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PETROLEUM PORTS AUTHORITY

Sir Baniyas Island Cruise Vessel Procedures

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CUSTODIAN	C&ICV/Petroleum Ports Authority
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REVISION HISTORY

DATE	REV. NO	PREPARED BY (Designation /Initial)	REVIEWED BY (Designation /Initial)
01/08/2021	01	Marine Splst./RA	Manager, Marine Standards and Regulations/HAB

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1. PURPOSE

The purpose of this plan is to give detailed, clear, and concise guidelines to ensure Safety of the cruise vessels calling at Sir Baniyas Cruise terminal.

2. SCOPE

This procedure applies to cruise vessels bound to/from Sir Baniyas Cruise Terminal and anchorage areas.

3. DOCUMENT OWNERSHIP & MAINTENCE RESPONSIBILITY

ADNOC Commercial & In-Country Value (C&ICV) Directorate shall be the custodian of this document. C&ICV Directorate shall ensure that the current version of this document is made available to all concerned.

ADNOC Petroleum Ports Authority (PPA) is the owner of this document and shall be responsible for initiating any required changes to the document. All approved changes shall be incorporated by re-issuing the document at the next revision with a revision number.

Any inconsistency/discrepancy with the International Best practices, International/Local legislations, UAE Federal Laws if noted shall immediately be brought to the attention of PPA, for the interpretation contained in this procedure is vested with ADNOC Petroleum Ports Authority.

Any recommendation for the continuous improvement is to be submitted to C&ICV via PPA, who has the sole right to approve and circulate revisions for implementation accordingly.

4. DEFINITIONS / ABBREVIATIONS / REFERENCES

“**ADNOC**” means Abu Dhabi National Oil Company

“**IMPA**” means International Maritime Pilot’s Association

“**PPA**” means Abu Dhabi National Oil Company- Petroleum Ports Authority

“**SOLAS**” means Safety of life at sea

“**UKC**” means Under Keel Clearance

“**VHF**” means Very high frequency

“**VTIS**” means Vessel Traffic Information Services

5. INTER-RELATIONSHIPS & STAKEHOLDER

This procedure provides instruction and procedures to be followed for Vessels calling Sir Baniyas Cruise Terminal.

6. PROCESS RESPONSIBILITY

Vessel Masters shall comply with these procedures and the Harbour Master of the relevant port is responsible to ensure the compliance.

7. PROCESS (MAPPING)

7.1 Controlled Documents Table

Number	Name	Revision Date (or version)	Owner
-	-	-	-

7.2 Entry Criteria

Details of Entry Criteria

To introduce additional barriers to ensure safety of this non-routine activity of Cruise Vessels calling ADNOC Ports.

7.3 Process/Procedure Map

Nil

7.4 Inputs

Input	Detail of Inputs and remarks	Ref.
-	-	-

7.5 Activities

No.	Activities	Action by	Detail of activities and remarks	Ref.
1	Port Operations	PPA	Petroleum Port operations	-

7.6 Outputs

Output	Detail of Outputs and remarks	Ref.
-	-	-

7.7 Verification

-

7.8 Exit Criteria

N/A

7.9 Metrics

Key Performance Indicators

1. Compliance with these procedures	100%
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7.10 Records Control Table

Description (no. and name)	Storage Location	Filing / Index	Minimum Storage Period
-	-	-	-

8. REQUIREMENTS/RECOMMENDATIONS AND RESPONSIBILITIES

- (a) All vessels bound to/from Sir Baniyas Cruise Terminal are subject to compulsory pilotage and will carry an authorized Pilot (normally Senior Pilot) for the entire passage from Jebel Dhanna Ruwais Pilot Station to/from the anchoring position/ cruise terminal.
- (b) All Cruise vessels shall, where weather conditions permit, pick up the pilot at East Ghasha or West Ghasha Pilot station.
- (c) Master of the vessel shall ensure that the Pilot boarding arrangements are as per IMPA's/ SOLAS Chapter V/23 requirements.
- (d) The Pilot shall board the vessel in sufficient time to ensure enough time is available for Master/Pilot exchange.
- (e) Abort points/ No Go areas shall be highlighted during the Master Pilot exchange. If a decision is taken to abort the passage, VTIS shall be informed of the situation and VTIS shall in turn notify the Harbour Master.
- (f) An outline passage plan from the pilot station up to the anchorage/cruise terminal shall be completed by the Pilot and fully discussed with the Master. The vessel's Master must make the Pilot aware of any peculiarities of the vessel especially regarding manoeuvring characteristics.
- (g) Subject to the Harbour Master discretion, an Escort tug shall be provided for inward and outward transit of all cruise vessels from/up to south of Latitude 24 Degrees 22'N.
- (h) Subject to the Harbour Master discretion, a firefighting tug shall be made available in close proximity of the Cruise vessel at anchor at Sir Baniyas terminal.
- (i) All Vessels shall comply with the UKC Policy of the port, the UKC policy is stipulated in the Port regulations and Port information booklet.
- (j) Navigation within the port limits is not allowed in visibility less than 1.0 Nautical Mile and Berthing/ Unberthing is not allowed in visibility less than 0.5 Nautical Mile, vessel shall await instructions from the VTIS/Port Control in this case.
- (k) Cruise vessel shall always monitor VHF Channel 21/09 & 16 whilst within PPA port limits
- (l) Local weather forecasts shall be always monitored by the Master of the vessel to remain fully appraised of the situation.
- (m) By virtue of attendance, the Pilot, Pilot boat, Tugs, crafts and any other personnel or equipment involved in serving the Vessel shall be considered as the "servants" of the Vessel Owner. The Vessel Owner shall remain liable for any wrongful acts committed by those servants during their employment, whether the Master of the vessel has authorized them or not.
- (n) Cruise Vessels shall use East Ghasha Channel for Inbound/Outbound passages, However, under exceptional circumstances they may be allowed to use Ruwais Channel for outbound and/or Yas channel for inbound passages at Harbour master's discretion.
- (o) All cruise vessels shall berth alongside the cruise terminal unless the weather does not permit the same. If due to the inclement weather, cruise vessels cannot berth alongside the Cruise terminal, then the cruise vessel's up to length overall of (200) meters may anchor in anchor position (A1) and vessels above (200) meters length overall may anchor in anchor position (A2) as delineated on BA chart 3780 subject to request from the terminal. For anchoring, the anchorage locations A1 and A2 shall normally

