all quantity of hold washing water (dirty water) is retained on board in a separate designated holding tank.
- Use of “**Chemicals**” for hold washing/cleaning is “**NOT PERMITTED**” within the limits of Mesaieed Port. If any vessel which intends to do so, shall have to proceed outside Mesaieed Port limit.
- Master/Owners shall be held responsible and liable and for any consequences thereof, for any pollution howsoever caused resulting from the hold cleaning and washing process.

### 10.3 OIL TRANSFERS AND POLLUTION PREVENTION

The waters in and around the Port of Mesaieed are renowned for their abundant marine life and there is an increasing awareness of the environment in the industrial Port area.

Any pollution affecting the well-being of the area is looked upon as extremely serious and will incur heavy penalties, in addition to any clean-up costs.

All vessels are required to take utmost care when handling oil cargo and ballast water.

No oil or water, which may possibly contain oil, is to be discharged overboard or allowed to escape overboard.

**The pumping out of bilges is strictly prohibited.**

Prior commencement of cargo operations, all vessels are required to ensure that all scuppers on main deck level must be effectively plugged.

No leakage or spillage on board is allowed to leak overboard.

Accumulated water on deck, which is free of oil, should be drained periodically.

Hoses in use for bunker operations should be certified and in good condition.

Responsible person on board and ashore should be stationed at the area to observe the hose/s and connections for leaks.

The hoses should be drained and blinded before returning them back, ashore

Vessel to liaise with agents for more details.

In the event of leakage occurring from a pipe, valve, or a cargo hose connection, the operations should be stopped immediately and should not be resumed until the fault has been rectified and all hazards from the spilled oil eliminated.

In the event of occurrence of pollution, on the land or within the waters of the Port Limits, regardless of cause or origin:

- The person in charge or responsible for the operation, works or location where such pollution has occurred, shall immediately report the incident to Port Control (VTS) by the most expeditious means available;
- Immediate action shall be taken to stop or minimize further pollution and contain or clean up any spillage of oil on the vessel's deck, in water or shore areas.

**Failure to report a pollution incident is a serious offense and persons found contravening this requirement would be liable to heavy fines and prosecution in Qatari courts.**

All vessels to note that whilst within Mesaieed Port Limits, the internal transfer of any oil or slops is not permitted without the approval of the Port Authority.

### 10.4 SLOP RECEPTION FACILITY

Vessel may enter Mesaieed Port with slop water in her slop tanks.

Master is fully responsible for segregation of slops from rest of the cargo tanks and the monitoring of slop tank levels during loading operation.

Slop reception facility is NOT available.

### 10.5 GARBAGE DISPOSAL

Government Regulation

As per MARPOL 'ANNEX V' it is strictly PROHIBITED to throw garbage over board.

Any vessel found in contravention of this regulation will be subject to heavy fines, and be made to pay for any clean-up operation.

Collection of garbage (inert and domestic (non -hazardous) wastes) are available at selective cargo and hydrocarbon berths.

Collection of inert and domestic (non -hazardous) wastes from the Liquid Product berths, SPM MPB and LNG berths are not available.

Vessels to notify the Port Authority through their respective agents for the request of garbage disposal. Waste delivery request Form QFM-IMM-016-01 is required to be duly filled and submitted and upon approval from Port Regulations and Port Logistics, agent to arrange a MME approved waste contractor for collection and disposal of garbage.

Upon collection of waste from the vessel, the waste contractor shall submit a signed copy of Waste delivery receipt (Form QFM-IMM-016-02) to the Master through the agent.

The waste contractor upon disposal of waste to shore facility shall submit the disposal receipt along with Form QFM-IMM-016-02 to Port Regulations through the agent.

Hazardous wastes are classified as those wastes, which by virtue of their concentration of constituents and characteristics (such as ignitibility, corrosiveness, reactivity, toxicity, mutagenity, radioactivity, etc.) pose a hazard to human or environmental health and well-being if improperly managed.

Port Authority should be notified of the quantity of hazardous waste prior to vessels arrival and same is to be kept on board.

### **10.6 SLUDGE AND OILY WATER DISPOSAL**

The disposal of sludge and oily water is available at some selective berths only.

Sludge and oily water is disposed via trucks.

Vessels to notify the Port Authority through their respective agents for the request of sludge and oily water disposal. Waste delivery request Form QFM-IMM-016-01 is required to be duly filled and submitted and upon approval from Port Regulations and Port Logistics, agent to arrange a MME approved waste contractor for collection and disposal of sludge and oily wastewater.

Upon collection of sludge and oily water from the vessel, the waste contractor shall submit a signed copy of Waste delivery receipt (Form QFM-IMM-016-02) to the Master through the agent.

The waste contractor upon disposal of waste to shore facility shall submit the disposal receipt along with Form QFM-IMM-016-02 to Port Regulations through the agent.

Vessel should be equipped with adequate capacity of Oily water and sludge holding tanks in order to retain oily water and sludge in Port until disposed ashore.

