

## Conditions of use for Vessel (s) Small Craft(s) and RIG (s) involved in Marine Projects

**In addition to any regulations enforced by the Petroleum Ports Authority Function within ADNOC (the “PPA”) the following requirements must be observed at all times when entering and working within the waters of the petroleum ports of Jebel Dhanna, Ruwais, Das Zirku & Mubarraz (the “Petroleum Ports”).**

For the purpose of these Conditions of Use, capitalised terms used herein are as defined in the Petroleum Ports Authority Port Regulations dated February 2023 (as amended) and accessed via this link <https://ppa.adnoc.ae/en/ports/petroleum-ports-authority-port-regulations> save that reference herein to the “Company” includes ADNOC and any ADNOC Group Company.

1. All small vessels which enter and/or operate within the Petroleum Ports, including but not limited to fishing vessels, Tugs and Tows, mooring boats, pilot boats, dive boats, oil spill response boats, barges, rigs, rowing boats, pleasure craft and any other similar vessels or boats, (together “Crafts”) must be approved by the ADNOC vetting team prior to arrival at any Petroleum Port.
2. All Crafts must submit a pre-arrival questionnaire at the relevant Petroleum Port.
3. All Crafts shall have a valid craft entry permit (CEP) issued by the PPA in order to enter the Petroleum Ports.
4. With respect to Crafts entering the Petroleum Ports for the purpose of working on marine projects, the proposed scope of work and risk assessment must be endorsed by the Harbour Master of the respective Petroleum Port prior to entry by the said Craft. The Craft/project owner must also be in possession of a marine project commissioning permit.
5. All operations undertaken by the Crafts, including but not limited to movements and mooring, must be approved in advance by the Harbour Master of the relevant Petroleum Port.
6. Unless prior approval is obtained from the Harbour Master and specific instructions are issued by the PPA, no Crafts shall approach within **500 metres** of any berth at which any cruise ship is moored or at which any vessel is berthed and/or is engaged in loading or discharging any petroleum cargo of any description. This includes but is not limited to crude oils, LNG, LPG, refined products of any description, whether in bulk or containers.
7. Crafts are not permitted to communicate with a vessel or cruise ship alongside any berth without prior permission of the respective Vessel Traffic Information Service (VTIS)/Port Control.
8. Anchoring outside the designated anchorage areas is strictly prohibited unless prior approval is obtained from the Harbour Master of the relevant Petroleum Port. When the use of anchors is required as part of a scope of work, the anchoring procedure and plan must be submitted to the Harbour Master for approval at least 72 hours in advance of the work commencing. Anchors must not be laid within 50 metres of any pipeline or 100 metres within the direction of pull. Anchor positions must be swept by appropriately qualified divers in possession of a valid diving permit issued by the Harbour Master and buoys must be marked before laying commences.
9. Un-propelled Crafts and pontoons must at all times have a Tug in attendance.
10. Masters or supervisors of any Craft must be pre-approved by the Company. The crew of any Craft do not need such pre-approval. Any shift change is allowed, subject to the Harbour Master’s prior approval.
11. All lifting operations must comply with ADNOC standards for lifting, which are available from the Harbour Master and which all master’s should be familiar with and adhere to.

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12. All those on board all Craft must wear appropriate personal protective equipment including SOLAS type approved personnel floatation devices (PFDs) at all times when involved in any operation within the Petroleum Ports.
13. Communications must be always maintained between all Crafts and the Harbour Master on the below VHF Channels:

- a. Ruwais Port Control/VTIS on VHF Ch. 16/09/21.**
- b. Das Zirku VTIS/ Das Port control on VHF Ch. 16/12/23.**

Any incidents/accidents must first be reported immediately on the abovementioned VHF channels as to the respective VTIS, following which notice of the incidents/accidents may also be reported as follows:

- a. Ruwais: Tel: 00971 260-21606/21607.**
- b. DAS VTIS: Tel: 00971 260-21727/ 21726/ 28996; and**
- c. Email: pparuwais@adnoc.ae/ ppadas@adnoc.ae**

14. Crafts requiring entry:

- a. to RIASH (Ruwais Industrial Area Service Harbour) must contact Ruwais Port Control on VHF Ch. 09/16/21, for permission to enter. The maximum allowed draft at RIASH is **7.0 metres., the maximum permissible length overall (LOA)/displacement for RORO berth is 70 meters/15000 MT and for the heavy lift berth is 91 meters/15000 MT.**
- b. to the service harbour at Das must contact Das Port Control on VHF Ch. 12/16/23 for permission to enter. The maximum permitted draft is 2.7 meters and entry, exit and operations are restricted to daylight hours only.
- c. to Zirku pier must contact Zirku Radio on VHF Channel 16/15 and Das VTIS on Ch.23 for permission to enter: and
- d. to Mubarraz must contact Mubarraz Marine on VHF Ch. 17 and Das VTIS on VHF Ch. 16/23/12.

15. RIASH and DAS service harbour are restricted areas. Any hot work to be carried out within these restricted areas requires prior written permission. PPA has authorized Abu Dhabi Marine Operations and Services Company LLC ("ADNOC Logistics & Services (AL&S)") to issue hot work permits and to control all the hot work activities within RIASH. In Das service harbour, this function is performed by Abu Dhabi Company for Offshore Petroleum Operations Limited ("ADNOC Offshore"). Applications for hot work permits shall be made at least 24 hours in advance to AL&S or ADNOC Offshore via the Harbour Master of the respective Petroleum Port.

