MAPTAPHUT INDUSTRIAL TERMINAL : MIT

MIT TERMINAL INFORMATION

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PREFACE

Maptaphut Industrial Terminal (MIT) is owned and operated by the Industrial Estate Authority of Thailand (I-EA-T), located at Map Ta Phut, Rayong Province.

We look forward to receiving your full Cooperation during your stay at MIT terminal and you are requested to pay particular attention to matters concerning safety.

This MIT Terminal Information will be updated from time to time in accordance with changes in regulations.

1.0 GENERAL INFORMATION

1.1 GENERAL

Maptaphut Industrial Terminal is referred to as “MIT”. The Terminal is owned and operated by Industrial Estate of Thailand (-IEA-T). It is situated on the Eastern Shore of the Gulf of Thailand approximately 220 kilometres from Bangkok.

Latitude	-	12º	40’	20”	North
Longtitude	-	101º	08’	50”	East

The Marine Terminal consists of four berths for importation/exportation and terminal distribution of bulk products.

1.2 OFFICIAL ADDRESS

Maptaphut Industrial Terminal (MIT)
No. 11, I-7 Road, Map Ta Phut Industrial Estate, Map Ta Phut
Rayong 21150, Thailand
Telephone: 038 029 394
Fax: 038 029 395
Email : mit.terminal@gmail.com

1.3 ACCEPTANCE CRITERIA

MIT Terminal consists of four berths.

1.4 PILOTAGE AND TOWAGE

Pilot boarding area is	Latitude	12º	36.5’	North
	Longtitude	101º	10’	East

Pilotage will be compulsory for all vessels over 500 grt. Either berthing or unberthing.

Tug boats are requested to assist in berthing and unberthing.

Pilot office can be contacted on International Marine Brand VHF channel 16. Once contact is established the vessel is requested to stand by on VHF channel 14.

Channel 13 is used for communication between vessels, tugs, Harbour Master and mooring boats for berthing & unberthing.

1.5 TIDES

HAT	+3.50 m (Highest astronomical tide)
MHHW	+3.00 m (mean higher high water)
MHW	+2.80 m (mean high water)
MSL	+2.20 m (mean sea level)
MLLW	+1.40 m (mean lower low water)
LAT	+0.50 m (lowest astronomical tide)

1.6 TIDAL CURRENTS

The Tidal currents

- Pass from East to West during flood tides with mean velocities of 0.16 m/s and maximum velocities of 0.34 m/s.
- Pass from West to East during ebb tides with mean velocities of 0.13 m/s and maximum velocities of 0.23 m/s.

These tidal current velocities have no affect on the ships approaching and berthing.

1.7 WAVES

The waves in Monsoon season between mid May to mid October are mostly from the southwest and south with a height of about 0.2 m. to 0.5 m. The maximum height of waves is 2.8 metres with a wave period of 8 seconds.

1.8 WINDS

The predominant wind directions are

- from the South during February to May
- from the Southwest during June to September,
- from the North during October to January
- Mean monthly wind speed of 13.9 km/h or 3.9 m/s
- Typhoons occur in November from the north

The wind direction is either predominantly from the north or south. The velocity of wind is generally less the 5 m/s; strong winds of more than 10 m/s are very infrequent. The maximum wind velocity around 37.5 m/s occurs in November.

1.9 RAINFALL

The rainy season generally runs from May to September. The average annual precipitation is about 1,400 mm. The average monthly precipitation in the area is greater than 200 mm/month in May, September and October, but in January, and December it is generally less than 30 mm/month. The maximum rainfall in a 24 hours period can exceed 300 mm.

1.10 TEMPERATURE

The average temperature in the area is 27.9 degrees C. The typical maximum daily temperature is 32.8 degrees C. The hottest month is April and the mean temperatures in this month is 29.7 degrees C. The coldest month of the year id December and mean temperature in this month is 26.0 degrees C. The maximum recorded temperature is 40.5 degreed C and the minimum is 17.0 degrees C.

1.11 RELATIVE HUMIDITY

Mean maximum monthly relative humidity ranges up to 93% in October and a mean minimum monthly value of approximately 52% occurs in January Annual average relative humidily exceeds 77%

1.12 WATER DEPTHS

The normal maximum draft for vessels arriving or departing from berth is 12.5 m. This draft relates to depth in front of the loading platform, which has been dredged to a depth of 12.5 m Chart Datum (LLW). The existing depth allowance for underkeel clearance is 0.6 m. The ship's master must consult the port authorities with regards to current regulations concerning dredged depth, the limitation on draft of ships and the tidal conditions before mooring.

1.13 TUGS

Tug service is arranged for by the Ship's Agent. The number of tugs employed will vary according to the size of the vessel and prevailing weather conditions.

1.14 MOORING GANG

Running of mooring lines and releasing of mooring lines (except in an emergency) is handled by mooring gang and are arranged for by the ship's agent.