### **10.7 SEWAGE**

A self-contained sewage treatment system or a holding tank that meets both MARPOL and RECSO protocols shall be fitted on-board all vessels and shall be in operation at all times when in Port.

The discharges of untreated sewage or untreated shipboard wastes from vessels into Port area or coastal waters is strictly prohibited.

The discharge of shipboard grey water from vessels into port or coastal waters is strictly prohibited.

Vessel fitted with sewage holding tank should have adequate capacity in order to retain sewage until disposed ashore or till vessels next Port of call.

Vessels to notify the Port Authority through their respective agents for the request of sewage disposal by submitting the request form (QFM-IMM-016-01), and upon approval from Port Regulations and Port Logistics, the agent to arrange a MOE approved waste contractor for collection and disposal of sewage.

Upon collection of sewage from the vessel, the waste contractor shall submit a signed copy of Waste delivery receipt (Form QFM-IMM-016-02) to the Master through the agent.

The waste contractor upon disposal of waste to shore facility shall submit the disposal receipt along with Form QFM-IMM-016-02 to Port Regulations through the agent.

### 11.0 NAVIGATION IN MESAIEED PORT

#### 11.1 APPROACHES

Vessels will be directed by VTS in regards to which navigating channel vessel is to utilize.

The East channel is 926 meter wide from buoy E-01 to E-16 and 1389 meters wide from E-16 to E-26 and 370 meters wide from E26 to E41. The depth all throughout the channel is 13.5 meter at CD and is considered the main fairway.

The East Channel is able to handle two-way traffic for vessels of less than 45,000 tons deadweight.

The West channel is 315 meter wide, is 11.0 meter deep at CD, and is one-way traffic only.

#### 11.2 INBOUND

Vessels are required to obtain clearance to anchor at the Outer Anchorage and to proceed south of the Mishut Buoy (25 15.98N 051 46.80E- Q9- 15 Secs).

Thereafter the vessels shall report their position passing buoys at EH-12 Buoy (25° 02.77N 051° 41.88E), S.E. Arif, (24° 51.60N 051° 40.853E- VQ3 5 Secs.); Mesaieed Approach (25° 12.49N 051° 44.40E- Q9 15 Secs), E-14 (25° 05.49N 051° 43.50E- QFI.R 10Secs), E-37 (24 56.41N 051 47.10E – QFI.G 10 Secs), SE Arif (24° 53'56.405N 051 43' 05.527E - VQ3- 5 Secs ) and No.1 Inner (24 52.34N 051 40.08E – QFI. G 10 Secs), I-14 ( 24 54.50N 051 38.57E- QFI.R -10 Secs.) & Fairway buoy (24 54.44E 051 36.22E LFI.W 10 Secs).

#### 11.3 OUTBOUND

Vessels are required to obtain clearance to proceed from the berth or from anchorage, and subsequently shall report their position when passing buoys at I-14 buoy (24 54.50N 051 38.57E- QFI.R 10 Secs), No. 1 Inner ( 24° 52.34N 051 40.08E – QFI. G 10 Secs), S.E. Arif (24° 53'56.405N 051 43' 05.527E - VQ3 5 Secs), EH-12 Buoy (25° 02.77N 051 41.88E) and Mishut Buoy (25 15.98N 051 46.80E Q9 15 Secs) (West Channel); E-37 ( 24 56.41N 051 47.10E – QFI.G 10 Secs) , E-14 (25 05.49N 051 43.50E- QFI.R 10Secs) , and Mesaieed Approach ( 25 12.49N 051 44.40E –Q9 15 Secs.) (East Channel).

#### 11.4 PILOTAGE

Pilotage includes channel navigation, berthing, un-berthing and shifting. Pilotage is compulsory for all berthing, un-berthing and shifting of vessels within Mesaieed Port limit.

Navigation channel pilotage is compulsory for vessels as per criteria detailed below.

Type of vessel	L.O.A.	Beam	Draft
Hydrocarbon (Tankers)	200 m or more	40 m or more	8.5 m or more
Non Hydrocarbon (dry cargo)	200 m or more	40 m or more	9.5 m or more
Gas tankers(LPG/LNG)	All	All	All

**Pilotage is mandatory for all vessels carrying Class 1 cargo /explosives /ammunition), except vessels of LOA less 100M.**

### 11.5 PILOT BOARDING

The Pilot normally boards the inbound deep draft vessel transiting the East channel at 1 nm NNE of Approach Buoy and for vessels transiting the West Channel, the pilot boards 2 nm NE of Wakrah Buoy (See Admiralty Chart No. 3787).

The pilot will contact the vessel approximately one hour before boarding. However depending on weather conditions or other vessels traffic, the Pilot may request the vessel to proceed to a different location for pilot boarding.

For channel pilot exempted vessels, Pilot will board vessel within the inner harbour at a position as directed by Mesaieed VTS. In case of strong winds and high swell the vessel proceeding through the east channel shall provide a good lee for the pilot boat for pilot boarding

And disembarkation.

