

# PETROLEUM PORTS AUTHORITY

## VTIS EXTERNAL PROCEDURES

APPROVED BY:



**NAME:** Capt. Jasim Al Khamiri  
**TITLE:** SVP, Petroleum Ports Authority  
**EFFECTIVE DATE:** 20/02/2020

**VERSION:** 2  
AHQ/CD/PPA/PRO/005/R01/20

**[UNIT/DEPARTMENT NAME/DIRECTORATE]**

<b>CUSTODIAN</b>	CD/PETROLEUM PORTS AUTHORITY
<b>DISTRIBUTION</b>	PORT OPERATORS/ VTIS Staff/ PPA website for external parties

**REVISION HISTORY**

<b>DATE</b>	<b>REV. NO</b>	<b>PREPARED BY (Designation /Initial)</b>	<b>REVIEWED BY (Designation /Initial)</b>
01 Dec 2019	01	Marine Splst./RA	VP, PPA/IAB

---

**CONTROLLED INTRANET COPY**

The Intranet copy of this document is the only controlled document. Copies or extracts of this document, which have been downloaded from the Intranet, are uncontrolled copies and cannot be guaranteed to be the latest version.

## Table of Contents

1.	PURPOSE.....	6
2.	SCOPE.....	6
3.	DOCUMENT OWNERSHIP & MAINTENCE RESPONSIBILITY .....	6
4.	DEFINITIONS / ABBREVIATIONS / REFERENCES.....	6
5.	INTER-RELATIONSHIPS & STAKEHOLDER.....	7
6.	PROCESS RESPONSIBILITY.....	7
7.	PROCESS (MAPPING) .....	8
7.1	Controlled Documents Table.....	8
7.2	Entry Criteria .....	8
7.3	Process/Procedure Map.....	8
7.4	Inputs.. .....	8
7.5	Activities .....	8
7.6	Outputs .....	8
7.7	Verification .....	8
7.8	Exit Criteria.....	8
7.9	Metrics.....	8
7.10	Records Control Table .....	9
8.	OPERATION .....	10
8.1	Competent Authority .....	10
8.2	Responsible Authority.....	10
8.3	Administration.....	10
8.4	Services provided .....	10
8.5	Services Area .....	10
8.6	Active Participant Vessel .....	10
8.7	Passive Participant Vessel .....	10
8.8	Caution.....	10
9.	PPA-VTIS REPORTING SYSTEM .....	11
9.1	Active Participant.....	11
9.2	Sailing Plan-1 (SP-1 report) .....	11
9.3	Sailing Plan-2 (SP-2 report) .....	11
9.4	SP-1 Report form (full report information) .....	12

9.5	SP-2 Report form (Position Report) .....	12
9.6	Reporting points .....	12
9.7	Passive Participant .....	13
10.	COMMUNICATIONS .....	13
10.1	General.....	13
10.2	Sectors and VHF Channels .....	14
10.3	Traffic Separation Schemes .....	14
10.4	Coverage sector of VTIS & reporting points .....	14
10.5	VTIS Area/Port Limits – Petroleum Ports (Jebel Dhanna/ Ruwais and Das Zirku).....	15
10.6	VTIS Area/Port Limits – Petroleum Port (Mubarraz).....	16
10.7	Jebel Dhanna Ruwais VTIS sector: Delineated area and reporting positions.....	17
10.8	Das/ Zirku VTIS Sector: Delineated Area & Reporting Positions.....	19
11.	SERVICES PROVIDED .....	23
11.1	Information Service .....	23
11.2	Traffic Organization Service .....	23
12.	NAVIGATIONAL ASSISTANCE SERVICE.....	23
13.	DEFINITIONS OF MAIN MESSAGE MARKERS USED BY THE VTIS .....	24
13.1	Information: .....	24
13.2	Recommendation:.....	24
13.3	Instruction .....	24
13.4	Warning:.....	24
13.5	Advice: .....	24
13.6	Reportable Occurrences .....	24
14.	PROCEDURES FOR SHIPS .....	25
14.1	General.....	25
14.2	Anchoring and Leaving the Anchorages.....	25
14.3	Berthing and Un-berthing .....	25
14.4	Slowing Down .....	26
14.5	Reporting of Incidents.....	26
14.6	Reporting of Potential Pollution.....	26
14.7	Local Traffic.....	26
14.8	Bunker Vessels .....	27



14.9 Fishing Boats .....27

14.10 Boats driven by sail or oars.....27

14.11 Waste Collecting Vessels.....27

14.12 Violations .....27

15. REPORTING FORMS.....27

## 1. PURPOSE

Ruwais / Das Vessel Traffic Information Service (VTIS) has been established in accordance with applicable national laws and international rules and regulations in order to improve the safety of navigation, life, environment, and property in the PPA-VTIS Sectors i.e. the approaches to Ruwais, Das Island, the Zaqqum TSS , the approaches to Zirku and Mubarraz Terminal.

It is the intention of the Competent Authority to start the VTIS with only an “Information Service” which offers a limited form of Traffic Organization / Management Service. Higher levels of service involving “Traffic Management and Control” may be introduced at a later stage.

This User’s Guide has been prepared to provide information related to the services provided, needed by the participant vessels that are navigating in the PPA-VTIS Sectors near Jebel Dhanna Ruwais, Das, Zirku and Mubarraz Islands. This User’s Guide is to be used together with the PPA Port Regulations.

## 2. SCOPE

This procedure covers all types of change applied to personnel, procedures, processes or equipment layout within the organizational structure, job descriptions, tasks & functions, or technical, commercial, operational, financial, data and information systems.

