Mesaieed Port Regulation Guide
January 2016 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

MLC
Maritime Labour Convention
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 29 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.

Capt. Homoud Fahad Al-Qahtani
Manager, Mesaieed Port
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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, the Mesaieed Port has grown steadily from a solely crude loading terminal to busy multi-port handling oil products, liquefied petroleum gases, petro-chemicals, fertilizers, bulk and general cargoes. The Port is currently visited by around 2400 vessels year to 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 Harbor and the Outer Channels to the Mesaieed Approach Buoy.

1.3 NAVIGATIONAL INFORMATION

Time Zone: GMT+ 3
Admiralty Pilot: No.63
BA Chart No. : 3787 & 3783
Tide table ATT 3
Working hours: 24 / 7
Admiralty List of Lights and Fog Signals D (NP77)

1.4 PORT FACILITY

Four Pilot boats at cruise speed 27 knots.
Eight Tugboats of 80t x 2, 55tx 4, 35t x 2 BP at cruise speed 12 knots.
Six Mooring boats at cruise speed 10 knots.
One Service boat at cruise speed 21 knots.

24 hrs. Pilotage services.
SECTION 1: GENERAL INFORMATION

2.0 CONDITION OF USE OF THE PORT FACILITIES

Mesaieed Port Authority and persons 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 Port. 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 for cargo from and to Mesaieed port shall ensure that the vessel is screened by Port authority and suitability acceptance is issued prior loading or prior calling Mesaieed Port. Further, each industrial berth has specific requirements and general guidelines are appended in section 5 of this booklet. It is the responsibility of the carrier to ensure that vessel meets berth /Industrial specific requirements tendering suitability for Mesaieed port.

3.0 PRE-ARRIVAL NOTICES

3.1 ESTIMATED TIME OF ARRIVAL (ETA)

Vessels are required to inform Mesaieed Port (through the nominated agents) by 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. 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).

3.2 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 unfortunate delays to the vessel berthing or departure schedule.
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.

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5.0 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.

5.1 APPLICABLE LAWS

National Laws of Qatar, including but not limited to:

- Law No. 15 of 1980 “Qatar Maritime Law 1980” as amended,
- Law No. 30 of 2002 “Environment Protection” as amended,
- IMO Conventions and Codes,
- 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,
- ILO Occupational Safety and Health (Dock Work) Convention 1979, No 152.

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 the Port shall sign 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 they may be acting) 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, delay to or suspension of loading, berthing/unberthing discharging or bunkering, or a requirement to vacate the berth.
5.2 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.

5.3 AUTOMATIC IDENTIFICATION SYSTEM (AIS)

All vessels are required to have a fully operational AIS which must be kept “On” whilst the vessel is manoeuvring or at anchor or under pilotage whilst in 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” should either be switched off or the aerial isolated with a dummy load.

5.4 ANCHORING

Vessel arriving Mesaieed Port but not clear to enter port shall request for anchoring outside Port limit at ALPHA anchorage (see BA 3787). Vessel shall maintain continuous listening watch on VHF11 for clearance instructions.

Vessel arriving Mesaieed Port clear to enter Port limit but not berthing on arrival or vessel being shifted from berth may be allowed use inner anchorage (see BA 3783) as directed by Port control.

5.5 ANCHORS

The anchors are to be unlashed and ready for letting go during transiting the Channel and manoeuvring within the Port.

Once the Vessel is 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.

5.6 AIR-DRAFT RESTRICTIONS

Vessels calling Port of Mesaieed and intending to take in Port Hold ballast in the designated holds in order to fulfil the air draft requirements criteria.

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

5.7 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.
5.8 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.

5.9 BUNKER TANK OPENINGS

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

5.10 CARGO OPERATIONS

Each loading Terminal has its own procedures and rules that it follows.

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

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

5.10.1 GENERAL CARGO – STEVEDORING

a) Independent terminal operator carries out stevedoring services in Mesaieed Port.

b) Masters of vessels calling at the Port must 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.
5.11 CHANGE OF FLAG /CLASS/CREW/OWNER/OPERATOR

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

Permission to change of Flag, Class or Crew can be granted by the Port for vessels calling for cargo operations after documents review.

Owners upon fulfilling the new requirements of Flag/Class change are then requested to submit a copy of all the new certificates for review and approve by the Port prior departure.

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 the following shall remain on board from the old crew until the vessel has cleared Mishut buoy outbound.

Deck side- Master + Chief Officer or one deck officer + one seaman

Engine Side- Cheng engineer + one engineer + one oiler

5.12 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 must have on board a sufficient range of the latest Hydrographic Charts & publications relevant to the area.

These charts & Publications must 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;

Chart BA 3787 – Approaches to Mesaieed and Doha (AD Dawhah)

Chart BA 3950- Mesaieed (Musay’id or Umm said) to Ras Laffan.

If vessel supplied with ECDIS, “All ships, irrespective of size, shall have back-up arrangements to meet the functional requirements of subparagraph .4, if this function is partly or fully fulfilled by electronic means”. - SOLAS

5.13 COLLISION/GROUNDING/LOSS OF ANCHORS AND DAMAGE

Any incident, Collision or sunk by collision or running aground or loss of anchor/s or parting of chains, whilst anchored, or in any way out of control or in situations that may endanger the safety of shipping, within the limit of the port must be reported to Port Control (VTS) with the details of the name of ship, position and nature of situation.
Any damage caused 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 be reported to Port Control immediately.

5.14 COMMUNICATION

All communications shall be in English language.

All communication with Port Control (VTS) to be maintained on Ch-16 and Ch-11

5.15 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 and Class Certificates. A Certificate of Fitness is required in the case of all Vessels carrying liquefied gases in bulk, together with a General Arrangement plan showing the layout of the Vessel in the English language.

f) Valid Certificates of Competency for all appropriate personnel in accordance with the law of the state in which the Vessel is registered are also required.

g) The Port and the relevant Terminal representative shall have the right to inspect the Vessel to ensure that all relevant certificates and documents are in place to ensure compliance with the Port and Terminal Regulations.
h) Liquid Tankers must arrive with all cargo tanks inerted to a maximum oxygen content of 8%. The inert gas will be tested for oxygen content prior to the vessel being granted permission to commence loading.

i) 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 2% by volume and under positive pressure.

j) Chemical Tankers calling at Mesaieed Port to load small parcels of products that arrive and berth with tanks in gas free condition shall:
   i. Inert such tanks that are to receive liquid products with a FP below 60 to reduce the Oxygen content below 8% prior to commencement of loading
   ii. 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.
   iii. During loading of cargoes with a FP below 60, 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. If accidental ingress is discovered, then all loading shall be immediately halted until:
      i) Inerting of such tanks has been carried out and the oxygen content is below 8%.
      ii) A full investigation has been carried out to ascertain cause of the accidental ingress of cargoes into other tanks and the vessel has satisfied them selves that it is safe to continue loading.
      iii) Immediately inform the terminal and Port Control of the ingress of cargoes with a FP below 60 into other tanks.

k) Chemical Tankers arriving with tanks that have been loaded at other ports prior to arrival at Mesaieed Port shall, at least 48 hours prior to arrival at Mesaieed Port, submit through their agents to Port a list of all cargoes onboard; plan indicating the tanks loaded, naming the cargo in each tank and shall provide MSDS sheets for all such cargoes.