The area around the approach buoy is an ideal location for Pilot boarding/disembarkation where the vessel can provide adequate lee in case of bad weather.

For vessel using west channel the area around the Wakrah buoy is an ideal location for pilot boarding/disembarkation in bad weather.

The Pilot normally disembarks in the vicinity of 2 nm NE of Wakra buoy when outbound in the West Channel and after E-01 buoy when outbound through the east channel.

Vessels are requested to be at the boarding position at the notified time and able to provide good lee for the pilot transfer.

In rough weather, a combination ladder or only pilot ladder may be used depending upon the freeboard.

Please note that Mesaieed Pilots have been advised to decline to board a vessel, if the Master is not able to comply with the approved Pilot boarding arrangements in accordance with The International Convention for Safety of Life as Sea (SOLAS 2004) Chapter V Reg. 23 and Annex 21 IMO resolution A889 (21) (1999).

For freeboards more than 9.0M a combination ladder to be used, and to avoid swaying of the pilot ladder, provisions to be in place for securing the pilot ladder by way of magnets or securing point or eye pads on ships side.

Mechanical / Automatic Pilot hoists are not acceptable for pilot boarding or landing in Mesaieed Port.

During the transfer, the ship should maintain steerage with the engines going ahead at a speed compatible with the ability of the Pilot launch to remain comfortably alongside.

Maximum boarding speed is 6 knots.

It should be recognized that turning propellers are an ever-present danger to persons involved in embarkation/disembarkation operations.



While transiting Mesaieed Port navigation channel all vessels shall maintain minimum manoeuvring speed of not less than 10 knots.

In case of a vessel under Pilotage with speed less than 10 knots, an escort tug(s) at the discretion of Pilot will be provided for safety reasons and all costs in this regard will be on account of the vessel.

Before any pilotage operations commences, Masters of vessels are required to complete and sign the CONDITION OF USE FOR MESAIEED PORT Form, which will be handed by the Pilot.

The Master-Pilot Information Exchange should also be completed before commencement of transit.

Extreme care shall be observed by vessels with or without pilot on board to avoid impeding passage of a deep draft vessel navigating in the Mesaieed Port waters.

### **11.6 VESSEL TRAFFIC SERVICES (VTS)**

Mesaieed Vessel traffic services maintains a 24 hours continuous listening watch on VHF channels 16, and 11. Channel 11 is the Port working frequency. Vessels within Mesaieed Port limits must keep a VHF watch on channel 11 at all times even when alongside. .

Entrance to Mesaieed Port by all ships is strictly regulated under the Mesaieed Vessel traffic services, call sign "Mesaieed Traffic".

Prior to any movement in the Mesaieed Port Area or entry to the navigation channels, permission must be obtained from Mesaieed VTS.

Any incident during transit must be immediately reported to Mesaieed VTS.

All marine units are obliged to follow the directives of a Mesaieed Pilot or VTS whilst moving in the Port limits whether entering, leaving, or manoeuvring.

Mesaieed VTS is equipped with Vessel Traffic System (VTS) including AIS systems and dual radars that monitor all vessel movements in the approach channels and harbour area.

All vessels are tracked by radar and displays are recorded together with VHF communications and can be re-played in case of incidents/accidents.

### **11.7 RESTRICTIONS FOR CHANNEL TRANSIT**

Maximum Beam of vessels calling at Mesaieed Port is 60 meters.

Maximum Draft for tankers of +150000 is 12.5 meters and 13.0 meter for all other vessels.

Maximum trim for all vessels is 3.0 meters.

Vessels of actual displacement > +150000 at 12m draft and vessels of actual displacement < +/- 150000 on 12.5 m draft may transit East channel at any state of tide.

Vessels with deeper draft require tide rise of minimum 1m at E-15.

For specific berth restrictions, refer to the criteria for each individual berth.

### **11.8 TIDAL CONDITIONS**

In general, the tide follows the coastline with the flood tide setting to the south or southwest and the ebb tide setting to the north or northeast. All vessels shall exercise the greatest caution when setting course to round the S.E. Arif Buoy.

It should be noted that tidal sets can run up to 2 hours after the predicted HW/LW times.

Abnormal meteorological conditions may affect all tides by 0.61m ( $\pm 2$  feet).



## SECTION 4 – NAVIGATION

The normal tidal range is between 0.4m to 2.0m, with the highest tides being in the region of 2.45m in exceptional circumstances.

The following water levels have been documented;

HOT (highest observed tide)	+	2.720	m	CD
HAT	+	2.590	m	CD
MHHW	+	2.100	m	CD
MSL	+	1.304	m	CD
MLLW	+	0.640	m	CD
LAT	+	0.220	m	CD
LOT (lowest observed tide)	-	0.090	m	CD

Maximum current velocity is approximately 2.0 knots in exceptional circumstances.

