



ميناء الملك عبدالله
King Abdullah Port

PORT INFORMATION GUIDE

UPDATED APRIL 2018



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Glossary

A number of terms and/ or abbreviations are used throughout the Port Information Guide. The meaning of those terms / abbreviations is given below:

VTS	Vessel Traffic Services
RORO	Roll On – Roll Off
LLWL	Lower of the Low Water Level
HHWL	Higher of the High Water Level
MSL	Mean Sea Level
IALA	International Association of Lighthouse Authorities
Chart Datum (CD)	The low water plane, below which depths on a nautical chart are measured and above which tidal levels are sometimes measured.
IMO	International Maritime Organisation
GCC	Cooperation Council for the Arab States of the Gulf
SEAPA	Seaports Authority of Saudi Arabia
SOLAS	IMO International Convention for the Safety of Life at Sea
ISPS Code	International Ship and Port Facility Security Code
MARSEC	Maritime Security Level in accordance with ISPS Code
GT	Gross Tonnes
IMDG	IMO International Maritime Dangerous Goods Code
MARPOL	IMO International Convention for the Prevention of Pollution from Ships
ECA	Economic Cities Authority

1 Forward by Harbour Master

Welcome to King Abdullah Port.

The Port is a brand new development, regulated by ECA as a single governmental authority of the Kingdom of Saudi Arabia. The Ports container terminal is operational and we currently offer container vessel berths and gantry craneage for vessels in excess of 400m in length and 16.5m draft. Vessels are advised to check with their agents who will contact King Abdullah Port directly for current information on the handling capacity and berth availability.

Cargo operations are managed by National Port Services (NPS / NCT), whilst the King Abdullah Port act as port operator and provider of VTS services

King Abdullah Port is located on the Red Sea Coast and is located in position:

- Latitude 22 32.0' N
- Longitude 039 05.0' E

The southern approach channel to the port is located in position:

- Latitude 22 31.0 N
- Longitude 039 04.8' E

The port is still currently under construction and will continue to be for the foreseeable future.

Port limits extend to the west and southwest of the port.

This Guide is meant as an introduction and summary for information, most of which is detailed in the General Directions and Pilotage Directions. These two publications should be studied in conjunction with this Guide. This guide will also be published and updated periodically on the King Abdullah Port WebSite.

1.1 Future Planning and Development

Development at the Port continues and it is expected that the bulk, general cargo and RORO berths and handling facilities will be operational in 2018

2 Terminal Capacity and Cargo Types

King Abdullah Port currently offers four container berths. Bulk and general cargo handling capability will commence from 2018. The Port has dedicated berths for Marine Craft which are operated by the Marine Services Provider. Vessel agents will liaise with King Abdullah Port to provide information on berth availability.

2.1 Port Technical Information, Berths, Depths, Equipment

The Port has the following technical criteria and performance data. The photographs on the following page illustrate the berth layout.

Port	King Abdullah Port
Terminal	Containers
Terminal Position	22 32.0' N; 039 05.5' E
Number of available berths	4
Total berth length (combined)	1475m (currently)
Max Vessel Length	MAX LOA: 400+m
Min Depth in approach	18.0m (currently)
Min Depth in swinging circle	18.0m (currently)
Min Depth alongside berth	18.0 m
Max draft in approach	16.5m (currently)
Max draft alongside berth	16.5m (currently)
Under Keel Clearance at approach and alongside	10% of draught or 1.5m, Min 0.5m
Tidal Extremes 2015 (Based on Rabigh)	LW 0.3m HW 1.3m
Swinging circle diameter	680m
Certified Bollard Capacity	Berth 1 - 4 (200 tons)
Distance between bollards	30m
Distance from bollards to quay edge	0.8m
Height of berth above Chart Datum	4 M
Material used for fendering	Natural Rubber
Distance between berth and ship side	1.4 m
Distance between fenders	7.5 m
Max speed in channel / port	6 Kts / 3 Kts
Berthing day / night	24 HRS
Number of Gantry Cranes Available	16 Gantries - all 25 container rows across.
Gantry Cranes Maximum Outreach	6 x ZPMC 10 x Liebherr
Safe Working Lift Under Spreader/hook	65 T (twin lift) 65T, 75 T under hook
Gantry Crane Max over-height under OOG frame / hook	To be confirmed
Gantry Crane Max Over Width	16.5m
Gantry Crane Max Over Length	30m
Gantry Crane clearance between legs	17m
Swivel hook/Rotating spreader	Available Swivel hook
Mobile Crane Capacity	Maximum 100t @ 10.5m radius
Boat/Catamaran Lift Capability Restrictions :	Direct from water to vessel or vice versa
Effect of trim / draft on pilot and port dues	Dues charged on vessel gross tonnage.
Port restrictions on vessel trim	No restriction

The following images are to illustrate the berthing and crane arrangement at King Abdullah Port.