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.

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, nor its servants or agents (in whatsoever capacity they may be acting), shall be liable for any direct or indirect costs and expenses incurred by a Vessel, its owners, operators, charterers, or agents as a result of a refusal to load or discharge all or part of a 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, any of its agents, servants or employees and any other
person, firm or corporation engaged by the Port to furnish labour, 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 contactors or subcontractors or any other third party as a consequence of such services received at the Port.

I) 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:

a) 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.

b) Vessel shall have and retain onboard sufficient personnel i.e. Master or chief Officer and Chief Engineer or 2nd Engineer and fifty (50%) percent of the compliment at all times with a good working knowledge of the English language, to enable operations be carried out safely and efficiently and to maintain immediate and reliable ship / shore communications on operating matters and in emergency situations.

c) Where applicable, supply vessels shall have on board a valid Qatari Work Permit.

m) Tugs and Barges

Towage of barges into and out of the port will not be undertaken until the following documents have been submitted to the Port:

a) Tug and Barge valid relevant Class and statutory certificates;

b) Towage Approval Certificate – issued/endorsed by IACS or IACS approved third party, attestation is not accepted.

c) Copy of the Class approved Barge Stability Booklet, (FIRST PAGE)

d) Tug & Barge P & I certificate covering Collision, wreck removal, pollution and damage to fixed and floating objects

e) Tug & Barge Hull & Machinery Insurance Certificates

f) Master to confirm the items on list of documents that;
   i. The barge is loaded according to the stability booklet.
ii. The cargo on the barge has been loaded and stowed under his supervision and responsibility.

iii. 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).

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. Safe access shall be provided for the tug and barge upon berthing.

viii. The vessel meets the max. 2M apart fender requirements on both sides.

g) The following conditions have been met to the satisfaction of the Port

i. The tug shall have onboard the latest Navigation Charts for the Mesaieed Port and approaches as well as the latest Notice to Mariners.

ii. Pilot ladder as per relevant regulations. Safe gangway with a properly secured safety net for accessing the tug and barge.

iii. Lights and shapes, which comply with international regulations for collision prevention at sea.

iv. The loading marks of a Barge shall not be submerged at any time during a voyage or on arrival.

v. No tow shall be undertaken with the low line led directly to a set of bitts.

vi. The barge shall display the appropriate the shapes and lights.

vii. The barge shall have appropriate boarding facilities when alongside berth.

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:

a) Resolution A.765(18) on Guidelines on the safety of towed ships and other floating objects, including installations, structures and platforms at sea;

b) MSC/Circ.884 on guidelines for Safe Ocean Towing.
5.16 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 under following circumstances:

a) Main engine power /performance not satisfactory to negotiate channel bends safely.
b) Ships steering system not satisfactory to negotiate channel bends safely.
c) Ships anchor not clear and available for anchoring.
d) Pilot boarding arrangements not in compliance with IMO guidelines.
e) Competency of ship’s master or crew not acceptable.
f) Incorrect ships details (draft, vessel main engine power etc.).
g) Working environment not conducive.
h) Poor bridge team management and lack of passage monitoring.
i) Updated and corrected latest BA Charts not on board.
j) Vessel not ready for taking pilots.
k) Pilot advice not acceptable.
l) Any other condition as stated in deficiency note.

Pilot will then issue deficiency note with any of the above deficiencies, and it has to be signed by the vessel’s master.

5.17 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.

5.18 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.
5.19 DRAUGHT AND TRIM
Arriving vessels shall have their propeller(s) submerged and have a reasonable stern trim not exceeding 3 metres.

5.20 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 explaining their decision.

5.21 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.

5.22 FUNNEL DISCHARGES
The vessel’s funnel and exhaust pipes must 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.

5.23 IMMIGRATION / TRANSIT
Immigration / transit facilities for arriving or departing ship personnel are available through vessel’s agent.

5.24 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.

5.25 INCIDENT REPORTING

Each Port User shall report to Port Authority any incident involving Health and Safety Security and environmental Incident.

All Incidents must be reported as soon as possible by any available means.

5.26 INERT GAS SYSTEM

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

Vessels not in compliance are not allowed to conduct 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 MUST BE INERTED LESS THAN EIGHT (8) PERCENT OXYGEN OR LESS.

Inert Gas pressure in cargo spaces must always be positive.

PURGING OF CARGO TANK SPACES TO THE ATMOSPHERE IS NOT ALLOWED AT THE TERMINAL OR AT INNER ANCHORAGE.

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.

5.27 INSURANCE

Port users must maintain in effect at all times during their stay at Port, insurance to cover their vessels’ equipment, cargo and all of their activities at the Port, including third party liability insurance and employee compensation insurance cover for “Hull and Machinery” and “P&I” 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 the Collision, Wreck Removal, Pollution and Damage to fixed and floating objects.

5.28 LOWERING OF LIFEBOAT / DRILLS/EXERCISES

Lowering of lifeboats or rescue boats onto water are not allowed within Mesaieed Port limit.

Vessels are permitted to lower their lifeboats or rescue boats up to embarkation deck level only.

Vessel are permitted to try out the lifeboats or rescue boats engine at stowed position.

Approval from port authority must be obtained prior to lowering the lifeboat to embarkation level.
SECTION 2: GENERAL REGULATIONS

VTS must be informed prior to lowering and upon completion of the exercise.

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

In all cases of drills or exercises, Master of the vessel shall notify VTS.

Prior to any such safety drills or exercises, vessel shall obtain approval from the responsible terminal operator.

Such safety drills and exercises shall NOT be carried out during an oil or gas loading/unloading operations.

5.29 LOAD-LINES

Any ship staying in the port must ensure that it does not submerge its load lines. Any ship that has submerged its load lines during loading shall immediately take remedial measures, failing which, departure will be prohibited.