be used, however, under exceptional circumstances, vessels above 200 meters length overall may be allowed to anchor at location A3 (restricted) subject to following conditions:

- favourable weather conditions.
 - a tug stand-by as close to the vessel as possible throughout the stay.
 - close monitoring by VTIS of the vessel's anchored position.
 - vessels engines to be kept ready at a short notice.
- (p) Throughout vessels stay at anchorage (A1/A2/A3), prevailing and forecasted weather conditions shall be continually monitored by VTIS and ships Master. If winds more than 35 knots are forecast, then the vessel shall be informed to be vigilant and take extra precautions. If deemed necessary, a pilot should be called to attend the vessel, and arrangements should be made for any required stand-by tugs to attend, the vessel's Master shall ensure that engines, steering and thrusters (if available) are readied for immediate use, and that the vessel is ready to depart should the need arise.
- (q) In winds of more than 35 knots from a direction of North East (NE) or South East (SE), or sustained winds of 40 knots from any direction are prevalent, the Master in consultation with the assigned pilot and terminal shall assess the conditions and halt passenger operations if he considers it unsafe to continue. Any additional tugs shall be called as required by the Master in consultation with the pilot. If passenger operations are halted due to stress of weather, they shall not resume until the Master, in consultation with the Pilot and Terminal, decides it is safe to do so.
- (r) If the heavy weather conditions calm down, the Pilot and tugs may be released from the vessel in agreement with the Master and in consultation with the Harbour Master.

9. WEATHER LIMITING CONDITIONS FOR CRUISE TERMINAL

Vessels berthing / unberthing alongside the cruise terminal shall consider following as weather limiting conditions:

Manoeuvre	Wind Direction	Max Wind Speed [knots]	Current Direction	Current Speed [knot]
Arrival	NW	20.0	NE	1.0
			SW	1.0
	NE	20.0	NE	0.6
			SW	0.6
Departure	NW	20.0	NE	1.0
			SW	1.0
	NE	20.0	NE	1.0
			SW	1.0

Notes:

- a) Above recommended environmental operational limiting conditions for vessel manoeuvring are applicable for both berths {(Berth 1 {NE Berth} & Berth 2 {SW Berth}} with vessels either Port or Starboard side alongside.
- b) Environmental operational limiting conditions have been conservatively determined on the basis that these will occur at the same time.
- c) Environmental operational limiting condition are applicable at the berth and turning circle.
- d) Vessels are permitted to stay (dwell) at the berth for up to the 1 in 1 year return period condition defined for various incidences in the most probable sectors:
- e) NW Sector:
 - wind speed of 17m/s (or 33 knots) combined with a significant wave height $H_s=0.9m$ with incidence of $45^\circ N$
- f) NE to SE Sector:
 - Wind speed of 12.5 m/s (or 24 knots) combined with a significant wave height $H_s =1.3m$ with incidence from $77.5^\circ N$.
 - It is very important to understand that the limits stated above are for guidance purposes only and following contributory factors shall be taken into consideration before making any operational decision:
 - Sea State (swell, wave)
 - Tugs powers, movement and tug master's evaluation of the situation (Securing position) & evaluation of working conditions.
 - Vessel Condition (engine, steering, etc.)
 - Mooring boats
- g) In all cases, evaluation of the situation to be conducted prior any decision reverting to the above parameters and subject to Pilot discretion.
- h) Determination:
 - Anemometer (in Knots) holding at the specific wind speed or above for not less than 5 minutes.
 - If the vessel is already underway and the visibility drops, further action of continuing the passage or proceeding to anchorage shall be based on the discussion between the pilot and the master of the vessel.
 - Pilot transfer operations shall be suspended if pilot boarding is difficult due to high swell or any other adverse weather condition.