King Abdullah Port Berths 1 & 4



King Abdullah Port ZPMC Gantry Crane



Container Vessels Unloading Containers at King Abdullah port



Bollard and Fender Arrangement at Berths 1 & 4

3 Marine Services Available at King Abdullah Port

Although the Port is only recently opened, Marine Services are provided including:

- Pilotage Service
- Towage Service (minimum of two tugs)
- Local Port Service (LPS) VTS

A full VTS will be operational in 2018 along with additional vessel services such as diving services and workshops.

The Kingdom of Saudi Arabia Coastguard operates from a shared berth with Marine Services

Marine Services can be contacted through vessel agents.

Marine Control can be contacted at:

King Abdullah Port VTS	VHF Ch 14
Navigational warnings broadcasts:	VHF Ch 14
Emergency & Oil pollution	VHF Ch 16
Other working channels	VHF Ch 67, 69, 73,
HUTA Marine	(Construction vessels)Ch 71)

3.1 Vessel Traffic Services (VTS)

A full VTS Service will be available in 2018, however until then a Local Port Service (LPS) VTS exists.

Marine Control is managed by the Harbour Master, an experienced Master Mariner, supported by a team of highly experienced marine operations professionals.

This Team are rapidly developing the capabilities of the marine operations at the Port and the implementation of the VTS.

4 General Directions and Notice to Mariners

The King Abdullah Port Harbour Master has published General Directions for Navigation to assist shipping approaching and entering the Port. These Directions can be found online on the port website www.kingabduallhport.com.sa

The General Directions for Navigation provide Masters with information on:

- Conduct of Masters and Vessels
- Mooring and Berthing
- Aids to Navigation
- Duty to Report
- Unseaworthy Vessels
- Vessel Movement Reporting
- Traffic System
- Port Passage Plans
- Navigational Risk Assessment
- Restricted Visibility Regulations
- Carriage of Polluting Substances
- Towage
- Ballast Water
- Sound Signals
- Statutory Notices

The Harbour Master also publishes Local Notices to Mariners to provide special navigational information, guidance or alerts to mariners. These will also be published on the Port website.

4.1 Meteorology and Local Tidal and Sea Conditions

CLIMATE:

Tropical desert, hot climate with humidity very high during summer months. Winter is mild and pleasant. The weather conditions are seasonal. From November to February average temperatures range from 18° Celsius at night to 30° Celsius during the day. Average humidity is 65%. Rain may be experienced but very rarely during December or January, and does not normally last more than 2 hours. The annual rainfall varies between 10 to 65 mm and has a monthly average of 5 mm.

From March to October average temperatures range from 25° Celsius during the night to 38° Celsius during the day. Average humidity is 82% and August is the hottest month.

WIND, SEA CONDITION & VISIBILITY:

Under normal conditions the prevailing winds are north to northwest occurring 70% of the time. The wind speed normally ranges between 5 and 25 knots, although in rare instances, winds of higher speeds have been recorded. The wind usually starts about 1000 hrs, reaches its maximum strength at noon then reduces about 1900 hrs. The state of the sea, with a northwest wind is slight to moderate outside the port.

During gale or storm conditions easterly winds reaching gale force 7 may be experienced occasionally between December and March. On rare occasions, winds reaching violent storm force 11 have been experienced.

The signs of an impending storm are clouds, which begin to appear from south or southwest. The storm will break suddenly followed by heavy rain and thunder. Visibility at this time is usually limited to about 1 mile due to sand. The sea state will be rough to very rough. VISIBILITY:

Poor visibility due to fog is rare. When it is experienced it is usually during the morning hours. Dust storms, however, may occur throughout the year and these can obscure the coastline.

TIDES AND CURRENTS:

The tide cycle is semi-diurnal. Elevation of the tide levels in relation to the mean sea level are as follows:

- L.L.W.L..... - 0.74 meters
- H.H.W.L. + 0.74 meters
- M.S.L. 0.00 meters
- MEAN DAILY TIDAL RANGE 0.34 meters

Local currents are affected by the general circulation of currents in the Red Sea. The normal flow is North-westerly at 0.5 knots or less. King Abdullah Port is relatively unaffected by tides or currents

4.2 Anchorages

There are no designated anchorages at King Abdullah Port.

4.3 Navigational Aids and Warnings

The shape and colours of the buoys in the approaches to the deep water channel and to the port comply with IALA Buoyage System, Region A.

