

PRE-ARRIVAL INFORMATION

JETTY 42 – FUEL AND PRODUCTS

Name of Vessel		Page
Date		1 / 2

Ref.	Subject	Reply
1.	Berthing normally with starboard side - Please prepare the vessels manifold for a 10” cargo hose and a 10” vapour hose 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) upon arrival is 50 ppm and 0.5 ppm mercaptan in tanks to be loaded. 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 H₂S 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 to allow shore representative to perform a control measurement	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 height of manifold from water-level not to exceed 18,00 metres at any time during loading	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
13.	All moorings to be kept in taut condition all time, whilst alongside	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
14.	Gangway will be supplied from shore	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
15.	Maximum sailing draft at present is 14,00 metres Density approx.: 1.015 kg/l	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
16.	Loading by 1 x 10” hoses (ASA) For Fuel please prepare Vapour manifold for 10” vapour hose Please have manifold prepared and ready with appropriate reducers prior arrival	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/> Confirmed: 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"/>

Ref.	Subject	Reply
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><i>Shippers also draw the attention to IMO resolution MSC 138(76) and Danish Maritime Authority order no. 254 of 8th April 1994 on navigation through the entrances to the Baltic Sea, where it is recommended that ships with a draft of 11 metres or more use a pilot for the entire passage from Skagen to and from the harbour.</i></p>	<p>Noted : Yes <input type="checkbox"/> No <input type="checkbox"/></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: February 2020 It is normally submitted be agent as an email attachment (1.3 Mb) prior arrival. Please advise 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: www.adp-as.dk</p>	<p>Confirmed: Yes <input type="checkbox"/> No <input type="checkbox"/></p>
23.	<p>BERTH APPROACH MONITORING – JETTY 42 The approach of larger vessels will be monitored using a laser docking system. A large display is situated to the East of the jetty, enabling the pilots and Masters to monitor the approach speed etc. During the final approach, the speed towards the berth should be minimised to reduce the impact on the fenders and dolphins.</p> <p><i>Max allowed transverse speed at fender touch is: 12 cm/sec</i></p> <p>If the speed of the vessel exceeds this limit, a Letter of Protest with the arrival report attached will be presented to the master of the vessel. An independent fender survey will be carried out immediately after departure and the vessel will be charged for the survey expenses. If the survey reveals any related damages, a claim will be forwarded to the owners of the vessel.</p> <p>All mooring hook stations are fitting a Mooring Load Monitoring System (MLMS). The MLMS system enables the terminal to monitor the load on each mooring line during the entire port stay. Ensure that the vessel's mooring lines are tended and kept sufficiently taut during the vessels stay alongside to prevent undue movements of the vessel.</p> <p>If the vessel fails to comply with this, then the cargo operation will be stopped until the issue has been corrected as per terminal requirement.</p> <p>All time lost and cost incurred will be for the account of the vessel/owner.</p>	<p>Noted : Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>Noted : Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>Noted : Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>Noted : Yes <input type="checkbox"/> No <input type="checkbox"/></p>