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

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.

5.30 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. 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 e-mail or VHF at the first opportunity. In any case, the Master shall notify his ship Agent of the same information.

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, the Pilot will then 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 this requirement shall result in delay of the vessel, i.e. 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.

5.31 NOTIFICATION OF DEFICIENCY POST ACCEPTANCE

Vessels with reported deficiency post acceptance and prior to Pilot boarding are not cleared to enter the channel.

Deficiency including but not limited to:
a) Gyro compass failure or large error
b) Steering system failure
c) Main engine failure (Including part)
d) Generator/s Failure
e) Vessel speed less than 10 knots (+/- 1 k Pilot Discretion)
f) Radar failure (both radars)
g) VHF/Communication failure.
h) Ships staff incompetency
i) Unsafe Pilot boarding arrangements
j) False declaration by vessel's Master or owners
k) Ship’s exceeding load line marks or port restricted draft limitation
l) Vessel trim more than 3 metres

Such vessels are not allowed to enter the channel or sail (if located within the Port limits) until a detailed Inspection is carried by Port Regulation division and the vessel is declared cleared by Port Operations.

5.32 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.

<table>
<thead>
<tr>
<th>Type of vessel</th>
<th>L.O.A.</th>
<th>Beam</th>
<th>Draft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydrocarbon (Tankers)</td>
<td>200 m or more</td>
<td>40 m or more</td>
<td>8.5 m or more</td>
</tr>
<tr>
<td>Non Hydrocarbon (dry cargo)</td>
<td>200 m or more</td>
<td>40 m or more</td>
<td>9.5 m or more</td>
</tr>
<tr>
<td>Gas tankers(LPG/LNG)</td>
<td>All</td>
<td>All</td>
<td>All</td>
</tr>
</tbody>
</table>

Pilot is mandatory (Except for certain class 1 cargo and vessel size exempted by Harbour Master) for all vessels carrying Class 1 cargo.

5.33 PILOT BOARDING

The Pilot normally boards the inbound vessel 3 miles southwest of Mishut Buoy (near Mesaieed Approach Buoy). 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.

The pilot boards by the pilot ladder or together with the pilot ladder and combination depending upon the freeboard.

Mesaieed Pilots may decline to board the 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). Mechanical / Automatic Pilot hoists are not accepted for pilot boarding in Mesaieed Port.

Before any operations commences, Masters of vessels are required to complete and sign the CONDITION OF USE FOR MESAIEED PORT Form.

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

5.34 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.

5.35 PORT TARIFF

Please visit our website www.mesaieedport.qp.qa for detail port tariff structure and other service charges.

5.36 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.

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 “Procedures for Port state Control 2011” resolution A.1052 (27), to ensure
the compliance of the ship with all applicable international Conventions for the safety of personnel, vessel and the protection of the marine environment.

5.37 PORT CLEARANCE

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

A Port Clearance may be withheld from any Vessel by the Port for any violation to the provisions of the Laws 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.

5.38 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. 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.

5.39 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 having been obtained.

5.40 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 07:00hrs to 15:00hrs.

5.41 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 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.

5.42 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 has been granted by Mesaieed VTS. A submarine Fiber Optics cable is laid close north of the prohibited area and should be avoided.

5.43 PROHIBITION/PROHIBITED ACTIVITIES

- **Prohibitions**

No person shall, by act or omission, do anything or permit anything to be done in the 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;

- **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, 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 this regulation are liable to face prosecution.

5.44 PUBLIC HOLIDAYS

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 and 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.

**5.45 RAT GUARDS**

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

**5.46 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.
e) All Exit Routes from Accommodation, including Navigation Bridge to Survival Craft, Emergency Headquarters and Emergency Generator Room.
f) In safe Operation during loading/discharging.
g) Use of all life saving appliances and fire-fighting equipment.

**5.47 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.

**5.48 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.

**Mesaieed Port Operations Limits**

<table>
<thead>
<tr>
<th>Weather Parameter</th>
<th>Up to 50,000 Sdwt</th>
<th>50,000 – 150,000 Sdwt</th>
<th>More than 150,000 Sdwt incl. Ro -Ro, Car carrier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wind (Harbour)</td>
<td>NW &gt;35 / SE 20 kts</td>
<td>NW &gt;30 / SE 20 kts</td>
<td>NW &gt;20 / SE 15 kts</td>
</tr>
<tr>
<td>Wind (Channel)</td>
<td>NW &gt;35 / SE 20 kts</td>
<td>NW &gt;35 / SE 20 kts</td>
<td>NW &gt;30 / SE 20 kts</td>
</tr>
<tr>
<td>Wave ht (Harbour)</td>
<td>2.0 m</td>
<td>1.8 m</td>
<td>1.5 m</td>
</tr>
<tr>
<td>Wave ht (Channel)</td>
<td>2.5 m</td>
<td>2.5 m</td>
<td>2.5 m</td>
</tr>
</tbody>
</table>

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

### 5.49 RIGHT OF WAY

Deep Draught vessels have the right of way.

### 5.50 SERDAL SCREENING BY TASWEEQ

All Gas carrier or tankers arriving Mesaieed Port loading/discharging hydrocarbon cargo will be screened by SERDAL screening system.

Bulk carriers loading sulphur will be screened by different screening system in TASWEEQ.

Only vessels by TASWEEQ will be accepted for processing their suitability requests.

SERDAL screen note is required to be attached while applying for suitability acceptance to Mesaieed Port.

TASWEEQ clearance does not mean that the vessel is accepted enter to Mesaieed Port.

### 5.51 SCUPPERS AND DRIP TRAYS

During the transfer by hose or loading arm of any liquid at ambient temperature all deck scuppers and drain holes must be plugged. Any accumulating water should be removed periodically. Drip trays must be placed under connections.
During the transfer of LNG deck scuppers in the vicinity of the loading platform where water curtain or water hoses are in use should remain unplugged.

### 5.52 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.

### 5.53 SHIP STANDARDS

A pre-screening of the all vessels calling to Mesaieed Port will be carried out. For Oil, Gas and Chemical tankers the SERDAL vetting/screening database will be used, OVID inspections database for Offshore Supply Vessels (OSVs).

Mesaieed Port has its own screening system will be used to screen the Dry Cargo vessels wherein information about the vessel class, flag, age, owners, operators and past operation history will be utilized in order to generate an risk profile through special evaluation matrix, which will thereby classify the vessel into High, Medium or low risk depending on the aforementioned factors in addition to whether the vessel has exercised any critical deficiencies and condition of vessel.