NAVIGATIONAL WARNINGS:

Navigation Warnings are broadcast by KAP VTS on VHF channels 16 and 14.

The following Virtual AIS buoyage in the KAP Deep Water route is present:

1. KAP Safe Water mark / Entrance to KAP DW route
2. KAP East Cardinal / Marking reef with light PO9
3. KAP Port Hand
4. KAP East Cardinal / Marking reef close by DW route boundary
5. KAP East Cardinal / Marking reef close by DW route boundary
6. KAP Port Hand
7. KAP West Cardinal / Marking Qita'al Kirsh reef
8. KAP Starboard Hand
9. KAP Starboard Hand
10. KAP Pilot Station

Names allocated to V-AIS Marks (Refer to local Notice to Mariners No 2 – 2016)

- | | | | |
|-----|-------------|----------|------------|
| 1. | KAP Fairway | 22 16.7N | 038 53.4E |
| 2. | KAP 1 | 22 18.6N | 038 53.5E |
| 3. | KAP 3 | 22 21.5N | 038 55.1E |
| 4. | KAP 5 | 22 24.6N | 038 56.75E |
| 5. | KAP 7 | 22 25.7N | 038 57.45E |
| 6. | KAP 9 | 22 29.0N | 038 59.0E |
| 7. | KAP 6 | 22 26.0N | 038 59.15E |
| 8. | KAP 4 | 22 22.6N | 038 57.3E |
| 9. | KAP 2 | 22 17.5N | 038 54.8E |
| 10. | KAP Pilot | 22 29.3N | 039 02.15E |

Permanent Fixed Navigation lights have been established at the following positions....

1. SHI'B NAZAR - 22 19.40N 038 51.32E - FI 5s 15M (RACON 'M') (FI 7 secs)

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2. ROSE REEF - 22 18.71N 038 53.09E – FI 10s 10M
3. HORSE SHOE REEF – 22 26.14N 038 56.94E – FI G 10s 5M FI R 10s 5m
4. QITA AL'KIRSH – 22 26.00N 038 59.58E – FI G 10s 15M

4.4 Navigation Routing

GENERAL

King Abdullah Port is separated from the Red Sea shipping routes by an extensive area of coral and shallow water. The landward side of the reef area drops sharply and steeply into deep water (450-550 meters) for 7-8 miles and remains so until rising steeply until the mainland high-water line; a matter of a few hundred meters offshore. A scan of the chart BA 63 showing the approaches is enclosed within the General Directions.

King Abdullah Port DEEPWATER ROUTE (DWR)

The route is entered at its southern end on a north easterly heading. (Latitude 22° 16.5' N. Longitude 038° 53.5' W) (BA chart 63). A starboard hand lateral mark FI 10s 10m (22° 18.7' N 038° 53.0' W) is evident bearing approximately 350° at a distance of 2.1 miles. After 2.5 miles a Precautionary Area allowing for vessel movements at Mina 'al Qadimah is reached; the precautionary area extends along the route for 2 miles. On exiting the precautionary area on a north easterly heading, vessels continue along the DWR; the channel forming the southern section of the DWR and the precautionary area is 1.4 miles wide and clear of obstructions to depths in excess of 450 metres. North of the reef named Qita 'al Kirsh to starboard, the DWR widens to 1.9 miles and alters direction to the northeast for approximately 5 miles before allowing access to the dredged channel into King Abdullah Port. This section of the route is clear of obstructions to depths in excess of 350 metres.

King Abdullah Port APPROACH CHANNEL

Although the approach channel will eventually be dredged to -19m CD at a width of 300m, currently and until further notice it is dredged to -18 m CD. The entrance to the approach channel, which is 700m in length, is on a heading of 055°.

Once inside the inner harbour, dredged depths are currently -17m CD in a 680m turning circle and -18m CD alongside the berths.

Current berth availability exists on the north side of the harbour. The available length of berth is currently 1475 meters (Berths 1 - 4) with adequate mooring and fendering.

Harbour entrance permanent lighting has been activated and consists of 2 x 13nm ISOPHASE Red lights at 8m and 20m on the port side and 2 ISOPHASE green lights at 8m and 20m on the starboard side. Temporary starboard hand buoys are also in position in the approach channel

4.5 Vessel Arrival/Departure Reporting

Full instructions for vessel reports and formats are included in the General Directions. In summary all vessels shall report their ETA at least 48 hours prior to arrival, vessel agents, operators and /or masters are requested to contact the following entity:

King Abdullah Port Saudi Arabia +966 (0) 565692611

Email: kapvts@portsdevco.com

In addition the following Saudi Ports Authority and GCC Notification and Reporting forms must be completed.