### 11.9 TIDE GAUGE

The Vessel traffic services (VTS) at Mesaieed Port is equipped with a tide gauge.

### 11.10 VESSEL ANCHORAGE

#### 11.10.1 Eastern Anchorage

NAME	POSITION		RADIUS (name)	MINIMUM DEPTH (m)	Vessel Max LOA/Draft
	LAT (NORTH)	LONG (EAST)			
<b>Large Tankers &amp; Bulk Carriers</b>					
T1	24°53.50	051°36.00	0.3'	13.4	340/12.5
T2	24°54.10	051°36.50	0.3'	14.4	340/12.5
T3	24°54.20	051°37.20	0.3'	14.3	340/12.5
T4	24°54.30	051°38.00	0.3'	12.5	340/12.0
T5	24°54.30	051°38.70	0.3'	11.3	340/10.5
T6	24°55.60	051°38.60	0.3'	13.7	340/12.5

#### 11.10.2 Southern Anchorage

This anchorage is located near the entry to the south inner channel with two anchorages namely S-1 and S-2.

NAME	POSITION		RADIUS (name)	MINIMUM DEPTH (m)	Vessel LOA Draft
	LAT (NORTH)	LONG (EAST)			
<b>Chemical Tankers &amp; General Cargo Vessels</b>					
S1	24°52.50	051°33.20	0.25'	12.2	200/11.2

S2	24°52.50	051°33.80	0.25'	12.8	200/11.8
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### 11.10.3 Freighter Anchorage.

This anchorage is utilized by vessels of less than 10m draft except T-6 anchorage.

This anchorage is used for vessel awaiting berths, awaiting repairs at dock/navigation yard, changing crew, and supplies, laid up vessels/barges and arrested vessels.

Utmost care should be observed during ebb tide while navigating around shallow waters within the anchorage area with around 10 meters draft.

Utmost care should be observed to drop the anchor in the centre of the designated anchorage. The anchorages are marked from in the sequence from A-1 to A-6, B-1 to B-3 and C-1 to C-3, and T-6 for deep draught vessels and mooring buoys from P-1 to P-3.

NAME	POSITION		RADIUS (name)	MINIMUM DEPTH (m)	Vessel LOA Draft
	LAT (NORTH)	LONG (EAST)			
Vessels Less than 10 m Draft (except T-6)					
A1	24°56.20	051°36.50	0.2'	11.0	200/9.5
A2	24°55.80	051°36.50	0.2'	11.3	200/9.5
A3	24°55.40	051°36.50	0.2'	13.1	200/9.5
A4	24°56.20	051°37.00	0.2'	12.4	180/8.0
A5	24°55.80	051°37.00	0.2'	9.1	200/8.0
A6	24°55.40	051°37.00	0.2'	11.3	200/9.5
B1	24°56.20	051°37.40	0.15'	12.2	150/8.0
B2	24°55.80	051°37.40	0.15'	10.0	150/8.0
B3	24°55.40	051°37.40	0.15'	9.8	150/8.0
Small Tankers Vessels					
C1	24°56.50	051°37.75	0.2'	12.2	180/8.5
C2	24°56.10	051°38.00	0.2'	13.7	200/10.5
C3	24°55.60	051°38.00	0.2'	11.3	200/10.5
Tug & Barges – Fixed Mooring Buoys ( Maximum LOA 150 m )					
P1	24°56.6	051°36.4	0.15'	8.8	7.5
P2	24°56.6	051°36.8	0.15'	7.6	6.5
P3	24°56.6	051°37.3	0.15'	8.5	7.5
P4	24°53.0	051°37.3	0.15'	14.6	7.5

#### ATTENTION

A prohibited anchorage has been established in the vicinity of Wakrah light buoy to protect submarine pipelines that lay in the area. A yellow can buoy (F1 Y 10 sec.) (With Radar Reflector) has been laid in position 25° 13. 96 N 51° 45' 45.47" and a line drawn 073° from the coast through this position marks the northern boundary of the prohibited anchorage.

A similar buoy (F1Y6 sec.), with Radar Reflector has been laid in position 25° 08. 35 N 51° 42. 06” E and a parallel line drawn through this position marks the southern boundary of the prohibited anchorage.

**11.10.4 Delta Anchorage**

The anchorage lies south of the eastern anchorage, which is generally used by tugs and barges with drafts less than 7.5 meters. The anchorages are marked in the sequence from D-1 to D-10.