The Port will utilize this ship risk profile to evaluate the level of the risk that the vessel may pose to the port, and hence accept or reject the vessel call based on whether the 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 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 Port State Control Inspection if not inspected by Port State Control of any party under Riyadh MoU within the last six (6) months to check ts compliance to Port Regulations.

The Port has the right to inspect all vessels prior to being allowed entry or on 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 as per DC circular No: DC/78/2013 dated 21st November 2013 with last 12 months.

No favourable treatment is given to small crafts and ships below convention size calling the Port. It might 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.

5.54 SHIPSIDE DE-RUSTING AND PAINTING

De-rusting or painting of ships hull is not permitted.

Painting of vessels name, port of registry or IMO number at stern or load line marks, may be granted under exceptional case, but upon approval and permission form Port Authority.

5.55 SHIP TO SHIP TRANSFER

The ship-to-ship transfer of cargo, bunkers, water, stores, provisions or any other materials and equipment, in the Port, or within the Port Limits, is strictly prohibited without the written permission of the Port.

5.56 STORES, FRESH WATER, BUNKER (MGO) FUEL, PROVISIONS AND SPARE PARTS

Mesaieed Port being the Industrial Port provides such facilities to those vessels, which are engaged in Mesaieed Industrial-based shipment. Provisions and stores can be supplied at anchorage and at some selective berths, whereas fresh water and MGO can only be supplied alongside at some selective berths via road trucks.

Small crafts/boats can be supplied with Diesel (MGO) and Fresh Water through the relevant dispensing points on berth # 9WW (9 WEST WEST) service Berth.

There is no provision to supply fuel oil alongside berth or at inner anchorage.

Vessel agent may be able to arrange Fuel Oil supply at offshore location outside Port limit.

Supply, delivery shall be concurrence with cargo operation.

5.57 SPECIAL CATEGORY VESSEL (LOADING SULPHUR, DIRECT REDUCE IRON OR CATEGORY “B’ CARGO IN BULK)

All vessels loading sulphur (formed solid) or DRI or category “B” cargo in bulk shall be in possession of the Certificate of “Document of compliance for the carriage of Solid Bulk Cargoes”, and are required to demonstrate positive trim and adequate intact stability will be achieved during loading and continue up to arrival at the discharge port, as per the IMSBC code.

Vessels shall have emergency response procedures in place and 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 Information.
SECTION 2: GENERAL REGULATIONS

5.58 SHIP STABILITY

All vessels calling, sailing or at Mesaieed Port must have positive safe stability at all times.

5.59 TELEPHONE SERVICES

No telephone service is available at berth or terminals.

5.60 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. should not be left on the quay and shall be retained on-board the vessel.

5.61 TOWAGE SERVICES FOR BERTHING

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

Tugs lines are used during normal towing operations.

Recommended Minimum Tugs

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

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

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. Hydrocarbon vessel with draft of 12.5 meters

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.
5.62 TUG STAND-BY

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

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

5.63 UNAUTHORIZED CRAFT ALONGSIDE

No unauthorized vessel or watercraft are allowed to enter any terminal.

No vessel or watercraft is authorized to come alongside or remain alongside a tank vessel or barge while handling cargo, or at any time a tank vessel is not secured and fully inerted. The authorization for any craft going alongside any vessel at the terminal must be obtained from the Port/terminal. Operators of these craft shall be cognizant of safety rules and regulations applying to the vessel and the terminal.

5.64 UNDERWATER INSPECTION/CLEANING

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 “Permit to work”.

d) The Port shall be informed when the work is commenced and completed.

e) Underwater Cleaning:

i. Underwater hull and propeller cleaning, is Not permitted within the limits of Mesaieed Port.
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.

5.65 UNDERWATER KEEL CLEARANCE

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

5.66 UNLAWFUL CONDUCT

No Port User shall engage in any unlawful conduct.

5.67 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.

5.68 VIOLATIONS AND OFFENCES

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

Any fine levied by the Port in accordance with this regulation must be paid by the Port User.
6.0 HEALTH – PART A

6.1 ALCOHOL, DRUGS AND PROHIBITED ITEMS

Qatar is an Islamic country with very strict laws governing the import and consumption of alcohol or of 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 anywhere within the State or territorial waters of Qatar are strictly forbidden with severe penalties for any transgressor.

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

6.2 AIR CONDITION / VENTILATION UNITS ON BOARD SHIPS.

Air-conditioning systems, whether of a centralized or individual 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 relative humidity as compared to outside air conditions, ensure a sufficiency of air changes in all air conditioned spaces, take 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, it is 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.

6.3 HEALTH AND QUARANTINE

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

All nine items of the Maritime Declaration of Health must be completed.

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

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 to take all control measures and necessary actions, and the ship shall
not be granted Free Pratique, unless confirmed by health authorities that the ship is considered as a healthy ship.

These documents are to be forwarded as part of the pre arrival required documents

Free pratique shall be granted upon receipt of the abovementioned documents.

In case of failure to submit the abovementioned documents the vessel will be directed to proceed to the anchorage where authorities will board the vessel for necessary procedures.

The Port shall be advised of any report of a health incident likely to pose a threat to public health that is detected in the port area involving international traffic.

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

7.0 SAFETY – PART B

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

7.1 CARGO TANK VENTING

Venting of volatile vapours is prohibited. Volatile vapours under vapour control must be isolated from non-volatile vapours.

7.2 CAUTION SPEED

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

7.3 CELLULAR/MOBILE PHONES

Mobile/cellular telephones, pagers and radio devices not rated “intrinsically safe for hazardous locations” shall not be used inside the any terminal and shall be turned off when entering the terminal. They may be used inside terminal control rooms or in enclosed vessel accommodation spaces such as wheelhouses and cargo control rooms only on the discretion of the terminal supervisor and vessel’s Master respectively.

7.4 DIVING SERVICES

Mesaieed Port is able to offer skilled and competent divers possessing comprehensive facilities for underwater hull examination, photography and reporting. The diving services offered by Mesaieed Port are approved by ABS class.

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 must conform to QP Diving procedure.

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

a) Inshore Diving operation

b) 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.

c) These manuals shall include all the diving tables, working and therapeutic, which the contractor proposes to use and will also detail in full the contractors emergency procedures and medical resources relevant to the diving operations in Qatari waters.

d) All inshore operations shall be coordinated through the inshore diving office. Prior to commencement of any diving operations a Permit to Work shall be issued 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 others activities and responsibilities and have acknowledged the procedures and drills.

e) 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.

f) 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.