- Uniform Ship Pre-arrival Notification Report. (to be submitted to the port at least 48hrs before arrival)
- Uniform Masters Report. (This report will be handed by the pilot to the Master on the vessels arrival.
- Uniform Ship Pre-Arrival Report as per ISPS Code. (to be submitted to the port at least 48hrs before arrival)
- Uniform Vessel Accident Report. (To be used for any incident or accident.
- Uniform Vessel Waste Collection Report for GCC Ports. (to be submitted to the port at least 48hrs before arrival)
- Maritime Declaration of Health. (to be submitted to the port / competent authority at least 48hrs before arrival)

4.6 VHF Communications

EARLY CONTACT:

VHF contact with Port Control (VTS) should be established prior to entering the DWR on VHF Ch.14.

King Abdullah Port operations, including berthing, towage, pilotage, are conducted on VHF channels 67, 69 & 73 respectively. HUTA port construction vessels use VHF 71.

MAINTAINING CONTACT:

A radio watch must be maintained on channel 16 and 14 at all times.

4.7 Vessel Mooring Equipment and Anchors

ANCHORS

Both anchors should be operational with the ability to operate individually. Anchors should be ready for letting go when entering/departing the port or manoeuvring within the port.

MOORING BITTS

Vessel should have suitable mooring bitts for berthing and to secure tugboats.

5 Towage

A minimum of two tugs will be required which will be available from the Marine Services provider. Tugs must be requested via vessels agents who will contact the Marine Services provider directly. Marine Services must notify Marine Control directly.

Full details of towage services are included in the General Directions. This includes minimum towage requirements for tonnage of vessel and other Port rules regarding towage.

Marlin 1



Main engines 2 x Caterpillar 3516B Total power 3,678 kW Propulsion 2 x fixed pitch Z-Tech
Fore winch Hydraulic Double drum - 150 T. brake load Line pull 20 T. @ 10 m/min. on 1st layer
Bollard pull (astern) 60 T Speed ahead (maximum) 12 knots Speed (economic) 10 knots
Capacity fire-fighting monitors 2 x 1200 m ³ /hr Waterspray _ Crane 1.6T SWL. @ 6 m. outreach

Dolphin 1 and Dolphin 2



Engines - 2x Caterpillar C280-8/MC Power- 5420 bkW (7268 bhp) at 1000 rpm Azimuth - 2x Rolls Royce US 285 Propulsion - 3000 mm controllable pitch prop Bow Thrusters - 215 kW, 820 mm diameter
Bollard Pull Ahead - 84.8 ton Bollard Pull Astern - 79.7 ton Speed Ahead - 13.8 knots
Dispersant pump set with 2 spraybooms Firefighting - Main engine driven pumps, 2x 1400 m ³ /hr FIFI Monitors - 2x 1200 m ³ /hr water, 2 x 300 m ³ /hr foam
Aft Towing Winch - Two speed double drum winch, pull 50 ton at 10.7 m/min, 250 ton brake Aft Towing Hook - Mampaey 100 ton S.W.L. Deck Crane - Heila HLM 10-2S, 1100 kg at 7.84 m

Wahoo 1

Damen 2310 ASD tug – 47t Bollard pull



Engines - 2x Caterpillar 3512C TA Power- 3000 bkW (4023 bhp) at 1600 rpm Azimuth - 2x Rolls Royce US 205 MK1 Propulsion – Fixed Pitch
Bollard Pull Ahead - 47.0 ton Bollard Pull Astern - 44.2 ton Speed Ahead - 12.6 knots
Anchor Towing Winch –Hydraulic driven spit drum, pull 18t @ 11m/m and slack rope @ 33m/m, 130 ton brake @ second layer Aft Towing Hook - Mampaey SWL. 650 kN Block fender at bow and d fender at side.

5.1 Pilotage

Pilotage Services are provided at King Abdullah Port and are compulsory for all vessels of 500GT and above, and as requested.

All instructions and requirements of vessels regarding pilotage are included in the Pilotage Directions published on the Port website www.portsdevco.com
Pilotage Exemption Certificates are not granted at the Port at this time.

Pilot boarding and disembarkation arrangements are detailed in the Pilotage Directions but vessels are required to adhere to the internationally recognised standards of the International Maritime Pilots Association and also IMO SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27). Pilotage Service should be arranged via vessel agents as per the Pilotage Directions Section 6.