NAME	POSITION		RADIUS (name)	MINIMUM DEPTH (m)	BARGE LOA DRAFT
	LAT (NORTH)	LONG (EAST)			
Preliminary Tug and Barge Anchorage					
D1	24°53.40	051°38.30	0.2'	8.8	150/7.5
D2	24°53.40	051°37.70	0.2'	8.1	150/7.0
D3	24°52.90	051°37.70	0.2'	7.9	150/6.0
D4	24°52.40	051°37.70	0.2'	8.5	150/7.5
D5	24°53.30	051°37.10	0.2'	7.9	150/6.5
D6	24°52.80	051°37.10	0.2'	8.1	150/7.0
D7	24°52.30	051°37.10	0.2'	8.1	150/7.0
D8	24°52.70	051°36.50	0.2'	8.1	150/7.0
D9	24°52.20	051°36.55	0.2'	8.8	150/7.5
D10	24°51.69	051°36.58	0.2'	9.4	150/8.5

**11.10.5 Mike (M) Anchorages**

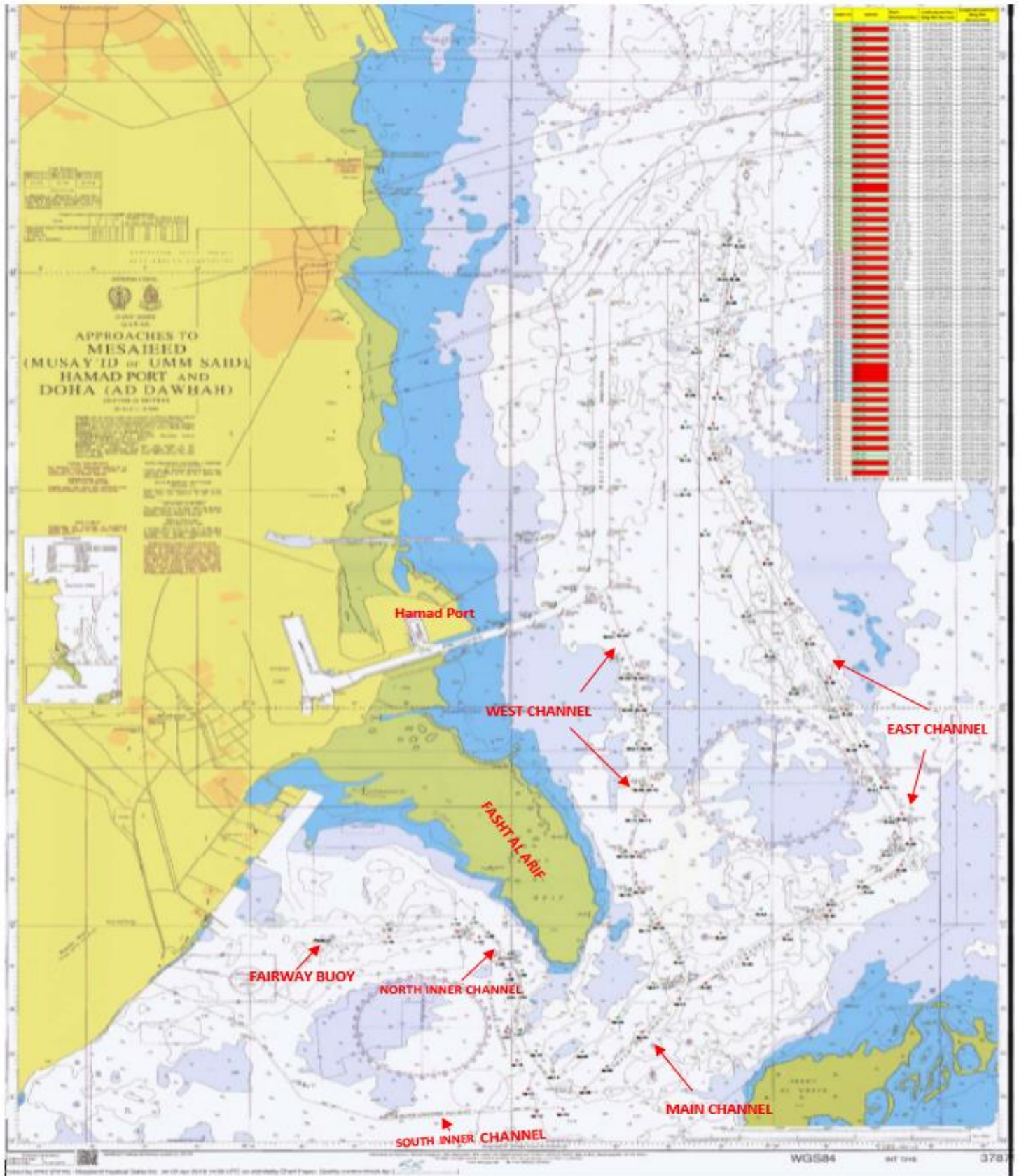
These anchorages run in between the east and the west channels from south of Wakrah buoy till west of South Arif buoy. These 7 anchorages are marked in numerical order from M-1 to M-7 and are to be used only during emergencies like poor visibility, vessel breakdown, etc. Maximum LOA permitted at this anchorage is 340 m.