In case of outside diving company, prior approval from Masaieed Port is mandatory.

**7.5 DANGEROUS /HAZARDOUS CARGO**

Any of the following cargoes, whether packaged, carried in packages or in bulk will 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.

b) 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
g) Packaging have been sufficiently cleaned of residue of the dangerous cargoes and purged of vapors to nullify any hazard or have been filled with a non-dangerous substance.

Vessels carrying dangerous goods must comply with the following:


7.6 ELECTRIC EQUIPMENT

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

7.7 EXPLOSIVEIS (CLASS 1)

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

Imported and exported explosives on military vessels and vessels handling military cargo.

No import or export of explosives for any other reason will 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, who shall, if entry is granted, specify any special conditions over and above those required precautions and procedures as 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 may be brought to the berth unless the vessel is ready to receive them.

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

Explosives may only 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 must 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 is permitted during the handling of explosives.

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

Explosives must 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 practicable.

7.8 EMERGENCY

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

If any vessel requiring medical assistance whilst at berth or at inner anchorage can contact Port Control (VTS), 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.

For emergency precautions, and in the event of an emergency, the Master shall act in accordance with the relevant Terminal procedures and those agreed during the ‘pre-loading meeting’.

7.9 ENTRY INTO VESSEL’S TANKS

Entry into a vessel’s tanks or any enclosed space is not permitted while the vessel is alongside the terminal unless the Terminal Operator has established that, in principle, the proper safety procedures will be adopted by the vessel and in accordance with the provisions of ISGOTT and ICS Tanker Safety Guide as appropriate.

It must be understood that the Master will remain fully responsible for ensuring that all operations are carried out safely.

7.10 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 alongside the berth for all tanker vessels is not permitted

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

Hot work is only permitted when the Port (Port Safety) approval is granted in writing.

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 discharge of the cargo.

For all vessels when requesting for hot work at anchorage, detailed work scope along with hot work permit checklist, risk assessment shall be submitted to Port Logistics and Port regulation for approval. Final approval of permit will be by Port safety.

Any violation could result in the cessation of the cargo operations and the vessel requested to vacate the berth and being put to anchor pending a full inquiry.
The Vessel will be responsible for all the costs and delays whatsoever resulting from such action.

### 7.11 H2S CONTENT.

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

This evil smelling poisonous gas can be lethal depending on the concentration of gas in the air. Also, refer Safety Notice-H2S in Port Document.

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

### 7.12 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

### 7.13 GAS CARRIERS, GASSING UP AND COOLING DOWN OF CARGO TANKS

Coolant loading is permitted only alongside after no objection from berth operator. No gassing up/cooling down permitted within port limits.

### 7.14 INTERNAL COMBUSTION ENGINE

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

### 7.15 LIFTING EQUIPMENT AND LOOSE GEARS

Vessel’s cargo gear equipment shall be adequate to handle the cargo and shall be subjected to inspection by the Port.

All vessels intending to use ships Lifting appliance and items of loose gear including grabs for discharging cargo at Mesaieed Port, shall produce evidence of certification that Lifting Equipment and Loose Gears, including vessels Grabs have been inspected, tested and certified by a competent authority in accordance with the ILO Convention no.152.

No lifting appliances shall be used in Mesaieed Port unless an approved certificate 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 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 at least once in every four years and a through visual examination to be carried out every six (6) months by a
7.16 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 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 must 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

e) Fire Wires:

a. During the vessels stay alongside, the fire wires should be positioned on the offshore bow and quarter.

b. The wires must 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 turns,

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 the level of the
sea. The eye shall be maintained at that, height at all times while the Vessel is alongside.

**Mooring requirements:**

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Berths</th>
<th>Max permissible Wind</th>
<th>Berthing/Unberthing</th>
<th>Mooring</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>G1-G3, Qatarsteel B#4-B#6, B7A/B7B, B#9/10, B#16/17-19, NGL, Qchem1/2, Grq,</td>
<td>NW x 30 Kts SE X 20</td>
<td>Yes</td>
<td>G1-G3: 4 +2&lt;br&gt;B#4/6/3+2+2&lt;br&gt;B#7A/7B: 3+2&lt;br&gt;B#8/9/10: 4+2&lt;br&gt;B#16/17-19: 3+2&lt;br&gt;NGL: 3+3+2&lt;br&gt;Qchem 1/2: 3+2</td>
<td>NGL/MPB: all wires.&lt;br&gt;Grq Moor lines 3+2 for ship and 2+2 for barges.</td>
</tr>
<tr>
<td></td>
<td>MPB</td>
<td>NW x 20 Kts SE X 15</td>
<td>Yes</td>
<td>3+3+2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SPM</td>
<td>Any Direction 30 kts</td>
<td>Yes</td>
<td>Single moor</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>B # 8</td>
<td>NW x 25 Kts SE X 20</td>
<td>Yes</td>
<td>4 +2 (Head+Stem 12 lines)</td>
<td>Wind for Stbd side. Port side same as 1</td>
</tr>
<tr>
<td>3</td>
<td>Qafco 1-5</td>
<td>NW x 25 Kts SE X 20</td>
<td>Yes</td>
<td>4 +2 (Head+Stem 12 lines)</td>
<td>Lines can be reduced to 10 for Dwt&lt;50000</td>
</tr>
<tr>
<td>4</td>
<td>B#10a/10b, B#9w/9ww</td>
<td>NW x 15 Kts SE X 15</td>
<td>Yes</td>
<td>3 + 2 (Head+Stem 05 lines)</td>
<td>04 lines on Barges</td>
</tr>
<tr>
<td>5</td>
<td>S&amp;F Docking</td>
<td>NW x 10 Kts SE X 10</td>
<td>Yes</td>
<td>As per S&amp;F</td>
<td></td>
</tr>
</tbody>
</table>

### 7.17 NAKED LIGHTS

The use of Naked Lights within the Port Area is 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.
7.18 OPEN GAUGING AND SAMPLING OF INERT VESSEL

Inerted vessels shall not de-pressurize cargo tanks or manual gauge and/or sample cargo tanks.

7.19 PILOT LADDER/S

The rigging of pilot ladders and 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.

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 is required.

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

Refer to ‘Pilot Boarding Facilities’ as per IMO requirements and IMPA recommendations.

Pilot hoists are not acceptable for the boarding and landing of pilots at Mesaieed Port.
7.20 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.

7.21 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.

7.22 SAFETY CHECK LIST

After completion of mooring and before any cargo operation is commenced, Terminal representatives will discuss with the Master the Safety Requirements letter addressed to him and the Safety Check List appropriate for the cargo to be loaded on his vessel.