PILOT BOARDING AREA

The pilot boarding area for the Port is in position 22 29.5N 039 02.15E, some 3.0 miles, bearing 255° from the KAP approach channel. The Pilot will embark and disembark from a pilot launch or tugboat. When approaching the pilot launch or tugboat the Master of every vessel must reduce speed to a minimum for steerageway, currently 4-5 kts, maintain VHF contact with the Pilot Boat, and provide a good lee.

LIMITING WEATHER CONDITIONS

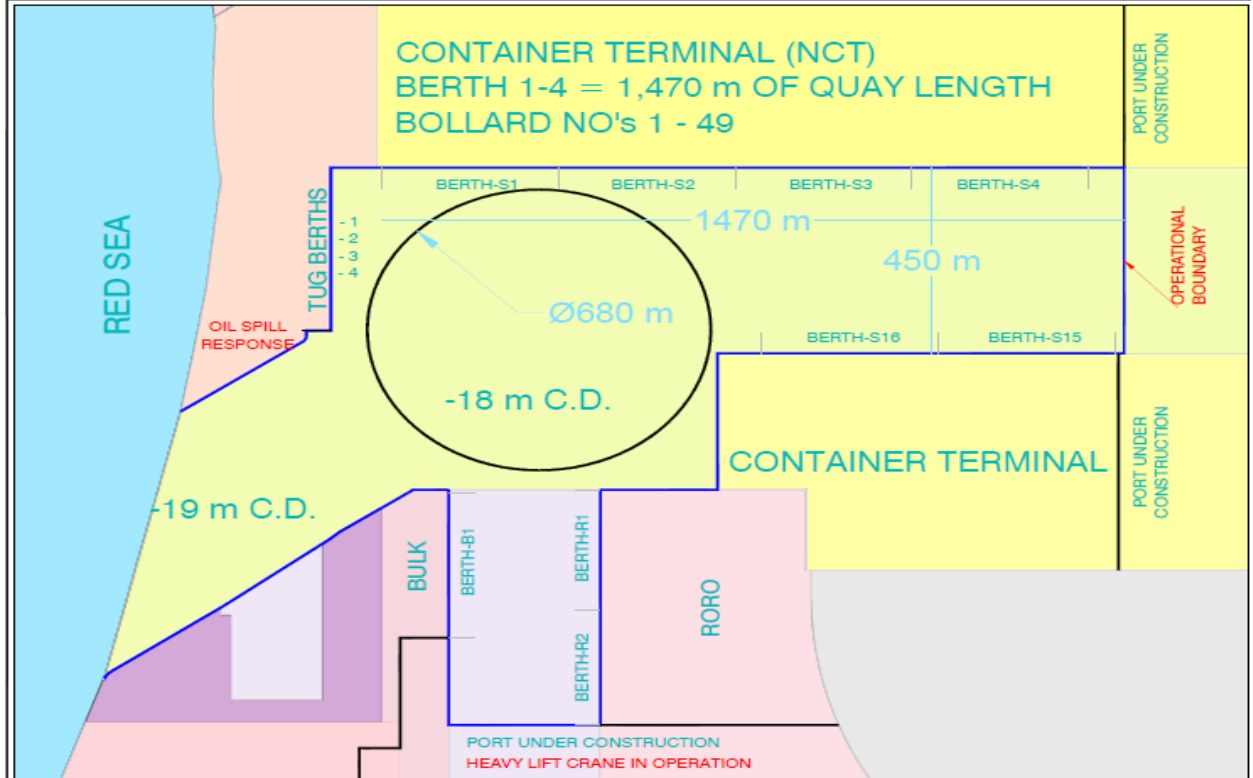
Ordinarily, limiting conditions for the pilot to board the vessel and mooring operations are a wave height of 2 meters and wind speeds over 30 knots (Force 6/7.), although the pilot's and master's discretion will be used at all times.

Vessles shifting or moving within the container terminal

5.2

In accordance with NCT standing order/terms and conditions, that any move or warping of any vessel along the quay, must have a pilot, tugs and mooring gang in attendance
(Notice to mariners No 3 – 2015)

5.2.1



Current port layout. (April 2018)

6 General

This Section is meant as a Guide only. The responsibility for compliance with Saudi Arabian and other international statutory regulations lies with the port users. Port users should consult with local agents for detailed up to date advice on regulations.

This guide was reviewed and acknowledged by ECA (the government legislating body for King Abdullah Economic City and including King Abdullah Port). This guide was Agreed by ECA to be in compliance with its Ports Rules and Regulations.

6.1 GCC Regulations

Although King Abdullah Port is a private port, all port users and vessels are required to comply with GCC rules as published on King Abdullah Port website.

