

NOTICE OF ADVICE TO VESSELS

THE MASTER / CHIEF OFFICER

THE FOLLOWING CONDITIONS ARE HEREBY BROUGHT TO YOUR NOTICE:

1. LOCAL LEGISLATIONS

You are to comply with the Workplace Safety and Health (WSH) Act enacted on 1 Mar 06, in particular – the WSH (Risk Management) Regulations by the Ministry of Manpower (MOM) and all other government and statutory legislations/regulations. The WSH (Risk Management) Regulations states that every employer, self-employed perform and principal (including contractor and/or sub-contractor) must conduct a Risk Assessment (RA) in relation to the safety and health hazards associated with any work carried on at Jurong Port (JP). For details of the WSH Act, you may visit the website: www.mom.gov.sg

2. STEVEDORING COMPANY

Stevedoring Company (SC) are licensed to work directly with the vessels. JP is not responsible for any loss and/or damage to the goods, vessels, any property, and/or injuries whether fatal or otherwise caused by the act default and/or omission of the SCs, servants and/or agents.

3. SAFETY CHECKLIST FOR VESSELS COMING TO JURONG PORT

The Master / Chief Officer of the vessel is required to complete a safety checklist along with the stevedoring company (known as the 'Safety Checklist for Stevedores and Vessel at Jurong Port') which is part of the NOSO (Notification of Stevedore Operation).

4. SAFETY / SECURITY MEASURES

In all interests, the Master / Chief Officer should supervise the stevedores and workers working onboard the vessel and provide safety/security measures at all times (wherever applicable and necessary) in JP. Smoking in undesignated areas within JP is an offence.

5. SHIP PERSONNEL AND PERSONS ALIGHTING ASHORE

In all interests, all ship personnel, ship crew, and any other persons alighting ashore or to JP's operational areas are advised to keep to designated pedestrian's walkways whenever available, and to observe all traffic and directional signages. Such persons are advised to stay alert at all times, and to keep clear and give way to mechanical equipment, including moving machinery. Such persons are reminded to proceed to the Immigration & Checkpoints Authority of Singapore (ICA) Duty Office for Immigration and Custom Clearance before exiting the port.

6. INSTALLATION OF GANGWAY

The Master/Chief Officer shall ensure safe installation of gangways (properly and steadfastly secured). Gangways should have safe netting (in good condition) throughout the length underneath the gangway to prevent personnel from falling – refer to Port Circular No. 06 of 2017 for more details. Any form of gangway extension is strictly prohibited. Gangways should not be raised before pilot boarding.

7. PROVISION OF CERTIFICATIONS

The Master / Chief Officer of the vessel is required to provide all certifications of equipment involved in operations at JP prior to vessel's arrival to wsh@jp.com.sg and acdo@jp.com.sg. Certifications should include (but not limited to) ship's cranes used for lifting operations in JP, and any other equipment and/or gears involved in the cargo-handling operations in JP.

8. BREAKDOWN OF SHIP CRANES/GEARS USED FOR CARGO-HANDLING OPERATIONS IN THE PORT

The Master / Chief Officer shall ensure that all repairs/replacement of ship cranes/gears used for cargo-handling in JP shall be completed within 2 hours. For failure to repair ship cranes within the stipulated period of 2 hours, the Master / Chief Officer of the vessel shall liaise with shipping agents to activate mobile crane at own costs. JP reserves the rights to activate mobile cranes at the cost of its shipping agents. In addition, an administrative charge of \$200.00 or 20% (whichever higher) of the total cost of services will be charged to the vessel.

9. NOTIFICATION OF ACCIDENT

Any damages to the ship's gear and/or any accident involving the ship's gear shall be immediately reported to JP. Whenever necessary, JP will investigate to determine the cause of the accident. JP will not take cognizance of any report lodged after the vessel's departure.

10. GOODS RECEIVED IN JURONG PORT'S PREMISES / DAMAGE TO GOODS

Goods received and/or stored in the Port's premises shall be subjected to the regulations, conditions and notifications of the port. Before any goods are removed from the wharftside for loading onboard the vessel, the Master / Chief Officer is required to ascertain the condition of the goods (including but not limited to containers). JP will not entertain any claims of damages and/or destruction to such goods unless notice of damage and/or destruction is brought to JP's attention before such goods are lifted off from the wharftside. Mate's receipts, which are qualified in any aspect will not be accepted by JP. For inability to discharge goods by separate marks, see (ii) below.

11. VESSEL PROTRUSION / OVERHANGING OF BARGES AND/OR FLOATING CRANES

The Master / Chief Officer must ensure that sufficient preventive measures have been taken to avoid any vessel protrusion causing damage to JP's fenders and wharf. The vessel must bear all damages arising from such failure to ensure no vessel protrusion. The Master / Chief Officer must ensure that any barge and/or floating crane alongside, does not hang beyond the bow/stern of the vessel.

12. DUMPING OF RUBBISH

Dumping of rubbish is not allowed at the wharftside nor into the sea. Such rubbish includes (but not limited to) dunnage wood and discarded empty cartons/boxes/crates, etc. For such offences, JP will impose onto the vessel a clearance fee of \$300.00 for each removal trip. In addition, an administrative charge of \$200.00 or 20% (whichever higher) of the total cost of services (include GST) will be charged to the vessel.

13. CHANGE OF DEPARTURE TIME

The Master / Chief Officer shall inform JP in advanced if there is a change in sailing time, in order not to cause inconvenience to other incoming vessels.

14. DIVING OPERATIONS

The Master / Chief Officer is required to inform JP in writing and obtain an approval prior to commencement of any diving operations.

15. BUNKERING OPERATIONS

The Master / Chief Officer shall ensure that all scuppers are plugged properly, sufficient and proper placement of drip trays to contain any oil spill including drain plugs to be plugged properly. The Master / Chief Officer shall also ensure that there is a watchman (standby) on deck at all times, and to ensure there is sufficient and readily available oil spill kit kept on deck.

You may contact:

General Cargo / Bulk Cargo / Liquid Bulk Operations – 6660 9576/9751 | 9117 7376 | 9757 2604
Fire & Safety Dept / Port Police – 6660 9555/9562

- (i) I confirm that the above conditions and regulations have been brought to my attention and are herein accepted.
(ii) I am able/unable to discharge the goods by separate marks *(please indicate and delete accordingly).

SIGNATURE OF MASTER / CHIEF OFFICER & VESSEL'S STAMP

DATE: _____