7.23 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 berthed, the transmitting aerials shall be disconnected and earthed. At the LNG 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 are allowed for use when alongside subject to the competent authorities' approval. Applicable restrictions if any will be advised through the Agent.
Subject to availability at certain berths, shore telephone lines with local access may be provided onboard upon request for the use of the Vessel. Details are obtainable through the Agent.

7.24 SMOKING

Smoking anywhere else within the Port Area is prohibited.

7.25 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.

7.26 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.

7.27 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.

7.28 TANK LIDS AND CONNECTIONS

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

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

7.29 TANK CLEANING, GAS FREEING AND PURGING

Vessels intending to carry out any tank cleaning, tank washing, gas freeing, purging or inerting will not be allowed within the limits of Mesaieed Port limits.

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 if the Terminal Operator and Port Authority have given condition prior to loading or blanket with a suitable medium on completion of loading while alongside and provided concurrence.

Chemical Tankers may only carry out tank washing if this is 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. In no case may any tank wash water be discharged into the sea within the limit of Mesaieed Port.

7.30 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 vapors 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.

8.0 SECURITY – PART C

8.1 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 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.

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

Entry to the Port is restricted to authorised Vessels only.

Access procedures to the terminals are enforced by the Port.

End User Security personnel control access to the loading berths.

8.2 CAMERAS

The use of photographic equipment of any kind including cameras, video cameras, within the 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 must be in possession of a duly authorized Operational Photography Permit issued by Industrial Security.

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

### 8.3 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 must 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.

### 8.4 FIREARMS

No vessel is permitted to have on board firearms, including arms and ammunitions, and/or armed security personnel when calling Mesaieed Port, except for vessels with Diplomatic clearance.

### 8.5 SHORE LEAVE

Shore leave is allowed in Mesaieed Port for the purpose of ships’s business and can be arranged through the Agent.

Security passes are required for all personnel proceeding ashore; these can be arranged through the vessel's Agent.

Request for any shore leave must be made well in advance in order for the Agent to arrange the necessary transportation.

Embarking and Disembarking of Crew and Visitors as well as stores and bunkers to be supplied to vessels shall be reported to PFSO at all times.

A minimum of 72 hours prior notice to the Vessel’s Agent is normally required with full details of names, passport and seaman book for crew transits.

### 8.6 STOWAWAYS

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

The master has to make all the stowaway/s are in a secure compartment in order to prevent escape whilst the vessel is in Port.
The Master is required to submit the following documents to the Port on arrival:

a) Stowaway details form

b) Letter of Guarantee

c) Pre-sailing letter of confirmation

d) A Signed Declaration of Security.

The Vessel may be granted clearance to sail, once the Police and Immigration officials that the stowaway is still on board have verified it.

9.0 ENVIRONMENT – PART D

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

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

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) Empty and refill each tank,

b) Use of the flow through method or,

c) Ballast Water treatment program approved by the Vessel’s Flag State Authority.

d) Options (i) and (ii) 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.

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 colour, 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.

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.

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

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 December 2009 is to be completed and sent to Mesaieed Port at least 72 hour in advance

Only the discharge of “clean” ballast from Segregated Ballast Tanks (SBT) is permitted.

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

Ballast water for discharge at the Mesaieed Port may be sampled and analyzed by the Port before discharge is allowed. 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, then appropriate action will be pursued;

A table showing the acceptable criteria for ‘clean ballast’ is given below:

<table>
<thead>
<tr>
<th>Substance</th>
<th>Units</th>
<th>Max. allowable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ammonia</td>
<td>mg/l</td>
<td>3</td>
</tr>
<tr>
<td>Biochemical Oxygen Demand</td>
<td>mg/l</td>
<td>50</td>
</tr>
<tr>
<td>Chemical Oxygen Demand</td>
<td>mg/l</td>
<td>250</td>
</tr>
<tr>
<td>Floatable Oil &amp; Grease</td>
<td>mg/l</td>
<td>Nil</td>
</tr>
<tr>
<td>PH</td>
<td>pH units</td>
<td>6 – 9</td>
</tr>
<tr>
<td>Total Suspended Solids</td>
<td>mg/l</td>
<td>35</td>
</tr>
<tr>
<td>Total Oil</td>
<td>mg/l</td>
<td>15</td>
</tr>
<tr>
<td>Total Organic Carbon</td>
<td>mg/l</td>
<td>100</td>
</tr>
</tbody>
</table>

Whilst within the Port Limits the internal transfer of any oil or slops is not permitted without the approval of the Port.

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 of bilges is strictly prohibited.

Before commencement of cargo operations, all vessels are required to ensure that all scuppers at 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 onboard 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 bringing them back ashore.

Vessel to liaise with agents for details.

In the event of leakage occurring from a pipe, valve, or cargo hose connection, 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 that pollution, on the land or within the waters of the Port Limits occurs, regardless of cause or origin:

The person in charge or responsible for the operation, works or location where such pollution occurs, shall immediately report the incident to Port Control by the most expeditious means available;

Immediate action must be taken to stop or minimize further pollution and contain or clean up any spillage of oil on the Vessel's deck 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.

### 9.2 HOLD CLEANING/WASHING WHILST AT BERTH AND/OR AT INNER ANCHORAGE

Hold cleaning and washing is only applicable to cargo vessels which intend to discharge and load in the Mesaieed Port.

Cargo vessel's are allowed to carry out hold cleaning/washing whilst at berth and/or at inner anchorage provided that a “No Objection” letter is obtained from the Port.

All hold cleaning residue is to be retained on board and all quantity of hold washing water (dirty water) is required to be retained on board in a separate designated holding tank.

Owners/Master shall be held responsible and liable for any pollution resulting from the hold cleaning and washing process.

### 9.3 SLOP RECEPTION FACILITY

Not available.

### 9.4 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 by trucks.
9.5 **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 operated at all times.

The discharges of untreated sewage or untreated shipboard wastes from vessels into port area or coastal waters are prohibited.

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

9.6 **WASTE DISPOSAL**

Collection bins are available at selective cargo berths and small craft jetty for the collection of inert and domestic (non-hazardous) wastes.

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

Vessels can notify their respective agents of their Garbage Removal Requirements and a contractor will be arranged to remove the same.

A garbage disposal receipt shall be issued through the agent/contractor.

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.

Hazardous wastes shall be kept onboard as there are currently no collection facilities within the Port, and Port to notified of the quantity prior to vessels arrival.
10.0 NAVIGATION IN MESAIEED PORT

10.1 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 maneuvering.