<http://www.kingabdullahport.com.sa>

Every vessel must have a copy of GCC Rules and Regulations on board, or obtain a copy of it on first arrival at the Port.

The vessel reporting requirements as detailed in Section 4 of this Port Guide and in General Directions uses the standardised forms as published by GCC on the above website.

The Port itself has setup processes and procedures and services to comply with both GCC Regulations and other internationally recognised standards.

In addition to this every owner, charterer, master or agent applying for a permission for a ship to enter the Port under GCC regulations must ensure that the standard of the ship, including the ship's master and crew certificates are not below the standards set by International Conventions, Protocols, Resolutions or Codes of Practice as follows:

- i. International Convention for the Safety of Life at Sea (SOLAS), 1974, including SOLAS Protocol 1978, always as amended.
- ii. International Convention on Load Lines (LOAD LINES), 1966, including Protocol 88, always as amended.
- iii. International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), always as amended.
- iv. International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990 including the protocol to this convention (HNS Protocol) covering marine pollution by hazardous and noxious substances, always as amended.
- v. International Convention for the Control and Management of Ships' Ballast Water and Sediments, Adoption: 13 February 2004, and its Resolutions, always as amended.
- vi. International Convention on Tonnage Measurement of Ships (TONNAGE), 1969, always as amended.
- vii. Convention on the International Regulations for Preventing Collisions at Sea (COLREGs), 1972, always as amended.

- viii. International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), 1995, always as amended.
- ix. International Convention for Safe Containers (CSC), 1972, always as amended.
- x. ILO Code of Practice on safety and health in ports, 2005, always as amended.
- xi. ILO Code of Practice on accident prevention on board ship at sea and in port, 2nd Edition 1996, always as amended.
- xii. ILO C185 Seafarers' Identity Documents Convention (Revised), 2003, always as amended.
- xiii. ILO and IMO Code of Practice on security in ports, 2004, always as amended.
- xiv. Regional Convention for the Conservation of the Red Sea and Gulf of Aden (1982), 1985, including the Protocols related thereto, always as amended.
- xv. Regional Organizations for the Protection of the Marine Environment (ROPME)
- xvi. Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA).

All vessels will be eligible for inspection by ECA Port State Control Inspectors to ensure compliance with the above regulations and seaworthiness of the vessel. See Section 24 of the General Directions for more details on port and statutory regulations and also requirements for permission for high risk activities such as hot work.

6.2 Ballast Water

As per General Directions:

- a. No Master shall discharge water ballast into the Harbour without the permission of the Harbour Master except in the case of emergency in order to insure the safety of his vessel and shall inform the Harbour Master as soon after as is reasonable practical.
- b. A Master shall not allow his vessel to enter the Port area unless the ballast tanks of the vessel have been flushed through before entry in such a way as to ensure so far as reasonably practicable that non-native marine organisms are not introduced into the Port area.

6.3 Discharge of Oil or Chemicals

Discharge of oil or chemicals or substances containing oil or chemicals is strictly prohibited during the approach to the port or into the waters of the harbour or onto any land within the Port.

If vessels or port users wish to discharge oily waste or chemical waste ashore then they must make arrangements through their agent.

The Port does provide a waste management service which can be arranged through vessel agents.

Vessels must comply with IMO MARPOL regulations as per para 6 above.

6.4 Disposal of Garbage

In accordance with GCC Regulations Part 7 Section 31 strict control of disposal of garbage is enforced at King Abdullah Port. Garbage disposal ashore must be arranged through vessel agents who will make arrangements through the Port. See Section 7 of this Port Guide for more information on Port Services.

Disposal of any kind of garbage, or any other material waste likely to cause pollution in the harbour, its entrance and approach channel, is strictly forbidden ([Port information notice No 1-2015](#))

6.5 Fire Precautions

All vessels shall always keep ready her firefighting equipment, including main and emergency fire pumps for immediate use.

Full details of emergency response is detailed at Section 9 of this Port Guide.

6.6 Photography

All port users are prohibited from making videos or taking photographs of the Port and Port Approaches unless they have specific authorisation from the Harbour Master. This is to comply with security under the ISPS Code.

6.7 Prohibited Articles

These are some of the items the Saudi Arabian government prohibits:

- i. Possession and/or consumption of alcoholic beverages, including beer, table wines and spirits are strictly prohibited in Saudi Arabia. All alcoholic beverages are to be kept under lock and key during vessel's stay in port.
- ii. Any item contrary to the Royal Family, Saudi Arabian or Muslim beliefs or morality.
- iii. Goods either shipped from or manufactured in Israel are completely banned
- iv. Any items which depict or display the female anatomy (other than for strict medical purposes).
- v. Pornography in any form. (Printed material, photographs, video tapes or DVD's, images contained or displayed on the Laptop /PC monitors depicting anything which could be considered pornographic.
- vi. Explosives and firearms including air rifles.
- vii. Narcotics and other non-prescription drugs.

