

**PRE-ARRIVAL INFORMATION**

**JETTY 42 – CRUDE IMPORT**

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Ref.	Subject	Reply
1.	Berthing normally with starboard side <b>Please prepare the foremost two manifolds for 10” connection to allow best possible access for shore gangway</b>	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:                    N 55°35,0 – E 009°51,5	
4.	Vessel’s displacement on arrival and estimated displacement on departure	Arrival            : Departure            :
5.	Maximum draught expected during operation and/or upon departure  Maximum draft is 14,00 metres – Sea water density approx.: 1.015 kg/l	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
6.	Maximum allowed H <sub>2</sub> S (in liquid) in cargo 10 ppm. Blowing off tanks, which is containing vapour with a concentration of H <sub>2</sub> S > 10 ppm is forbidden alongside because of safety and environmental reasons. Only after completion of discharging the vessel can blow off one of the cargo tanks for draining the discharging hoses for disconnection.	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
7.	The vessel is required to have a fully operational Inert Gas system  The I.G. System shall be able to supply an I.G. with an O <sub>2</sub> content below 5%  O <sub>2</sub> content in the cargo tanks to be kept below 8% always	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>  Confirmed: Yes <input type="checkbox"/> No <input type="checkbox"/>  Confirmed: Yes <input type="checkbox"/> No <input type="checkbox"/>
8.	The results from minimum two cargo tanks shall be reported to the terminal at least 12 hrs before arrival.	Tank No.: _____ H <sub>2</sub> S:            ppm. O <sub>2</sub> :            ppm. Mercaptan:            ppm  Tank No.: _____ H <sub>2</sub> S:            ppm. O <sub>2</sub> :            ppm. Mercaptan:            ppm
9.	Advise on /report any defects that could adversely affect safe operations or delay commencement of cargo handling	
10.	Crude Oil Wash (C.O.W.) Min. 24 hrs prior to arrival or on departure from last port, forward vessel C.O.W. plan to terminal via vessel agent. MARPOL requires only a minimal C.O.W.	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
11.	Maximum height of manifold from water-level not to exceed 18,00 metres at any time during discharging	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
12.	All moorings to be kept in taut condition all time, whilst alongside Terminal is fitted with a Mooring Load Monitoring System	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
13.	Shore gangway will be supplied from shore if launch is possible	Noted : Yes <input type="checkbox"/> No <input type="checkbox"/>
14.	Discharging by 2 x 10” hoses (ASA)  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"/>
15.	Inform average cargo temperature (°C)	°C
16.	Inform Density @ 15°C (kg/ m <sup>3</sup> )	kg/ m <sup>3</sup>
17.	Inform if free water or traces of water was ascertained in cargo at loading port	Water present: Yes <input type="checkbox"/> No <input type="checkbox"/> If, yes state quantity: m <sup>3</sup>

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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"/>
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"> <li>• <i>Are carrying oil or have uncleaned cargo tanks that have not been rendered safe with Inert Gas</i></li> <li>• <i>Are carrying chemicals or gasses</i></li> <li>• <i>Have more than 5000 t bunker oil on board or</i></li> <li>• <i>Are carrying highly radioactive material</i></li> </ul> <p><i>When coming from North – T-route Bouy no. 23 off Kalundborg 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.	Confirm all navigational and manoeuvring equipment is working properly	Confirmed: Yes <input type="checkbox"/> No <input type="checkbox"/>
21.	<p><b>“Port Information and Safety Regulation”</b> booklet for the Shell Fredericia Terminal is on board in the latest version: <b>February 2020</b>                      It is normally submitted by 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.</p> <p>The “Port Information and Safety Regulation” booklet can also be downloaded from the website of the Danish Associated Ports via this link: <a href="http://www.ADP-as.dk">www.ADP-as.dk</a></p>	Confirmed: Yes <input type="checkbox"/> No <input type="checkbox"/>
22.	<p><b>BERTH APPROACH MONITORING – JETTY 42</b>                      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><b><i>Max allowed transverse speed at fender touch is: 12 cm/sec</i></b></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>