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.

10.2 INBOUND

Vessels are required to obtain clearance to anchor at the Outer Anchorage and to proceed south of the Mishut Buoy. Thereafter the vessels shall report their position passing buoys at Hull, S.E. Arif, (West Channel); Mesaieed Approach, E-04, E-15, SE Arif (East Channel) and No.1 Inner, Turning & Fairway buoys (Inner Channel).

10.3 OUTBOUND

Vessels are required to obtain clearance to proceed from the berth or anchorage location and subsequently report their position passing buoys at Turning buoy, No. 1 Inner, S.E. Arif, Hull Buoy and Mishut Buoy (West Channel); SE Arif, E-15, E-04 and Mesaieed Approach (East Channel).

10.4 APPROACHES

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

The East channel is 300 meter wide x -13.5 meter 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 220 meter wide x -10.97 meter CD and is one-way traffic only.
10.5 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.

<table>
<thead>
<tr>
<th>Type of vessel</th>
<th>L.O.A.</th>
<th>Beam</th>
<th>Draft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydrocarbon (Tankers)</td>
<td>200 m or more</td>
<td>40 m or more</td>
<td>8.5 m or more</td>
</tr>
<tr>
<td>Non Hydrocarbon (dry cargo)</td>
<td>200 m or more</td>
<td>40 m or more</td>
<td>9.5 m or more</td>
</tr>
<tr>
<td>Gas tankers(LPG/LNG)</td>
<td>All</td>
<td>All</td>
<td>All</td>
</tr>
</tbody>
</table>

Pilot is mandatory (Except for certain class 1 cargo and vessel size exempted by Harbour Master) for all vessels carrying Class 1 cargo.

10.6 PILOT BOARDING

The Pilot normally boards the inbound vessel 3 miles southwest of Mishut Buoy (near Mesaieed Approach Buoy) and 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.

The Pilot normally disembarks in the vicinity of Hull buoy when outbound in the West Channel and between the 1 Nm south of E-01 Buoy and Mesaieed Approach Buoy when outbound in 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. Normally the ship's accommodation ladder is used (must always lead aft), however 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 the 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). Mechanical / Automatic Pilot hoists are not accepted for pilot boarding in Mesaieed Port.

During the transfer, the ship should maintain steerageway with the engines going ahead at a speed compatible with the ability of the launch to remain comfortably alongside. Maximum boarding speed is 6 knots.

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

Vessel while transiting Mesaieed Port navigation channel shall maintain minimum maneuvering 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 carried by the vessel.
Before any operations commence, Masters of vessels are required to complete and sign the CONDITION OF USE FOR MESAIEED PORT Form, which will be handed to him by the Pilot. The Master-Pilot Information Exchange should also be completed before commencement of transit.

### 10.7 RESTRICTIONS FOR CHANNEL TRANSIT

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

Maximum Draft for VLCC is 12.5 meters and 13.0 meter for all other vessels.

Maximum trim for all vessels is 3.0 meters.

For specific berth restrictions, refer to the criteria for each individual berth.

### 10.8 CONTACT INFORMATION – MESAIEED PORT

<table>
<thead>
<tr>
<th>Department</th>
<th>Telephone</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Control</td>
<td>+974 44772997</td>
<td><a href="mailto:mesaieedVTS@qp.com.qa">mesaieedVTS@qp.com.qa</a></td>
</tr>
<tr>
<td>Assistance Manager</td>
<td>+974 40138405</td>
<td><a href="mailto:mportops@qp.com.qa">mportops@qp.com.qa</a></td>
</tr>
<tr>
<td>Emergency Control Centre (ECC)</td>
<td>+974 40146933</td>
<td></td>
</tr>
<tr>
<td></td>
<td>+974 44761310</td>
<td></td>
</tr>
<tr>
<td>Nakilat Shipping Agency</td>
<td>+974 44591060/61</td>
<td></td>
</tr>
<tr>
<td>Port security Officer</td>
<td>974 55518772</td>
<td></td>
</tr>
<tr>
<td>Mesaieed Industrial City website</td>
<td></td>
<td><a href="http://www.mic.com.qa">www.mic.com.qa</a></td>
</tr>
</tbody>
</table>
10.9 OVERVIEW OF MESAIEED CHANNEL SYSTEM
11.0 SUITABILITY FORMS

11.1 ANNEXURE A: VESSEL SUITABILITY FORM

<table>
<thead>
<tr>
<th>Name of Vessel/ Previous Name:</th>
<th>IMO number:</th>
<th>Vessel Flag:</th>
<th>Type of Vessel:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class:</td>
<td>Year Built:</td>
<td>G.T.:</td>
<td>T.L.A.:</td>
</tr>
<tr>
<td>Arrival Displacement: Tons</td>
<td>Summer DWT: Tons</td>
<td>Arrival Freeboard: Meters</td>
<td>Arrival Draft Att.: Meters</td>
</tr>
</tbody>
</table>

1. Confirm all Statutory & Class certificates are valid with annual/intermediate endorsement: Yes [ ] No [ ] If no, mention expired certificates.
2. Has the vessel been inspected by PSC under Riyadh MOU within the last 6 months? Yes [ ] No [ ] If yes, submit copy of PSC Inspection Report.
3. Confirm valid original ship Safety Control Examination Certificate is onboard.
4. Confirm valid Hull & Machinery insurance cover is onboard.
5. Confirm that there is no defective equipment / machinery which will affect navigation, mooring and/or cargo operations.
6. Confirm vessel can maintain temperature inside bridge minimum 35°C.
7. Confirm vessel can maintain temperature inside bridge minimum 35°C.
8. Confirm vessel can maintain temperature inside bridge minimum 35°C.
9. Confirm vessel can maintain temperature inside bridge minimum 35°C.
10. Confirm vessel can maintain temperature inside bridge minimum 35°C.

<table>
<thead>
<tr>
<th>Type of Cargo:</th>
<th>Quantity of Cargo:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Cargo:</td>
<td>Shore Cargo:</td>
</tr>
</tbody>
</table>

12. Confirm All Cranes are operational.
13. Confirm All Grabs are operational.
14. Touch type grabs are not allowed.

<table>
<thead>
<tr>
<th>No. of Cranes:</th>
<th>No. of Holds/teacher:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SWL:</td>
<td>Issuing Authority:</td>
</tr>
<tr>
<td>Load Test:</td>
<td>SWL:</td>
</tr>
<tr>
<td>Annual:</td>
<td></td>
</tr>
</tbody>
</table>

15. Does the Vessel Carry Dangerous Cargo? Yes [ ] No [ ]
16. If yes, Confirm 1) Valid DOC for carriage of dangerous goods is on board.
17. If yes, Confirm original and valid DOC for carriage of solid bulk cargo is on board together with its appendix which includes the cargo intended to be loaded/discharged.