Port users are warned that the penalty for illegal drug trafficking in the Kingdom of Saudi Arabia may be punishable by death. It is strongly recommended that vessel Masters should consult with their agents for a full list of prohibited articles.

All prohibited articles if present on board shall be secured and locked in appropriate bonded locker/storeroom which will be sealed by the authorities. The seal MUST remain intact during the

entire period of the ship's stay at the Port and must not be broken or tampered until the vessel has finally departed for a port in another country.

6.8 Shore Leave & Crew Baggage Search

Shore leave for ship's crew must be arranged through the agent. Any baggage/ personal belongings of crew members joining and leaving vessels will be inspected to ensure that it contains NO PROHIBITED ARTICLES.

6.9 Saudi Arabian Flag

The KSA (Kingdom of Saudi Arabia) flag MUST fly from the foremast of any visiting vessel 24 hours a day. The flag must be clean and in good condition.

6.10 6.10 Lifboat drill in KAP

Ships will be given permission to lower lifeboats to the water only when carrying out lifeboat drills. Call KAPVTS on VHF 14 before commencing and on completion of the drill.

6.11 Immobilisation of Engines

Ships requiring to immobilise their engines will be given approval from KAPVTS as long as no adverse weather is expected.

Call KAPVTS before commencing and on completion of Immobilisation.

6.12 Hot Work permits

Hot work permits will be issued from KAPVTS and passed to the ship with the pilot, if 24 hrs notice is given otherwise it will be issued through the agent.

6.13 Vessel management during berthing/un-berthing operations (information notice No2 – 2014)

In order to increase navigational safety the following is in force;

1. The berthing or un-berthing of vessels while container crane booms are in the lowered or partly lowered position is prohibited. Berthing or un-berthing will only be allowed when the container crane booms are in the 'fully boomed up' position for that particular berth
2. For berthing or un-berthing where passage adjacent to an operational berth is unavoidable, vessels must ensure they do not pass within 30 metres of the outbound extremity of any container crane boom which is partly, or completely lowered
3. During berthing operations when more than one vessel is berthed ahead or astern of one another, a minimum bollard spacing of two bollards is required for all vessels with a beam in excess of 30 metres when alongside

6.14 Loss of communication during vessel manoeuvres (information notice No3 -2014)

In case of loss of communication during vessel manoeuvres between the pilot, tug masters and mooring supervisor, four or more short blasts will be given on the whistle of the vessel being manoeuvred or the tugs involved in the manoeuvring.

On hearing the signal, a sound check should be carried out by calling parties involved.

7 Towage Services

A minimum of two tugs will be required for visiting vessels. As per the General Directions, tugs must be ordered by visiting vessels through their agents who will liaise directly with the Marine Service Provider at King Abdullah Port.

The tug fleet is detailed in Section 5 of this Guide which includes photographs and technical specifications of the vessels

7.1 Pilotage Services

All vessels of 500GT and above must use the services of a pilot.

Pilots can be requested directly through VTS on Channel 14.

Full details on Pilotage Service and procedures are included in the Pilotage Directions available on the Port website www.portsdevco.com

7.2 Repair Services

Although the Port is operational, some services are still under construction. Vessel repair services and workshops will become available in the near future. Details will be published within this Port Information Guide.

7.3 Stevedoring

A cargo stevedoring service is provided by National Container Terminals (NCT). Arrangements for cargo stevedoring should be made through vessel agents.

Cargo stevedoring services are available to vessels running over a three shift patterns 24 hours per day allowing for short handover periods between lashing gangs.

7.4 Airport

Jeddah International Airport is approximately 1.5 hours drive from King Abdullah Port. Arrangements for crew transfers or other visitors to the Port should be made through vessel agents. Access to the Port can be requested through the Port Facility Security Officer.

7.5 Medical

Full hospital facilities are available in Jeddah and there is a local clinic in King Abdullah Economic City which is open on a 24/7 basis. Masters should make arrangement through their agents. The Port also has a fully equipped ambulance with medical staff, from the local clinic, in 24 hour attendance for emergencies only.

7.6 Fresh Water Supply and Bunkering

The Port does not currently have a fixed fresh water supply but fresh water can be requested by bowser through vessel agents.