NAME	POSITION		RADIUS (name)	MINIMUM DEPTH (m) Draft	Vessel Draft
	LAT (NORTH)	LONG (EAST)			
Emergency Anchorages near the Navigation Channels					
M1	25°07.40	051°43.00	0.5'	13.1	12.5
M2	25°01.10	051°45.00	0.4'	16.2	13.0
M3	24°56.10	051°44.50	0.4'	13.1	13.0
M4	24°54.70	051°43.70	0.4'	14.6	13.0
M5	24°52.30	051°43.40	0.5'	12.2	11.5
M6	24°51.50	051°42.70	0.5'	14.6	13.0
M7	24°51.20	051°39.40	0.5'	13.1	12.5

**11.11 CONTACT INFORMATION – MESAIEED PORT**

Department	Telephone	E-mail
<b>Port Control</b>	+974 40138502 / 03	<a href="mailto:mesaieedVTS@qp.com.qa">mesaieedVTS@qp.com.qa</a>
<b>Assistance Manager</b>	+974 40138405	<a href="mailto:mportops@qp.com.qa">mportops@qp.com.qa</a>
<b>A/Head of Port Security Officer</b>	+974 40138623 Mobile:+974 7788 8020	
<b>Mesaieed Port website</b>		<a href="http://www.mesaieedport.qp.qa">www.mesaieedport.qp.qa</a>
<b>QP Industrial Cities website</b>		<a href="http://www.qpic.qa">www.qpic.qa</a>

11.12 OVERVIEW OF MESAIEED CHANNEL SYSTEM



## 12.0 ANNEXES

### 12.1 ANNEXURE A: FORMS AND DOCUMENTS

**Following forms and documents can be downloaded from Mesaieed Port Website link given below.**

Always ensure to download/use the latest version of the Forms from MIC website;

(<https://www.mesaieedport.qp.qa/>) Download Form

- 1) Non- Hydrocarbon (Form is used for all vessels types and size including OSV, Tug and Barge, military Vessels, etc)
- 2) List of Documents for Tug and Barges.
- 3) Hydrocarbon (Form to be used for all Oil Tankers, Gas carries, Chemical tankers and Bulk Carriers loading sulphur only).
- 4) Waste Delivery Request Form (IMM-PTR-Frm-016-001)
- 5) Waste Delivery Receipt Form (IMM-PTR-Frm-016-002)
- 6) Reporting Of Alleged Inadequacies Of Port Reception Facilities (IMM-PTR-RPT-016-001)
- 7) Service Provider Approval Form (IMM-PTR-FORM-016-003)
- 8) Ovid Inspection Request Form
- 9) Application For Vessel Engaged In Marine Activities In Areas Operated or Supervised By Qatar Petroleum.
- 10) Port Documentation (Hydrocarbon Vessel)
- 11) Port Documentation (Non-Hydrocarbon Vessel)
- 12) Tide Table - Mesaieed Outer Channel Entrance.
- 13) Tide Table - Mesaieed Harbour.
- 14) MIC Port Information and Regulations Guide.