16. Whether intentionally or otherwise, under no circumstances shall any oil, garbage/ rubbish be dumped overboard, or any engine room bilges pumped out whilst the Crafts are within the Petroleum Ports.

17. Any oil sheen must be immediately reported to the respective **Port Control** on VHF Channels/Telephone Numbers as specified above.

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18. Crafts are not permitted to work or manoeuvre during the hours of darkness unless prior dispensation is granted in writing by the relevant Company.
19. Any variations to agreed procedures must be approved by the Harbour Master of the respective Petroleum Port in advance and in writing.
20. Crafts are required to comply with PPA Under Keel Clearance (UKC) policy as stated in the Port Regulations.
21. No mooring anchors or buoys shall be used by any Crafts within the Petroleum Ports without obtaining prior approval from the Harbour Master of the relevant Petroleum Port. No wet storage of anchors is allowed within the Petroleum Ports and all anchors/buoys must be recovered after completion of a project or as agreed with the Harbour Master.
22. Diving permits, if any, shall be obtained from the PPA for all diving operations within the Petroleum Ports. VTIS of the respective Petroleum Port must be informed on the VHF Channels stated above before the commencement of any diving operations. Further:
  - a. the diving operations are to be carried out in strict compliance with ADNOC Group HSE standards for diving operations which are provided by the Company to the Craft; and
  - b. the diving supervisor must ensure that no other surface activity is in progress that may cause harm/interruption to his divers/operations. He must cease diving operations if any other operations in the area have been observed that may cause harm, interruption, or confusion to his divers/operations. He must immediately contact the Port Control of the respective Petroleum Port on VHF Channels referred to above to resolve the issue, and only once the issue has been fully resolved may the diving operations be resumed.
23. No Tug or Tow shall be permitted to enter or depart Petroleum Port limits without carrying a valid voyage specific tow approval certificate issued by a Competent Organization as defined by the Federal Maritime Authority (FMA). All Tugs and Tows must comply with FMA circular 01/2023 (Requirements for towing operations in UAE waters and ports) in order to enter the Petroleum Ports.
24. For the Tug or Tow's return voyage and exit from the Petroleum Port, the tow approval certificate for the inward passage may be accepted at the Harbour Master's discretion, provided (i) the conditions of the Tug and Tow have not changed from their arrival condition and (ii) provided that the Tug Master furnishes the Harbour Master with a written declaration stating the same.
25. Notwithstanding anything contained herein, the owner of the Craft will be responsible for the acts and omissions committed by the Master, Pilot, or crew of a Craft or any person who works in the Craft under the authority of the shipowner while performing his duties in the Craft and neither the owner of the Craft nor the Master shall be relieved of their absolute responsibility for the safety of the Craft or crew, and remain jointly and severally liable for any and all damage whatsoever or howsoever occurring to any installation, property, personnel or equipment belonging to the Company or other users of the Petroleum Ports and shall indemnify the Company fully for any and all losses including but not limited to all loss of profit, consequential, direct and indirect loss.
26. Neither the Company, its servants, employees, directors, shareholders, subsidiaries, agents, contractors, subcontractors and/or affiliates shall be liable or responsible in contract, tort or otherwise for any loss (including but not limited to loss of profit, consequential, direct or indirect loss), damage, liability, expenses and/or delay of whatsoever nature and howsoever caused to or sustained by the Craft, its cargo, Master, crew or any contractor or subcontractor of the Craft whilst within, entering or departing from the Petroleum Ports.

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27. Any and all damage shall be immediately reported to the Harbour Master who will then inspect or cause the damage to be inspected and the cost of such inspection shall be for the Craft's account. Such inspection will in no way make the Company its servants, employees, directors, shareholders, subsidiaries, agents and/or affiliates liable for the damage or the costs arising therefrom, and it shall in no way prejudice any of their rights, whether in contract or tort or at law.
  
28. The Company reserves the right to repair, or otherwise cause to be repaired (including wreck removal) or clean up pollution and/or rehabilitate the environment. Any and all costs incurred shall be for account of the Crafts, their owners, agents, contractors, subcontractors, employees and affiliates who shall indemnify and hold harmless the Company against any such loss, including loss of profit, consequential, direct and indirect loss, damage, liability or expense.
  
29. The Company at its sole discretion may require a guarantee acceptable to the Company to be furnished by the Craft, their owners, agents, contractors, subcontractors, employees and/or affiliates to cover the costs of repairs, clean up and rehabilitation.
  
30. All port dues and claims must be settled before the Crafts are ready to depart the Petroleum Port, failing which any Craft may not be issued port clearance.
  
31. Regardless of whether or not these Conditions of Use are signed, by entering into and/or using Petroleum Ports, all Crafts shall be bound by these Conditions of Use.
  
32. These Conditions of Use and any non-contractual obligations arising out of or in connection with them shall be governed by and construed in accordance with the Laws of the Emirate of Abu Dhabi and the applicable Federal Laws of the United Arab Emirates and will be subject to the exclusive jurisdiction of the courts of the Emirate of Abu Dhabi.

Name of Craft: \_\_\_\_\_

Company Representative/Master's Name: \_\_\_\_\_

Signature: \_\_\_\_\_ Stamp: \_\_\_\_\_

Date: \_\_\_\_\_