## 3. DOCUMENT OWNERSHIP & MAINTENCE RESPONSIBILITY

ADNOC Commercial Directorate (CD) shall be the custodian of this document. CD 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. Any and 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 CD 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

“**AIS**” means Automatic Identification System

“**CCTV**” means Closed Circuit Television

“**COLREG**” means Collision Regulations; International Regulations for Preventing Collisions at Sea (internationally accepted rules of the road for ships)

“**DF**” means Direction Finder

“**DGPS**” means Differential Global Positioning System

“**DSC**” means Digital Selective Calling

“**EC**” means European Community

“**GPS**” means Global Positioning system

“**HM**” means Harbourmaster.

“**IALA**” means International Association of Lighthouse Authorities (which was requested by the IMO to draft VTIS Guidelines and Training documents)

“**IMO**” means International Maritime Organization (head office in London)

“**IR**” means Infra-Red

“**MMSI**” means Maritime Mobile Service Identity

“**PPU**” means Portable Pilot Unit

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

“**RT**” means Radio Telephone

“**SMCP**” means Standard Marine Communication Phrases

“**SOLAS**” means International Convention for the Safety of Life at Sea 1974 as amended

“**SP**” means Sailing Plan

“**TSS**” means Traffic Separation Scheme

“**UTC**” means Universal Time Coordinated

“**VHF**” means Very High Frequency

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

“**VTIS RA**” means VTIS Responsible Authority, Manager of Petroleum Ports Authority

“**VTISC**” means Vessel Traffic Information Service Centre

“**VTIS CA**” means VTIS Competent Authority, Director of the Shared Services Directorate/ADNOC

“**WGS**” means World Geodetic System

## **5. INTER-RELATIONSHIPS & STAKEHOLDER**

This procedure applies to all VTIS staff (Direct hire or Contracted), Port operators and PPA site staff.

## **6. PROCESS RESPONSIBILITY**

- (a) VTIS staff shall conduct day to day operations in compliance with these procedures.
- (b) Competent authority shall ensure compliance with these procedures.

## 7. PROCESS (MAPPING)

### 7.1 Controlled Documents Table

Number	Name	Revision Date (or version)	Owner
AHQ/CD/PPA/PRO/005	VTIS External Procedures	03	PPA
AHQCDPPAFOR069R0419	VTIS hand over checklist	04	PPA

### 7.2 Entry Criteria

#### Details of Entry Criteria

PPA adopted the VTIS services in order to facilitate efficient, and safe movement of ships and cargo through the ports, for the benefit of ADNOC and United Arab Emirates (UAE).

### 7.3 Process/Procedure Map

No process maps

### 7.4 Inputs

Input	Detail of Inputs and remarks	Ref.

### 7.5 Activities

No.	Activities	Action by	Detail of activities and remarks	Ref.
1	CV screening	PPA	AL&S submits CV's of potential candidates for approval to PPA	-

### 7.6 Outputs

Output	Detail of Outputs and remarks	Ref.
Approval of VTIS staff	PPA screens the CV's of potential VTIS staff and approve.	

### 7.7 Verification

Internal Audits

### 7.8 Exit Criteria

-

### 7.9 Metrics

#### Key Performance Indicators

-



**7.10 Records Control Table**

Description (no. and name)	Storage Location	Filing / Index	Minimum Storage Period
Documentation pertaining to VTIS	Site Offices		As per ADNOC RMS schedule

## 8. OPERATION

The VTIS shall be operated in accordance with the Maritime Traffic Regulations and IALA Recommendations and Guidelines, as promulgated in the Official Gazette together with the IMO Resolutions A.857 (20) and A.827 (19).

### 8.1 Competent Authority

Director, Business & Commercial Support Directorate

### 8.2 Responsible Authority

SVP, Petroleum Ports Authority

### 8.3 Administration

The United Arab Emirates (UAE) Federal Transport Authority-Land & Maritime

### 8.4 Services provided

The VTIS shall commence providing Information Services with a phased introduction of Traffic Organization Services and Navigation Assistance Services, taking into account the related IALA resolutions and recommendations and in compliance with IMO Resolutions A.857 (20) and A. 827(19).

### 8.5 Services Area

The VTIS covers the area indicated in section 5.5 and 5.6 below.

### 8.6 Active Participant Vessel

Following vessels, calling into any of the Petroleum Ports, for whatever purpose, in passage through the PPA-VTIS Sectors shall be designated as "Active Participant":

- (i) Vessels of 50 meters in length or above,
- (ii) Vessels carrying dangerous cargo, irrespective of its size, and
- (iii) Vessels carrying passenger, irrespective of its size

### 8.7 Passive Participant Vessel

Following vessels shall be designated as "Passive Participant":

- (i) Vessels less than 50 meters in length, calling into any of the petroleum ports, not carrying dangerous cargoes, or passengers, and
- (ii) Vessels on passage through the PPA-VTIS Sectors.

### 8.8 Caution

The VTIS system operates using an Electronic Navigational Chart, based on WGS 84 datum. Participants using charts of a different datum shall make the necessary datum to align the latitude/longitude.

## 9. PPA-VTIS REPORTING SYSTEM

### 9.1 Active Participant

It is mandatory for all Active Participant vessels within the VTIS Sector to comply with all the requirements and Regulations of the Petroleum Ports Authority.

Active Participant vessels shall submit SP-1 and SP-2 reports, in writing through agent or direct to the applicable PPA-VTIS sector.

Specific attention shall be paid towards:

- (i) Vessels of more than 300m in length; and
- (ii) Deep draft vessels, where failure to report in a timely manner may cause delays and traffic congestion.