## 12.2 NEW BUOYED CHANNEL NAVIGATIONAL MARKS

BUOY ID	COLOR	Type	FLASH CODE	WGS84		MMSI Number
				Latitude position [Deg Min Sec]	Longitude position [Deg Min Sec]	
E-01	GREEN	1B	Q FL G 10s	25°10'45.5076"N	051°44'08.6540"E	994661000
E-02	RED	2C	Q FL R 10s	25°10'44.2577"N	051°44'21.2994"E	994661100
E-03	GREEN	1A	FL (3) 10S (27)	25°09'58.0056"N	051°44'02.9171"E	994661101
E-04	RED	2B	FL (3) 10S (27)	25°09'57.2656"N	051°44'15.6274"E	994661132
E-05	GREEN	1C	FL (2) G 10s	25°09'28.7820"N	051°43'40.5754"E	994661133
E-06	RED	2A	FL (2) R 10s	25°09'25.6117"N	051°44'11.8072"E	994661134
E-07	GREEN	1C	FL (2) G 10s	25°08'15.9622"N	051°43'31.6654"E	994661135
E-08	RED	2A	FL (2) R 10s	25°08'13.5768"N	051°44'03.1162"E	994661136
E-09	GREEN	1C	FL (2) G 10s	25°07'16.7516"N	051°43'24.4229"E	994661064
E-10	RED	2A	FL (2) R 10s	25°07'13.4321"N	051°43'55.8621"E	994661065
E-11	GREEN	1A	FL (3) 10S (27)	25°06'34.2578"N	051°43'19.2265"E	994661066
E-12	RED	2B	FL (3) 10S (27)	25°06'31.7102"N	051°43'50.8314"E	994661067
E-13	GREEN	1B	Q FL G 10s	25°05'47.3728"N	051°43'18.8958"E	994661068
E-14	RED	2C	Q FL R 10s	25°05'49.9110"N	051°43'50.1905"E	994661069
E-15	GREEN	1A	FL (3) 10S (27)	25°05'00.3163"N	051°43'18.5637"E	994661070
E-16	RED	2B	FL (3) 10S (27)	25°05'16.8119"N	051°44'04.4527"E	994661071
E-17	GREEN	1C	FL (2) G 10s	25°04'04.4229"N	051°43'41.9499"E	994661072
E-18	RED	2A	FL (2) R 10s	25°04'21.4001"N	051°44'28.6571"E	994661073
E-19	GREEN	1C	FL (2) G 10s	25°03'07.9492"N	051°44'05.5728"E	994661074
E-20	RED	2A	FL (2) R 10s	25°03'24.9492"N	051°44'53.3089"E	994661075
E-21	GREEN	1C	FL (2) G 10s	25°02'11.6833"N	051°44'29.1027"E	994661076
E-22	RED	2A	FL (2) R 10s	25°02'29.4271"N	051°45'17.5486"E	994661097
E-23	GREEN	1C	FL (2) G 10s	25°01'17.5108"N	051°44'56.1432"E	994661077
E-24	RED	2A	FL (2) R 10s	25°01'34.2021"N	051°45'41.6521"E	994661078
E-25	GREEN	1A	FL (3) 10S (27)	25°00'25.6408"N	051°45'23.2284"E	994661079
E-26	RED	2B	FL (3) 10S (27)	25°00'40.8733"N	051°46'04.9222"E	994661080
E-27	GREEN	1B	Q FL G 10s	24°59'53.7268"N	051°46'12.4193"E	994661152
E-28	RED	2C	Q FL R 10s	24°59'56.6817"N	051°46'24.2009"E	994661082
E-29	GREEN	1B	Q FL G 10s	24°59'07.9566"N	051°46'32.1884"E	994661083
E-30	RED	2C	Q FL R 10s	24°59'12.3649"N	051°46'43.5300"E	994661084
E-31	GREEN	1B	Q FL G 10s	24°58'12.6236"N	051°46'56.0823"E	994661085
E-32	RED	2C	Q FL R 10s	24°58'16.8666"N	051°47'07.7302"E	994661086
E-33	GREEN	1B	Q FL G 10s	24°57'27.7253"N	051°47'13.5235"E	994661088
E-34	RED	2C	Q FL R 10s	24°57'32.6813"N	051°47'26.9930"E	994661089
E-36	RED	2C	Q FL R 10s	24°56'58.1239"N	051°47'37.4702"E	994661090
E-37 N (M-01)	GREEN	1B	Q FL G 10s	24°57'04.2328"N	51°47'15.6852"E	994661130
E-37	GREEN	1B	Q FL G 10s	24°56'40.14873"N	51°47'10.6156"E	994661091
E-37 S (M-13)	GREEN	1B	Q FL G 10s	24°56'17.4111"N	51°46'59.0045"E	994661141
E-38	RED	2C	Q FL R 10s	24°56'21.7933"N	051°47'26.5085"E	994661092
E-39	GREEN	1B	Q FL G 10s	24°55'58.8465"N	051°46'41.3094"E	994661102



