

PRE-ARRIVAL INFORMATION

JETTY 41

Name of Vessel		Page
Date		1 / 2

Ref.	Subject	Reply
1.	Normally berthing with starboard side - Please prepare the vessels manifolds for connection prior arrival.	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
2.	LOA, DWT, Beam of vessel and arrival draught of vessel	LOA DWT Beam Arr. Draft
3.	ETA harbour pilot boarding area: Arriving from North: N 55°35,0 – E 009°51,5 Arriving from South: N 55°31,3 – E 009°40,6	
4.	Vessel's displacement on arrival and estimated displacement on departure	Arrival : Departure :
5.	Maximum draught expected during operation and upon departure	
6.	Maximum allowed H ₂ S and Mercaptan (vapour) in vessel loading tanks upon arrival is either 0.5 ppm H ₂ S or 0.5 ppm Mercaptan, and the sum of H ₂ S and Mercaptan must not exceed 0.5 ppm. When exceeding the limits the vessel is not ready to load, and will not be allowed to berth. If IG plant is fitted, all cargo tanks to be fully inerted prior to loading - Oxygen content to be less than 8% Vessel with previous cargo crude oil, fuel oil, condensate or naphtha must measure the cargo tank atmosphere for the presence of H ₂ S and Mercaptans. The results from minimum two cargo tanks shall be reported to the terminal at least 12 hrs before arrival. On arrival cargo tanks must be depressurized to minimum positive pressure in order to allow shore representative to perform a control measurements	Tank No.: _____ H ₂ S: ppm. Mercaptan: ppm Tank No.: _____ H ₂ S: ppm Mercaptan: ppm Remarks:
7.	Advise on /report any defects that could adversely affect safe operations or delay commencement of cargo handling	
8.	Ship's manifold details, including type, size, number. Also products to be handled at each manifold, numbered from forward.	
9.	Advance information on proposed cargo handling operations, including quantities and any loading rate restrictions	
10.	Information, as required, on quantity and nature of ROB/slops and of any contamination by chemical additives. Such information must include identification of any toxic components, such as H ₂ S	Chemicals Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, state type:
11.	No reception facilities for dirty ballast	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
12.	Maximum/minimum height of manifold above water-level to be within: LPG: 2,4 / 7,6 m.- White products and fuel cargoes: 0.2 / 10.6 m. at any time during loading / discharging	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
13.	Loading / Discharging by 1 or 2 arms (ASA) LPG : 4" connection – White products and Fuel: 8" connection Discharging of tank cleaning water: 6" (hose) Vapour Recovery Unit will be used for all Pygas and gasoline loadings: VRU hose connection 4" (ASA) – 6" / 4" reducer is available	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/> Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
14.	All moorings to be kept in taut condition at all time, whilst alongside	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
15.	If possible - Gangway will be supplied from shore	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
16.	Maximum draft at mean sea level: 10,00 metres Sea water density approx 1.015.	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
17.	NIL Ballast water exchange requirements	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
18.	Min. 24 hrs prior to arrival or on departure from last port, forward Waste Declaration according to EU directive 2000/59/EF	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>

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Page
2 / 2

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19.	<p>Use of Harbour Pilotage is compulsory for all vessels calling Shell Marine Terminal at Fredericia. Passage to/from Fredericia: <i>In internal and external territorial waters there is an obligation for ships to use a pilot, if they:</i></p> <ul style="list-style-type: none"> • <i>Are carrying oil or have unclean cargo tanks that have not been rendered safe with Inert Gas</i> • <i>Are carrying chemicals or gasses</i> • <i>Have more than 5000 t bunker oil on board or</i> • <i>Are carrying highly radioactive material</i> <p><i>When coming from North – T-route Buoy no. 23 off Kalundborg is considered as entrance to internal Danish territorial Waters. Coming from South – Poels Reef (N 54°51 – E 010°12) is considered as entrance to internal Danish territorial Waters</i></p>	<p>Noted : Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>Noted : Yes <input type="checkbox"/> No <input type="checkbox"/></p>
20.	<p>Confirm all navigational and manoeuvring equipment is working properly</p>	<p>Confirmed: Yes <input type="checkbox"/> No <input type="checkbox"/></p>
21.	<p>“Port Information and Safety Regulation” booklet for the Shell Fredericia Terminal is on board in the latest version: Feb 2015 It is normally submitted be agent as an email attachment (1 Mb) prior arrival. Please advice agent if booklet is not on board and/or if applicable inform an alternative way of delivery to the vessel. The “Port Information and Safety Regulation” booklet can also be downloaded from the website of the Danish Associated Ports via this link: http://www.adp-as.dk/havne/isps/~media/ADP/PDF/Reglementer/2014/Frederica Port Info - rev 9-1 Feb 2015.ashx</p>	<p>Confirmed: Yes <input type="checkbox"/> No <input type="checkbox"/></p>