There are no fixed bunker facilities at King Abdullah Port as yet. However they are under construction and details will be published in the Port Guide. Bunker provision

should be arranged through vessel agents who must discuss with the Marine Director if access can be provided for bunker bowsers.

7.7 National Consul Services

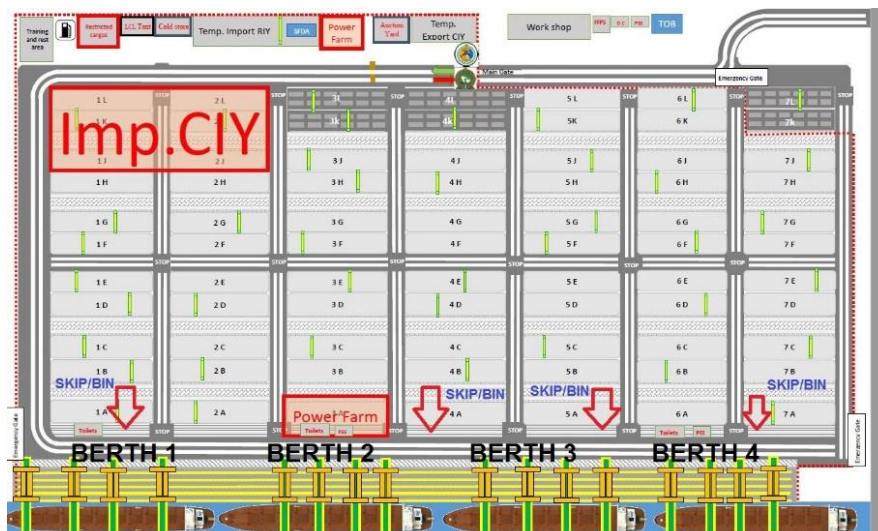
The following countries have Consulate services in Jeddah:

Bahrain	New Zealand
Bangladesh	Norway
Belgium	Pakistan
Brunei	Philippines
Cameroon	Poland
Canada	Qatar
China	Senegal
Cyprus	Singapore
Czech Republic	South Africa
Denmark	Sudan
Egypt	Sweden
Finland	Syria
France	Taiwan
Greece	Thailand
India	Turkey
Indonesia	UAE
Italy	United Kingdom
Jordan	USA
Kuwait	Uruguay
Malaysia	Uzbekistan
Malta	Yemen
	Morocco

Other countries have Consulates in Riyadh.

7.8 Skips and general Waste

Skips are available for General waste as shown on NCT Container terminal Plan



8. Emergency & Pollution Response

King Abdullah Port has an Emergency Response Plan, and a Pollution Response Plan.

In any emergency (fire, collision, flood, major injury or fatality, pollution or potential pollution) vessels and port users must raise the alarm either through VTS on VHF Channel 14 or call +966 565692611

It is recommended that vessels display this contact details on their gangway to be readily available to duty officers in the event of an emergency.

On being notified of an emergency King Abdullah Port will activate their Emergency Response Team and will coordinate the provision of emergency services to assist and evacuate personnel if needed.

In the case of pollution vessels should activate their own Ship Oil Pollution Emergency Plan (SOPEP) in the first instance but also raised the alarm to VTS. Ships should attempt to isolate the source of the pollution and contain. Chemical dispersants should not be used without authorisation from the Harbour Master. The Port can then provide further pollution response assistance and coordination with national pollution response agencies.

All vessels are required to offer assistance to other vessels in distress outside of the port if they are able to do so.

Tugs are available to support emergencies such as towing, fire and pollution response.

9. Port Security and Customs

All Port users and vessels are required to comply with the provisions of IMO International Ship and Port Facility Security Code (ISPS Code).

The Port has a permanent KSA Coastguard presence to enforce the provisions of this Code and a strict security pass system is in force.

Port users can apply to King Abdullah Port for security passes.

Vessels should apply for security access for crew changes or shore leave through their agents.

Vessels should report their arrival to the KSA Coastguard and provide all necessary information required under the ISPS Code.

Vessels should ensure their vessels are secured as per conditions set by the ISPS Code in terms of gangway security, lighting and restricting access to compartments and holds.

The KSA Coastguard will advise the vessel of the local MARSEC Level. All vessels should then apply the minimum security measures to comply with their Ship Security Plan appropriate for that MARSEC Level.

The MARSEC Level should be displayed at the top of the gangway when alongside in port.

Customs clearance for arriving and departing vessels will be done via vessel agents with the KSA Coastguard. Vessels will not be permitted to proceed without clearance to proceed issued by VTS. VTS will not issue clearance to proceed unless advise by vessel agents that Coastguard have cleared the vessel.

10. Virtual AIS and Port approach chart