SECTION 5 – ANNEXES

BUOY ID	COLOR	Type	FLASH CODE	WGS84		MMSI Number
				Latitude position [Deg Min Sec]	Longitude position [Deg Min Sec]	
E-40	RED	2C	Q FL R 10s	24°55'50.0619"N	051°46'48.9471"E	994661103
E-41	GREEN	1B	Q FL G 10s	24°55'33.4981"N	051°46'06.4248"E	994661104
E-42	RED	2C	Q FL R 10s	24°55'25.1479"N	051°46'13.7001"E	994661105
E-43	GREEN	1A	FL (3) 10S (27)	24°55'21.2675"N	051°44'45.6769"E	994661106
E-44	RED	2B	FL (3) 10S (27)	24°54'45.4340"N	051°45'16.4572"E	994661107
E-45	GREEN	1C	FL (2) G 10s	24°54'59.9211"N	051°44'15.7016"E	994661108
E-46	RED	2A	FL (2) R 10s	24°54'12.5198"N	051°44'29.8909"E	994661109
E-47	GREEN	1B	Q FL G 10s	NOT TO BE INSTALLED		994661110
E-48	RED	2A	FL (2) R 10s	24°53'38.8384"N	051°43'42.2520"E	994661111
FWB-01	RED / WHITE	3A	LFL W 10s	24°54'32.6140"N	051°36'30.2860"E	994661131
I-01	GREEN	1B	Q FL G 10s	24°52'34.2493"N	051°40'08.0168"E	994661145
I-02	RED	2C	Q FL R 10s	24°52'31.7033"N	051°39'52.8109"E	994661146
I-03	GREEN	1B	Q FL G 10s	24°53'26.0514"N	051°40'11.9769"E	994661147
I-04	RED	2C	Q FL R 10s	24°53'27.0709"N	051°39'58.6340"E	994661148
I-05	GREEN	1B	Q FL G 10s	24°53'55.8928"N	051°40'11.5680"E	994661149
I-06	RED	2C	Q FL R 10s	24°53'50.9118"N	051°39'57.2627"E	994661150
I-07	GREEN	1B	Q FL G 10s	24°54'19.2364"N	051°39'56.2972"E	994661151
I-08	RED	2C	Q FL R 10s	24°54'12.5496"N	051°39'46.2027"E	994661056
I-09	GREEN	1C	FL (2) G 10s	24°54'49.2871"N	051°39'32.3643"E	994661057
I-10	RED	2C	Q FL R 10s	24°54'42.5999"N	051°39'22.2695"E	994661058
I-11	GREEN	1C	FL (2) G 10s	24°55'08.9602"N	051°39'16.6945"E	994661059
I-13	GREEN	1C	FL (2) G 10s	24°55'06.9990"N	051°38'55.3922"E	994661060
I-14	RED	2C	Q FL R 10s	24°54'50.0204"N	051°38'57.2723"E	994661061
I-15	GREEN	1A	FL (3) 10S (27)	24°54'59.7913"N	051°37'37.1841"E	994661062
I-16	RED	2B	FL (3) 10S (27)	24°54'42.8129"N	051°37'39.0671"E	994661063
M-02	RED	2A	FL (2) R 10s	24°53'15.2191"N	51°43'15.5536"E	994661093
M-03	GREEN	1C	FL (2) G 10s	24°52'47.9359"N	51°42'07.1904"E	994661094
M-04	RED	2A	FL (2) R 10s	24°52'27.6953"N	51°42'35.1154"E	994661095
M-05	GREEN	1A	FL (3) 10S (27)	24°52'00.4100"N	51°41'26.7253"E	994661096
M-06	RED	2B	FL (3) 10S (27)	24°51'39.6872"N	51°41'54.2043"E	994661137
M-08	RED	2C	Q FL R 10s	24°51'10.0348"N	51°41'28.4240"E	994661138
M-10	RED	2C	Q FL R 10s	24°50'36.8033"N	51°41'00.7443"E	994661139
M-12	RED	2C	Q FL R 10s	24°50'36.9420"N	51°40'30.2278"E	994661140
M-14	RED	2C	Q FL R 10s	24°51'12.5958"N	051°40'18.6468"E	994661142
SE ARIF				24°53'56.4054"N	51°43'05.5271"E	Existing buoy
S ARIF				24°51'30.7367"N	51°40'51.1731"E	Existing buoy
M-15	GREEN	1B	Q FL G 10s	24°52'05.3029"N	051°40'27.6876"E	994661143
M-16	RED	2C	Q FL R 10s	24°51'52.1497"N	051°40'05.7300"E	994661144
W-01	GREEN	1C	FL (2) G 10s	25°01'43.2549"N	051°41'56.5433"E	994661112
W-02	RED	2A	FL (2) R 10s	25°01'46.3060"N	051°42'06.8874"E	994661113
W-03	GREEN	1B	Q FL G 10s	25°00'46.2375"N	051°42'13.8739"E	994661114
W-04	RED	2C	Q FL R 10s	25°00'46.3047"N	051°42'25.1327"E	994661115

SECTION 5 – ANNEXES

BUOY ID	COLOR	Type	FLASH CODE	WGS84		MMSI Number
				Latitude position [Deg Min Sec]	Longitude position [Deg Min Sec]	
W-05	GREEN	1B	Q FL G 10s	25°00'02.4538"N	051°42'16.9885"E	994661116
W-06	RED	2C	Q FL R 10s	25°00'02.4176"N	051°42'27.8388"E	994661117
W-07	GREEN	1D	FL G 10s	24°59'09.5154"N	051°42'22.7226"E	994661118
W-08	RED	2C	Q FL R 10s	24°59'09.4910"N	051°42'33.6606"E	994661119
W-09	GREEN	1B	Q FL G 10s	24°58'11.5179"N	051°42'29.4541"E	994661120
W-10	RED	2C	Q FL R 10s	24°58'11.4448"N	051°42'40.5109"E	994661121
W-11	GREEN	1B	Q FL G 10s	24°57'29.6903"N	051°42'21.0187"E	994661122
W-12	RED	2C	Q FL R 10s	24°57'29.6217"N	051°42'32.0513"E	994661123
W-13	GREEN	1B	Q FL G 10s	24°56'40.5426"N	051°42'11.0970"E	994661124
W-14	RED	2C	Q FL R 10s	24°56'39.9533"N	051°42'22.0067"E	994661125
W-15	GREEN	1B	Q FL G 10s	24°55'48.0811"N	051°42'14.6952"E	994661126
W-16	RED	2C	Q FL R 10s	24°55'50.4304"N	051°42'25.4022"E	994661127
W-17	GREEN	1C	FL (2) G 10s	24°54'57.2099"N	051°42'37.8341"E	994661128
W-18	RED	2A	FL (2) R 10s	24°55'00.9957"N	051°42'47.8516"E	994661129

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