18. For QIC Berth (Caudic Soda/CABU):
19. Confirm Max. P&H to top of hatch is not more than 17.5 m.

20. For QATALUM Berth (Alkemia & Prix CuAl):
21. Confirm Max. P&H to top of hatch is not more than 17.5 m.

Additional Information:

- Vessel suitability decision is solely granted based on the information submitted by the Master/Owner or Agent.
- Vessel/Master/Owner or Agent shall be held responsible for any incorrect submission of information.
- QP Industrial Port has the right to request for any further clarification and/or document that may be relevant for evaluation of suitability acceptance.
### 11.2 ANNEXURE B: HYDROCARBON VESSEL SUITABILITY FORM

<p>| | | | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vessel Name:</td>
<td></td>
<td>2</td>
<td>Vessel IMO No:</td>
<td></td>
<td>3</td>
<td>Vessel Type:</td>
<td></td>
<td>4</td>
<td>Vessel Flag:</td>
</tr>
<tr>
<td>5</td>
<td>Vessel Year of Built:</td>
<td></td>
<td>6</td>
<td>Vessel E-Mail:</td>
<td></td>
<td>7</td>
<td>Product to Load/Oil:</td>
<td></td>
<td>8</td>
<td>Berth:</td>
</tr>
<tr>
<td>9</td>
<td>L.O.A:</td>
<td>metres</td>
<td>Max</td>
<td>10</td>
<td>Max Breadth:</td>
<td>metres</td>
<td>Max</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Max Arrival Draft:</td>
<td>PRD</td>
<td>AFT</td>
<td>metres</td>
<td>Max</td>
<td>12</td>
<td>Arrival Displacement:</td>
<td>tonnes</td>
<td>Max</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Departure Draft:</td>
<td>PRD</td>
<td>AFT</td>
<td>metres</td>
<td>Max</td>
<td>14</td>
<td>Departure Displacement:</td>
<td>tonnes</td>
<td>Max</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**
- Confirm vessel is complying with minimum arrival/departure freeboard (for all berths) not less than 2 metres.
- Confirm all Statutory & Class certificates are valid with annual/intermediate endorsement: if no, mention expired certificates.
- Confirm that there is no defective equipment/machinery which will affect navigation, mooring and/or cargo operations.
- Confirm P & I Club coverage is valid and covers liability for Pollution, Collision, Wreck Removal & Stranding to Fixed Floating Objects.
- Confirm rectification of all outstanding deficiencies/notices/protests issued during vessel’s last call to QP-Industries Port (Restoration/Mesaieed), if any.

**Form not complete fill blue boxes.**

---

*Vessel suitability decision is solely granted based on the information submitted by the Master/Owner or Agent.*

*QP Industries reserve the right to request any other clarification/information and/or documents that may be relevant for evaluation of suitability acceptance.*
### 11.3 ANNEXURE C: OSV, TUG/BARGE & WORKBOAT SUITABILITY FORM

<table>
<thead>
<tr>
<th>Name of Vessel:</th>
<th>IMO number:</th>
<th>Vessel Flag:</th>
<th>Type of Vessel:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previous Names:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Class: | Year of Built: | G.T.: | E.T.A.: |
- LOA: (Meters) | Max. Breadth: (Meters) | Max. Draft: (Meters) | Arrival Draft Form: (Meters) |
- Arrival Displacement: (Tons) | Summer Draft: (Tons) | Arrival Freeboard: (Meters) | Arrival Draft All: (Meters) |

- Confirm all Statutory & Class certificates are valid with annual/intermediate endorsement. Yes ☐ No ☐ If no, mention expired certificates.
- Has the vessel been inspected by PSC under Riyadh MoU within the last 6 months? Yes ☐ No ☐ If yes, submit copy of PSC Inspection Report.
- Confirm a valid and original Ship Sanitation Control Exemption Certificate is onboard.
- Confirm that a Valid Qatar Work Permit is onboard (As applicable). Yes ☐ No ☐ Not Applicable ☐
- If yes, Confirm that Valid DOG for carriage of dangerous goods is onboard.
- Confirm that No Class 1 (Explosive) cargo is onboard for discharge or in transit.
- Additional For OSV:

#### Additional For Tug/Barges:

**Initial Acceptance:** The combination may be given Initial acceptance to load the cargo, based on this suitability form and submission of a copy of the barge stability booklet (front page), approved by vessel’s present Classification Society.

However, the **Final Acceptance** for visit (Suitability Acceptance) shall be granted only after submission of attached list of documents / written confirmations officially signed and stamped by Tug Master upon completion of cargo and connection of the towing wire.

**Additional Information:**

- Vessel suitability decisions is solely granted based on the information submitted by the Master/Owner or Agent.
- Master/Owner or Agent shall be held responsible for any incorrect submission of information.
- QP Industrial Ports have the right to request for any other clarifications and/or documents that may be relevant for evaluation of suitability acceptance.
11.4 ANNEXURE D: LIST OF DOCUMENTS /CONFIRMATION TO BE SUBMITTED BY TUG/BARGE FOR FINAL ACCEPTANCE

List of documents / confirmations to be submitted by Tugs/Barges for Final Acceptance

- Copy of towage approval certificate – issued/endorsed by IACS or IACS approved third party, attestation is not accepted. □
- If issued by IACS approved third party, (copy of letter of approval to be attached). □

Below official confirmations signed and stamped by the Tug’s Master have to be submitted upon completion of cargo and connection of the towing wire.

1. Confirm that the cargo on the barge has been loaded and stowed under supervision and responsibility of the Tug’s Master. Yes □ No □

2. Confirm that 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). Yes □ No □

3. Confirm that the Cargo is stowed properly and that the barge has positive stability for all stages of the voyage. Yes □ No □

4. Confirm that all barge manholes covers and other deck openings are properly secured and watertight prior departure load port. Yes □ No □

5. Confirm that the hull integrity of the barge is intact and that no water ingress or list has been observed. Yes □ No □

6. Confirm that a Safe access for the tug and barge shall be provided upon berthing. Yes □ No □

7. Confirm that the vessel meets the max. 2M apart fender requirements on both sides. Yes □ No □

Tug Master Name: Signature:

Date: Tug Stamp: