PRE-ARRIVAL INFORMATION JETTY 42 – CRUDE IMPORT

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Ref.	Subject	Reply
1.	Berthing normally with starboard side **Please prepare the foremost two manifolds for *10"* connection in order to allow best possible access for shore gangway**	Noted : Yes ☐ No ☐
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 ☐ No ☐
6.	Maximum allowed H_2S (in liquid) in cargo 10 ppm. Blowing off tanks, which is containing vapour with a concentration of H_2S > 10 ppm is forbidden alongside because af 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 ☐ No ☐
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_2 content below 5% O_2 content in the cargo tanks to be kept below 8% at all times	Noted : Yes ☐ No ☐ Confirmed: Yes ☐ No ☐ Confirmed: Yes ☐ No ☐
8.	The results from minimum two cargo tanks shall be reported to the terminal at least 12 hrs before arrival.	Tank No.: H_2S: ppm. O_2: ppm. Mercaptan: ppm Tank No.: H_2S: ppm. O_2: 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 ☐ No ☐
11.	Maximum height of manifold from water-level not to exceed 18,00 metres at any time during discharging	Noted : Yes ☐ No ☐
12.	All moorings to be kept in taut condition all time, whilst alongside Terminal is fitted with a Mooring Load Monitoring System	Noted : Yes ☐ No ☐
13.	Shore gangway will be supplied from shore if launch is possible	Noted : Yes ☐ No ☐
14.	Discharging by 2 x 10" hoses (ASA) Please have manifold prepared and ready with appropriate reducers prior arrival	Noted : Yes ☐ No ☐ Confirmed: Yes ☐ No ☐
15.	Inform average cargo temperature (°C)	°C
16.	Inform Density @ 15°C (kg/ m³)	kg/ m³
17.	Inform if free water or traces of water was ascertained in cargo at loading port	Water present: Yes ☐ No ☐ If, yes state quantity: m³

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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 ☐ No ☐
19.	Use of Harbour Pilotage is compulsory for all vessels calling Shell Marine Terminal at Fredericia. Passage to/from Fredericia: *In internal and external territorial waters there is an obligation for ships to use a pilot, if they:* • *Are carrying oil or have uncleaned cargo tanks that havenot been rendered safe with Inert Gas* • *Are carrying chemicals or gasses* • *Have more than 5000 t bunker oil on board or* • *Are carrying highly radioactive material* *When coming from North – T-route Bouy no. 23 off Kalundborg is considered as entrance to internal Danish territorial Waters.* *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.*	Noted : Yes ☐ No ☐ Noted : Yes ☐ No ☐ Noted : Yes ☐ No ☐
20.	Confirm all navigational and manoeuvring equipment is working properly	Confirmed: Yes ☐ No ☐
21.	"**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	Confirmed: Yes ☐ No ☐
22.	**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 in order to reduce the impact on the fenders and dolphins. ***Max allowed transverse speed at fender touch is: 12 cm/sec*** 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. 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 in order to prevent undue movements of the vessel. 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. All time lost and cost incurred will be for the account of the vessel/owner.	Noted : Yes ☐ No ☐ Noted : Yes ☐ No ☐ Noted : Yes ☐ No ☐ Noted : Yes ☐ No ☐