Based upon the data provided by such a vessel, the VTIS shall inform the relevant vessel's owner, operator or master, of the requirements and recommendations, if any, necessary to ensure a safe passage of the vessel through the PPA-VTIS Sectors. This will take into consideration all specifications of the vessel including the dimensions and manoeuvring capabilities, the morphological and physical structure of the PPA-VTIS Sectors, the weather condition in the season, the navigable waters, and safety of lives, property and environment as well as the marine traffic.

Any changes to the Sailing plan shall be immediately reported to PPA-VTIS without any delays.

Reports shall be properly prepared in the standard format and sent to the VTIS in a timely manner.

Vessels shall maintain record of reporting details and all information provided by the VTIS in the ship's log.

Written reports shall be sent to the addresses below:

Organization	Website	Email	Fax
Jebel Dhanna Ruwais Port	<a href="https://ppa.adnoc.ae/">https://ppa.adnoc.ae/</a>	<a href="mailto:pparuwais@adnoc.ae">pparuwais@adnoc.ae</a>	<b>+97126021700</b>
VTIS Ruwais	<a href="https://ppa.adnoc.ae/">https://ppa.adnoc.ae/</a>	<a href="mailto:vtisrws@adnoc.ae">vtisrws@adnoc.ae</a>	<b>+97126021600</b>
DasZirku & Mubarras Port	<a href="https://ppa.adnoc.ae/">https://ppa.adnoc.ae/</a>	<a href="mailto:ppadas@adnoc.ae">ppadas@adnoc.ae</a> <a href="mailto:poa1das@adma.ae">poa1das@adma.ae</a>	<b>+97126028950</b>
VTIS Das	<a href="https://ppa.adnoc.ae/">https://ppa.adnoc.ae/</a>	<a href="mailto:vtisdas@adnoc.ae">vtisdas@adnoc.ae</a>	<b>+97128733040</b>

### 9.2 Sailing Plan-1 (SP-1 report)

- (i) 72 hours: Before entering the VTIS Sector
- (ii) 2 hours: Before departure from the Port

### 9.3 Sailing Plan-2 (SP-2 report)

- (i) 48 Hours: Before entering the VTIS Sector
- (ii) 24 Hours: Before entering the VTIS Sector

All Active Participants shall report through agent or directly to the relevant VTIS sector,

The reporting can also be done on the respective VHF channel of each sector when within the VHF range:

- (i) 6 Hours: before entering the VTIS Area/Sector, (through VHF, or as soon as in range of VHF)
- (ii) 2 Hours or 20 miles (whichever comes first), thereafter at the time of entry into PPA-VTIS Sectors.
- (iii) 2 Hours: before leaving the Terminal and entering VTIS Area through agent and/or through VHF directly to the VTIS.

#### 9.4 SP-1 Report form (full report information)

Item	Information Required	Remarks
1	Ship's name	
2	Ship's call sign /IMO no:	
3	Date, time & point of entry into VTIS area (UTC):	
4	Request a pilot (yes/no):East Ghasha/ Ghasha Pilot Station	
5	Port/terminal bound for :	
6	Reporting position (Names of Reporting Points e.g. RP1/RP2 etc.)	
7	Any deficiencies	

#### 9.5 SP-2 Report form (Position Report)

Further to submittal of SP-1 Report, all Active Participants, shall submit an SP-2 Report as per the above routine (3.3) using the format below.

Item	Information Required	Remarks
1	Ship's Name	
2	Ship's Position	
3	Date & Time of entry into the area	
4	Any deficiencies	

#### 9.6 Reporting points

Active Participant vessels in passage through the PPA-VTIS Sectors should provide the Call Point Position Report via VHF/RT, to the concerned VTIS sector, at the positions designated. Furthermore, vessels should provide this report via VHF/RT channel to the new sector at each change of sector, using the following format:

Designator	Information Required
1	Ship's name
2	Position

## 9.7 Passive Participant

Passive Participants are required to actively participate in the VTIS reporting, and are advised to communicate their movements to relevant VTIS centre such vessels shall continuously monitor the VHF channel of the relevant VTIS and shall ensure that the advice given by the VTIS is followed.

Two hours prior to and upon entering the VTIS Area/Sector, Passive Participant vessels shall submit sailing report through agent or on VHF directly to PPA-VTIS sector in the following format:

Item	Information Required	Remarks
1	Ship's name, Call Sign and Flag	
2	Ship's position	
3	Date and time of entry into the area	
4	Any deficiencies	

## 10. COMMUNICATIONS

### 10.1 General

The communication language of the VTIS is English. IMO's Standard Marine Communication Phrases (SMCP) shall be used in order to ensure clear and accurate communication.

The following message markers should be used for communications with the VTIS:

Information
Advice
Warning
Instruction
Question
Answer
Request
Intention

**Table 1: Standard Maritime Vocabulary message markers**

When communicating with the VTIS, care should be exercised not to speak rapidly and to pronounce the words correctly.

VTIS shall operate in VHF/ RT (duplex) channels 21 and 23.

**“Except communications related to safety of navigation, all other communication on these channels is forbidden.”**

The VTIS operator of sector concerned is responsible for observing & maintaining the proper communication procedures on the VHF channel of his sector, and also has the duty to report every misuse of the frequency/s to the VTIS Responsible Authority.

- (i) VHF Channel 21 will be used for the VTIS Sector in Ruwais.

- (ii) VHF Channel 23 will be used for VTIS Sector in Das.
- (iii) VHF Channel 23 will be used for VTIS Sector in Mubarraz.
- (iv) VHF 16 will be used for emergencies only. Occasionally it may be used in case NO communication can be established with a vessel in order to instruct her to change to the proper VTIS VHF Channel.

The VTIS Sector VHF Channels are duplex channels; received information on these channels will be retransmitted by the VTIS centres so other traffic participants can hear all relevant communication on VHF.

Other VHF Channels in use in the VTIS Sectors are:

- (i) Port Operations Ruwais : Channel 9,
- (ii) Port Operations Zirku: Channel 11 & 64,
- (iii) Port Operations Das: Channel 12,
- (iv) Port Operations Mubarraz: Channel 17.

The channels detailed above shall not be used for communication other than with the appropriate VTIS Centre or Port Operation Controller.

Weather reports are relayed to the VTIS stations by Abu Dhabi Meteorological and Seismological office.

In principle, while inside the VTIS Sector and as far as practicable, there should be NO navigational communication between vessels; all communication shall be conducted through the VTIS.

Keeping in mind that the system provides ships positions and records all communications, all stations transmitting on VHF should refrain from unnecessary communications and maintain proper communication discipline at all times.

## 10.2 Sectors and VHF Channels

VTIS Sectors Limits

The sectors and corresponding VHF/RT working channels in the PPA-VTIS Sectors are as follows.

Sector name	Working channels	Call sign
Jebel Dhanna Ruwais Port	VHF /RT CH 21	Ruwais VTIS
Das Zirku Port	VHF / RT CH 23	Das VTIS
Mubarraz Terminal	VHF /RT CH 23	Das VTIS

Table 2: VTIS VHF channels

## 10.3 Traffic Separation Schemes

The limits of the traffic separation scheme for Zaqqum approach, as adopted by the IMO and as established in accordance with Rule 10 of the Convention on the COLREGS are provided herein below.

## 10.4 Coverage sector of VTIS & reporting points

See Charts in section 5.5 to 5.9.



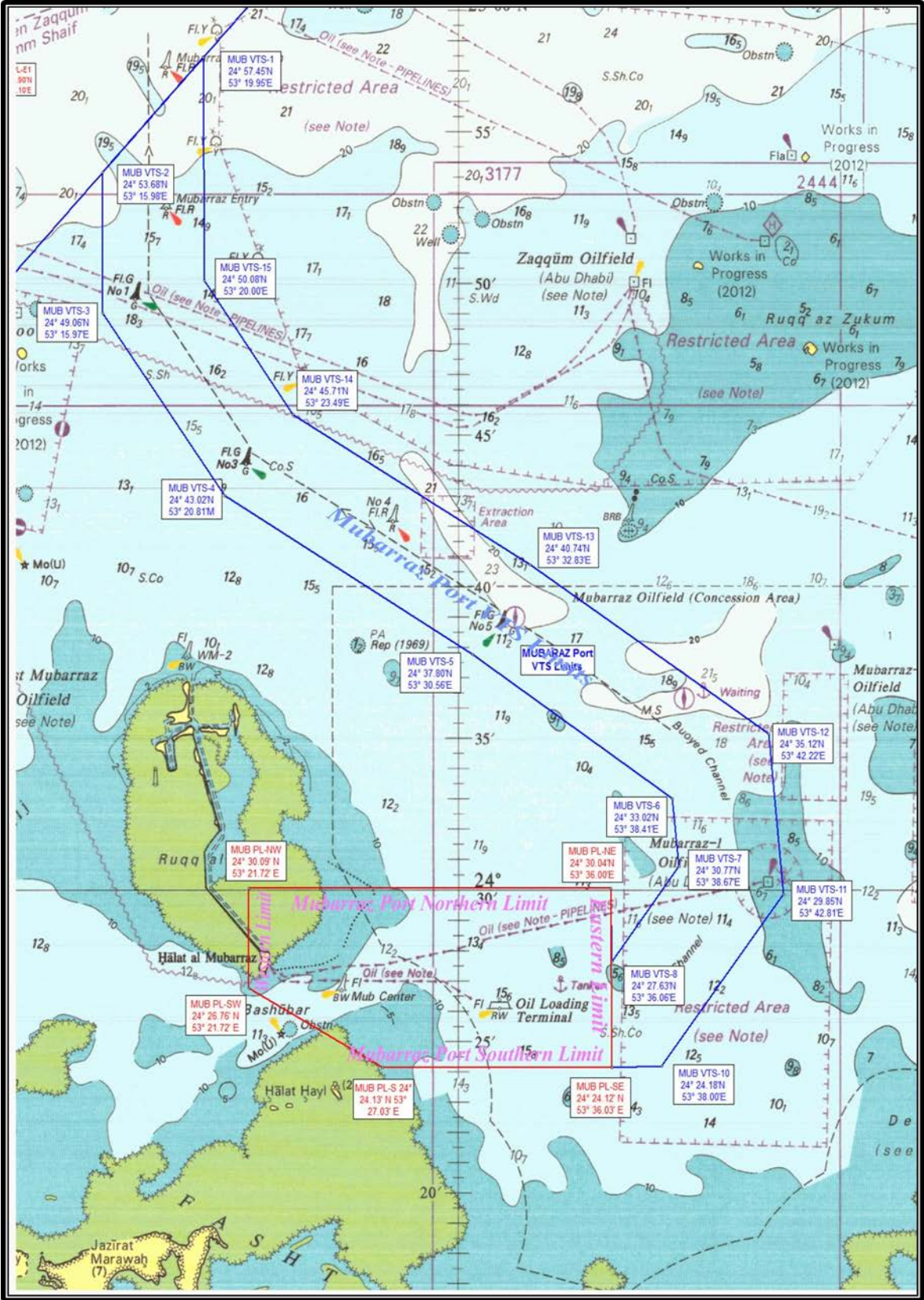


10.5 VTIS Area/Port Limits – Petroleum Ports (Jebel Dhanna/ Ruwais and Das Zirku)





10.6 VTIS Area/Port Limits – Petroleum Port (Mubarraz)





### 10.7 Jebel Dhanna Ruwais VTIS sector: Delineated area and reporting positions.

The VTIS will monitor the traffic from fairway buoy to inner harbour terminals and berths which will be limited by the following coordinates:

No	Name	Latitude	Longitude	Description
1	Jebel Dhanna Ruwais PL-SE	24° 07.70' N	052° 48.20' E	SE- Port Limit
2	Jebel Dhanna Ruwais PL-E1	24° 11.00' N	052° 48.20' E	Eastern Port Limit
3	Jebel Dhanna Ruwais PL-E2	24° 11.00' N	052° 46.60' E	Eastern Port Limit
4	Jebel Dhanna Ruwais PL-NE	24° 36.80' N	052° 46.60' E	NE- Port Limit
5	Jebel Dhanna Ruwais VTIS-1	24° 54.00' N	052° 59.10' E	Ruwais-Das Border
6	Jebel Dhanna Ruwais VTIS-L2	24° 57.60' N	052° 56.00' E	Ruwais-Das Border
7	Jebel Dhanna Ruwais VTIS-Dalma	24° 32.70' N	052° 26.60' E	Dalma
8	Jebel Dhanna Ruwais PL-NW	24° 26.80' N	052° 33.60' E	NW- Port Limit
9	Jebel Dhanna Ruwais PL-W1	24° 20.80' N	052° 33.60' E	Western Port Limit
10	Jebel Dhanna Ruwais PL-W2	24° 17.00' N	052° 38.00' E	Western Port Limit
11	Jebel Dhanna Ruwais PL-SW	24° 11.80' N	052° 36.50' E	SW- Port Limit

#### 10.7.1 Inbound vessels using YAS channel:

No	Name	Latitude N		Longitude E		Description
		Deg.	Min.	Deg.	Min.	
1	RP 1	24	45.9'N	052	53.26'E	Approach Ruwais FW
2	RP 2	24	43.20'N	052	43.06'E	Creagh Shoal
3	RP 3	24	40.10'N	052	41.59'E	Patch
4	RP 4	24	34.12'N	052	27.84'E	Dalma Racon

5	RP 5	24	24.49'N	052	36.45'E	Buoy No.1
6	RP 6	24	22.61'N	052	39.00'E	Buoy no.7
7	RP 7	24	20.80'N	052	40.12'E	Buoy Yas 3
8	RP 8	24	17.85'N	052	40.64'E	Buoy no.19 (Clear channel)

#### 10.7.2 Outbound vessels using Ruwais channel:

No	Name	Latitude N		Longitude E		Description
		Deg.	Min.	Deg.	Min.	
1	RP 1	24	17.86'N	052	41.54'E	Buoy no.20 (Entering Channel)
2	RP 2	24	19.98'N	052	41.81'E	Before reaching Buoy no.16
3	RP 3	24	22.57'N	052	39.34'E	Buoy no.6
4	RP 4	24	24.49'N	052	36.45'E	Buoy No.1
5	RP 5	24	25.41'N	052	35.71'E	Najwat
6	RP 6	24	34.12'N	052	27.84'E	Dalma Racon
7	RP 7	24	40.10'N	052	41.59'E	Patch buoy
8	RP 8	24	45.9'N	052	53.26'E	Fairway buoy

#### 10.7.3 East Ghasha channel Inbound

No	Name	Latitude N		Longitude E		Description
		Deg.	Min.	Deg.	Min.	
1	RP 1	24	45.90'N	052	53.26'E	Fairway
2	RP 2	24	43.20'N	052	43.06'E	Creagh Shoal
3	RP3	24	29.54'N	052	41.59'E	North Channel Buoy
4	RP4	24	26.46'N	052	41.45'E	EG3 (Entering Channel)
5	RP5	24	24.00'N	052	41.45'E	EG7/8
6	RP6	24	20.57'N	052	41.76'E	Before reaching No.14
7	RP7	24	17.87'N	052	41.54'E	Buoy no.20 ( Clear Channel )

#### 10.7.4 East Ghasha channel Outbound

No	Name	Latitude N		Longitude E		Description
		Deg.	Min.	Deg.	Min.	
1	RP 1	24	17.87'N	052	41.54'E	Buoy no.20 (Entering Channel)
2	RP 2	24	20.01'N	052	42.31'E	Passing No.16
3	RP 3	24	24.00'N	052	41.45'E	EG7/8
4	RP4	24	23.98'N	052	41.36'E	EG3 (Clear Channel)
5	RP5	24	26.46'N	052	41.45'E	North Channel buoy
6	RP6	24	29.54'N	052	41.59'E	Creagh Shoal
7	RP7	24	43.20'N	052	43.06'E	Fairway buoy

#### 10.8 Das/ Zirku VTIS Sector: Delineated Area & Reporting Positions

The VTIS will monitor the traffic from the outer limits of the VTIS sector to the berths which will be limited by the following coordinates:

No	Name	Latitude	Longitude	Description
1	Das PL-NW	25° 14.00' N	052° 48.00' E	NW Limit
2	Das PL-W1	25° 04.50' N	052° 48.00' E	Western Limit
3	Das PL-W2	25° 00.00' N	052° 53.30' E	Western Limit
4	Das PL-SW	24° 48.90' N	053° 04.80' E	Southern Limit
5	Das PL-SE	24° 48.90' N	053° 11.00' E	Southern Limit
6	Das VTIS-F	25° 7.70' N	053° 30.70' E	VTIS Limit
7	Das VTIS-G	25° 11.24' N	053° 27.10' E	VTIS Limit
8	Das VTIS-H	25° 04.00' N	053° 18.70' E	VTIS Limit

9	Das VTIS-I	25° 02.20' N	053° 08.30' E	VTIS Limit
10	Das VTIS-J	25° 08.10' N	053° 03.70' E	VTIS Limit
11	Das VTIS-K	25° 16.60' N	053° 03.00' E	VTIS Limit
12	Das VTIS-L	25° 24.92' N	053° 17.40' E	VTIS Limit
13	Das VTIS-M	25° 26.50' N	053° 14.00' E	VTIS Limit

#### 10.8.1 DAS IN

No	Name	Latitude	Longitude	Description
1	RP1	25° 27.00' N	053° 20.00' E	DAS Approach
2	RP2	25° 25.20' N	053° 12.40' E	Buoy no.1
3	RP3	25° 20.60' N	053° 04.85' E	DAS DW Channel buoy no.5
4	RP4	25° 17.76' N	053° 01.24' E	DAS DW Channel buoy no.7
5	RP5	25° 14.36' N	052° 56.86' E	DAS DW Channel buoy no.9

#### 10.8.2 DAS Out

No	Name	Latitude	Longitude	Description
1	RP1	25° 14.16' N	052° 59.73' E	Buoy no.10
2	RP2	25° 19.21' N	053° 06.09' E	Buoy no.6
3	RP3	25° 24.73' N	053° 15.11' E	Buoy no.2
4	RP4	25° 27.00' N	053° 20.00' E	DAS approach

#### 10.8.3 Zaqquq In

No	Name	Latitude	Longitude	Description
1	RP1	25° 06.50' N	053° 25.00' E	Zaqquq buoy
2	RP2	25° 02.50' N	053° 19.60' E	Zaqquq East
3	RP3	24° 56.70' N	052° 59.80' E	Zaqquq West

**10.8.4 Zaqqum Out**

No	Name	Latitude	Longitude	Description
1	RP1	24° 56.70' N	052° 59.80' E	Zaqqum West
2	RP2	25° 02.50' N	053° 19.60' E	Zaqqum East
3	RP3	25° 06.50' N	053° 25.00' E	Zaqqum buoy

**10.8.5 Mubarraz VTIS sector: delineated area and reporting positions**

No	Name	Latitude N		Longitude E		Description
		Deg.	Min.	Deg.	Min.	
1	MUB VTIS-2	24°	53.68' N	53°	15.99' E	Mubarraz VTIS Limit
2	MUB VTIS-3	24°	49.06' N	53°	15.97' E	Mubarraz VTIS Limit
3	MUB VTIS-4	24°	43.02' N	53°	20.81' E	Mubarraz VTIS Limit
4	MUB VTIS-5	24°	37.80' N	53°	30.56' E	Mubarraz VTIS Limit
5	MUB VTIS-6	24°	33.02' N	53°	38.41' E	Mubarraz VTIS Limit
6	MUB VTIS-7	24°	30.77' N	53°	38.68' E	Mubarraz VTIS Limit
7	MUB VTIS-8	24°	27.64' N	53°	36.06' E	Mubarraz VTIS Limit
8	MUB PL-NE	24°	30.05' N	53°	36.00' E	Mubarraz PL
9	MUB PL-NW	24°	30.09' N	53°	21.72' E	Mubarraz PL
10	MUB PL-SW	24°	26.77' N	53°	21.72' E	Mubarraz PL
11	MUB PL-S	24°	24.13' N	53°	27.03' E	Mubarraz PL
12	MUB PL-SE	24°	24.12' N	53°	36.03' E	Mubarraz PL
13	MUB VTIS-10	24°	24.18' N	53°	38.00' E	Mubarraz VTIS Limit
14	MUB VTIS-11	24°	29.85' N	53°	42.82' E	Mubarraz VTIS Limit
15	MUB VTIS-12	24°	35.12' N	53°	42.22' E	Mubarraz VTIS Limit
16	MUB VTIS-13	24°	40.74' N	53°	32.83' E	Mubarraz VTIS Limit
17	MUB VTIS-14	24°	45.71' N	53°	23.49' E	Mubarraz VTIS Limit
18	MUB VTIS-15	24°	50.08' N	53°	20.00' E	Mubarraz VTIS Limit

19	MUB VTIS-1	24°	57.45' N	53°	19.96' E	Mubarraz VTIS Limit
----	------------	-----	----------	-----	----------	---------------------

#### 10.8.6 Mubarraz In bound:

No	Name	Latitude N		Longitude E		Description
		Deg.	Min.	Deg.	Min.	
1	RP 1	25°	06.50'N	053°	25.00'E	Zaqqum Buoy
2	RP 2	25°	02.50'N	053°	19.16'E	Zaqqum East
3	RP 3	24°	57.32'N	053°	18.37'E	Pilot station in the vicinity of Mubarraz Approach
4	RP 4	24°	49.48'N	053°	17.47'E	Buoy no.1
5	RP 5	24°	39.00'N	053°	31.64'E	Buoy 5
6	RP 6	24°	30.43'N	053°	40.50'E	Buoy # 11
7	RP 7	24°	26.48'N	053°	36.67'E	Buoy # 15

#### 10.8.7 Mubarraz Out bound:

No	Name	Latitude N		Longitude E		Description
		Deg.	Min.	Deg.	Min.	
1	RP 1	24°	26.48'N	053°	36.67'E	Buoy # 15
2	RP 2	24°	30.43'N	053°	40.50'E	Buoy # 11
3	RP 3	24°	34.04'N	053°	40.18'E	Buoy # 7
4	RP 4	24°	39.00'N	053°	31.64'E	Buoy 5
5	RP 5	24°	49.48'N	053°	17.47'E	Buoy no.1
6	RP 6	24°	57.32'N	053°	18.37'E	Pilot station in the vicinity of Mubarraz Approach
7	RP 7	25°	06.50'N	053°	25.00'E	Zaqqum Buoy

## 11. SERVICES PROVIDED

Marine Traffic in the VTIS delineated Sector is monitored by Radar, ENC (on traffic situation display), AIS, CCTV and radio equipment such as VHF, R/T, DSC and VTIS also receives information from various sources on anticipated vessel movements, hazards to navigation, aids to navigation and other information of interests to VTIS participants.

### 11.1 Information Service

- (i) Marine Traffic information
- (ii) Information regarding the position of a vessel in relation to other vessels
- (iii) Information regarding positions of other vessels by means of distances from own vessel, course and speed over the ground
- (iv) Information regarding intended movements of other vessels
- (v) Notices to Mariners
- (vi) Hydrographic information
- (vii) Meteorological information
- (viii) Information regarding the reported status of Aids-to-Navigation
- (ix) Any other information deemed necessary by the VTIS

### 11.2 Traffic Organization Service

This service is constituted of the following items:

- (i) Vessel Sailing Plan and its entry permission, time and date to the PPA-VTIS Sectors.
- (ii) Any changes to the Sailing Plan.
- (iii) Operational information before entering the PPA-VTIS Sectors related to the traffic organization.
- (iv) Operational information based on the PPA- VTIS Sectors Authorities Traffic Regulations.

## 12. NAVIGATIONAL ASSISTANCE SERVICE

Navigational Assistance Service will be provided when severe meteorological situations are observed, deficiencies or breakdowns have occurred during the passage of the participants, when required by the master or the person in charge or, when deemed necessary by the VTIS. With regards to the safety of navigation, decision making process on the bridge of the participant vessels may be enhanced by providing the following information.

- Position information in order to ensure safe navigation of vessels sailing within the VTIS Sector including the Zaqqum TSS.
- Information regarding movements of other vessels in vicinity.
- Warnings with regard to dangerous situations that might develop

The beginning and ending time of the navigational assistance service must be clearly agreed and recorded by the Master and VTIS operator.

### **13. DEFINITIONS OF MAIN MESSAGE MARKERS USED BY THE VTIS**

#### **13.1 Information:**

The VTIS analyses the information collected from different sources and distributes such data to participants according to their requests and needs. Information may be given by the VTIS at regular intervals or as requested by the participants or when deemed necessary by the VTIS. The purpose of informing participants is to facilitate the safe navigation of vessels and to assist the ship masters in taking decisions.

#### **13.2 Recommendation:**

VTIS operators in charge, in order to prevent a potentially dangerous situation or when deemed necessary, may make recommendations to all participant vessels such as taking of a pilot (for active participants only) or regarding manoeuvres to be made. Such recommendations do not relieve the master or person in charge of his or her responsibility to navigate the vessel safely. Abiding by the recommendations is solely at the initiative of the Master or the person in charge. The VTIS Responsible Authority endeavours to administer Supervisors who hold Master's Certificate of Competency, trained and licensed in accordance with IALA Recommendations and Guidelines and are fit to issue the recommendation.

#### **13.3 Instruction**

The VTIS may relay Directions from the Harbour Master as to the movement of the vessel in compliance with the Port Regulations. These Directions are to be followed to comply with the UAE Law 12 of 1973. They will not refer to the conning or other close navigation of the vessel.

#### **13.4 Warning:**

VTIS operators in charge will issue warnings to the participants when a potentially dangerous situation is observed to be developing. VTIS, after issuing a warning, will monitor whether or not care has been exercised and action to prevent the accident or dangerous situation had been taken.

#### **13.5 Advice:**

VTIS may issue advice to all participant vessels upon the development of an imminent and unavoidable danger, the violation of safety rules and regulations, when a participant is not aware of an imminent and obvious danger or in case of a warning is ignored by a participant vessel.

Advice given by the VTIS shall always be result oriented, however all factors that affect navigation, such as the steering or engine orders shall at all times remain with the decision of those on board i.e. the MASTER or on advice of the PILOT.

The VTIS, while providing these services, shall at all times respect the Master's ultimate responsibility to control his vessel and shall exercise care not to interfere with the traditional Master-Pilot relationship.

Taking into consideration that all decisions concerning the safe navigation of a vessel shall be the sole responsibility of the master, Information, recommendations, warnings and advice provided by the VTIS to the participants with regard to safety of navigation shall at no time relieve the Master of his responsibility to manage his vessel and possess the requisite knowledge and responsibility.

The VTIS shall at no time be held responsible for decisions and actions taken by the Master of a vessel.

#### **13.6 Reportable Occurrences**

The VTIS shall accept initial reports, as required by UAE or International Conventions, on behalf of the Harbour Master.



## 14. PROCEDURES FOR SHIPS

### 14.1 General

- (i) All active participant vessels shall send SP-1 and SP-2 reports to the VTIS in accordance with the Abu Dhabi Petroleum Port Authority VTIS Reporting system.
- (ii) VHF R/T channel of the VTIS Sector shall be monitored at all times during passage or anchorage when inside the VTIS area.
- (iii) VTIS should be informed on every occasion of a vessel leaving/entering the VTIS Sector.
- (iv) Vessels navigating within the VTIS Sector, for safety of navigation, protection of life and of the environment, should continuously monitor all VTIS broadcasts and take heed of information, recommendations, warnings and advice given by the VTIS.
- (v) Masters of vessels navigating within the VTIS Sector shall report to the VTIS all perils to safety of navigation observed.
- (vi) Vessels navigating within the TSS through the VTIS Sector, should report to the concerned VTIS Control in case of any deviation from the TSS, berthing or mooring to buoys, dropping anchor, turning back or emergencies and similar exceptional circumstances and any delays on their ETA's exceeding 2 hours.
- (vii) All communications with VTIS should be performed via VHF on the channel relevant to sector they are operating in.

### 14.2 Anchoring and Leaving the Anchorages

- (i) Vessels shall anchor in the designated anchorage or position as advised by the VTIS.
- (ii) Before dropping her anchor all vessels shall reconfirm with the VTIS.
- (iii) Anchored vessels shall report to the VTIS their anchorage position and time.
- (iv) The concerned VTIS sector channel shall be continuously monitored at anchorage areas.
- (v) Vessels shall inform the VTIS one hour prior to heaving up their anchors.
- (vi) When anchor is completely restored, the vessel shall notify the VTIS of the time of anchor aweigh, its port of destination and ETA, and obtain the necessary traffic information.
- (vii) Vessels navigating through the PPA-VTIS Sectors, with the permission of the VTIS, may anchor, up to 48 hours at the designated anchorage without having to obtain a "Free Pratique". However vessels not bound for PPA Ports must not enter the Port Limits other than for necessary passage on customary routes.
- (viii) Any vessel which drags or is in doubt of dragging her anchor shall report to the relevant VTIS as soon as it is noticed.

### 14.3 Berthing and Un-berthing

- (i) Vessels after berthing shall notify the VTIS/Port Control. While at berth in a port or at a terminal, vessels shall not be required to listen to the VTIS sector channel.
- (ii) Vessels shall inform the VTIS four hours prior to departing from the port or terminal and should obtain permission for sailing from the VTIS Centre before single up.

- (iii) Vessels leaving the Berth, prior to entering traffic, shall report their time of departure as well as ETA to the VTIS Centre, and proceed while receiving traffic information.

#### 14.4 Slowing Down

Relevant VTIS Centre shall be immediately notified in case a vessel is forced to slow down with the VTIS sector for any reason. The VTIS Centre shall assess the traffic situation and provide information, recommendations and advice regarding the situation.

#### 14.5 Reporting of Incidents

The VTIS is the first point of contact for reporting an incident, so that the necessary measures can be taken to minimize any actual or potential casualty, loss of lives or property and for the protection of the environment. The VTIS Centre shall notify the Harbour Master or his deputy who will then inform the VTIS Responsible Authority of any such reports.

Vessels navigating within the VTIS sector are obliged to report to the relevant VTIS centre, immediately and without delay, any deficiency that may occur as a result of, but not limited to;

Effect of adverse weather, such as hull damage and/or water ingress, loss of steering, failure of tow arrangements, Engine Breakdown etc.

Incident such as Collision, Grounding, fire, Listing, Loss of cargo overboard, Man overboard etc.

Vessel may use the following format for reporting an incident:

Designator	Information Required
1	Ship's Name
2	Position
3	Nature of Incident
4	Required assistance

#### 14.6 Reporting of Potential Pollution

Vessels shall immediately notify the relevant VTIS of any incident that may present a pollution threat to the marine environment or the surrounding areas, so that the necessary measures may be taken in a timely manner.

#### 14.7 Local Traffic

Landing craft, Ferries, intra-city passenger vessels, fast ferries, passenger boats engaged in regular voyages, pleasure crafts, fishing boats, agent boats, government vessels, tug boats, vessels belonging to non-governmental organizations, vessels engaged in underwater operations and survey vessels, Rigs and all other similar vessels are party to the local traffic.

Local vessels, irrespective of whether or not they are subject to SOLAS requirements, are obliged to monitor VHF R/T frequency and to follow the advice issued by the relevant VTIS.

Local vessels inside the VTIS area are to proceed and conduct themselves as per the (COLREGs). Where their activities may hamper the passage of other traffic they are to report to the VTIS Centre requesting permission for starting and continuing their activities.

Non-complying vessels shall be reported to the VTIS Authority.

#### 14.8 Bunker Vessels

Bunkering operations by ship-to-ship transfer will not be carried out within Petroleum Ports Limits without authorisation of the Petroleum Ports Authority and informing the relevant VTIS centre. Bunkering is not allowed inside the petroleum port limit unless authorized by the PPA responsible authority.

If and where bunkering operation is approved, and after berthing alongside the vessel to be served, a report containing the following information shall be provided to the VTIS Centre:

- (i) Name of the bunkering vessel;
- (ii) Name of the vessel being bunkered; and
- (iii) Time berthed alongside.

Any leakage or spillage should be immediately reported to the VTIS Centre so that the necessary precautions/actions can be taken. After completion of bunkering operation, a report containing the following information shall be provided to the VTIS Centre:

- (i) Type and quantity of bunker supplied
- (ii) Cast off time.

#### 14.9 Fishing Boats

No fishing vessel, regardless of its length, may engage in any fishing activities while inside the TSS and Deep water Navigational routes. While within the VTIS reporting area and outside of the TSS fishing vessels shall take utmost care not to impede the safe passage of other vessels.

#### 14.10 Boats driven by sail or oars

Navigating by sail, oars, or swimming is not allowed within the TSS and also within the VTIS reporting areas. However, sailing, rowing and swimming competitions conducted for sporting purposes, processions and special shows are subject to the permission and regulation of the Petroleum Ports Authority.

#### 14.11 Waste Collecting Vessels

Waste reception operations shall be carried out in accordance with the Port Waste Management Plan by informing the relevant VTIS Centre on commencement and completion of collection of waste.

#### 14.12 Violations

Vessels found to be in violation of the VTIS procedures, or do not abide by the Collision Regulations while navigating within the VTIS sector, will be reported to its flag administration by the VTIS authority, and for those vessels calling into any Petroleum Ports within Abu Dhabi, may be denied entry.

### 15. REPORTING FORMS

Refer to the PPA website <https://ppa.adnoc.ae> for reporting Forms.