1.15 SERVICES

Water supply; Water supply capacities; 10 ton/hour

2.0 VESSELS RESTRICTIONS/REQUIREMENTS

2.1 Vessels must have been properly cleared and accepted by MIT Terminal.

2.2 Vessel must have given proper notices through the ship's agent to the Terminal by facsimile for Terminal approval to proceed to the berth prior to arrival. The notices of arrival should contain the following:-

(1) Name and IMO No.of the vessel

(2) ETA to MIT Terminal

(3) Vessel's Particulars

(4) Cargo manifest, B/L, Stowage plan

(5) Crew list

2.3 Vessel must be good state of repair and all equipment properly functioning prior to proceeding to berth.

2.4 Vessel must comply with the Rules and Requirements on control and request for official Pilotage Services and Map Tha Phut Industrial Port areas

3.0 BERTHING AND MOORING INFORMATION

3.1 BERTHING DETAILS

The fenders and fendering structures on the jetty are designed to absorb at normal working stress levels the energy impacted by vessels approaching the Jetty at a maximum velocity of 25 cm/s and with a near parallel approach to the berths. Design is based on 6,000 - 60,000 DWT vessels ship's master to check with harbour authorities with regards to latest regulations on ship's sizes.

4.0 BERTHING OPERATION AND TERMINAL FACILITIES

4.1 BERTHING PROCEDURE

a) Berthing/Unearthing is permitted during the day and night. The government pilot who will board the vessel at the anchorage area will assist in manoeuvring the vessel to the berth.

b) One, two or three tugs of adequate power (see item 1.10) will assist the vessel in berthing/unberthing. They will also standby nearly ready to take the masters or loading master's order due to abrupt change in weather conditions.

c) One or two mooring boats are used to send lines ashore. The number of mooring boat employed will vary according to the size of the vessel and prevailing weather conditions. Under normal circumstances, one boat is required for vessels up to an overall length of 700 feet (91.74 meters) or in monsoon season and Two boats are required for vessels longer than 700 feets (213 meters).

IMPORTANCE NOTICES

- All mooring equipment and lines must be in good working condition.
- Synthetic tails without proper connections or spliced mooring lines are not allowed.
- Mixed mooring lines are acceptable as long as they are not used in the same direction or points.
- While manoeuvring for berthing MIT Terminal, it is essential that the vessel's engine works promptly and accurately. It is recommended that trial engine manoeuvres are made before the vessel goes to the berth.
- Self tension winches fitted with automatic tendering and hauling should not be used in automatic mode whilst the vessel is moored as they may not always hold in position while at the berth.
- A sufficient number of personnel to deal with an emergency must present on board the vessel at all times during the vessel's stay at the berth.
- While the vessel is at the berth, her boilers, main engines, steering machinery and other equipment essential for manoeuvring should be maintained in a condition that will permit the vessel to move away from the berth at short notice.
- All vessels while lying alongside MIT Terminal must strictly follow the terminal's rules and regulations.

4.2 CATHODIC PROTECTION

Impressed current cathodic protection system, if fitted, must be switched off at least three hours before mooring operations.

5.0 CARGO CALCULATIONS, OPERATIONS AND EMERGENCY PROCEDURE

5.1 CARGO CALCULATIONS

The calculations procedure will be carry out by ship master & surveyor after berthing 's representative or ship agent.

5.2 SAFETY AND POLLUTION CHECK LISTS

Ship/Shore safety and pollution check lists are to completed jointly between vessel and terminal representative prior to load or discharge. The port master or his assigned will be responsible for coordinating operations between the vessel and shore.

5.3 CARGO OPERATION REQUIREMENTS AND RESTRICTIONS

Following requirements and restrictions must be strictly complied with during discharge at MIT Terminal.

a) Ensure that no water is pumped into the shore lines. All ship sea suction valves must be closed and sealed before discharge.

b) Ship dirty ballasting is not allowed during discharge, only separate ballast tanks may be used.

c) Debalasting shall not be discharged to the sea.

d) Ship's mooring conditions.

   i) It is the ship's responsibility to maintain a safe mooring at the berth at all times.

   ii) The tension of mooring lines must be tight, and they must be fastened to the satisfaction of the loading master.

   iii) In the event of unsafe mooring situation created by ship's negligence or by weather conditions, tug boat(s) might be necessary for assistance as deemed by the loading master.

The cost of the tug boat(s) will be for the ship's account.

5.5 EMERGENCY

In case of the fire on board, discharging/loading operations must be stopped immediately. General alarms should be given to the terminal for terminal's assistance to vacate the berth.

In event of fire ashore.

- All loading/unloading and/or ballasting operations must be stopped immediately.
- Close all openings and batten down.
- Prepare vessel for immediate departure.
- Await instruction from shore.

Emergency escape.

- The vessel's offshore life boat shall be rigged ready for immediate lowering as an emergency escape.
- A pilot ladder shall be rigged or positioned on the out-board side of the vessel ready for immediate lowering as a means of escape in the event of an emergency.

6.0 SAFETY REGULATIONS

The following regulations must be strictly followed by all vessels whilst alongside at the terminal.

6.1 NO SMOKING

Smoking on board the vessel may only take place where specified by the loading master. Smoking outside the designed area is strictly prohibited. Cigarette butts must not thrown over board or through the port holes. At any time, no match or lighter will be carried on the weather deck of the vessel.

6.2 USE OF SHIP'S GALLEY

Certain types of gallery stoves are considered safe to sue if mutually agreed between the master and the loading master.

6.3 READINESS TO MOVE

While the vessel is at berth, the main engine and auxiliaries that are essential for moving the vessel must remain in state of readiness in order to permit vacating the berth at short notice. No repair which will interface with this requirement will be allowed. Should it be necessary to repair or overhaul the main engine or auxiliaries, such work must be done at the anchorage either before or after discharge.

6.4 VESSEL'S FIRE FIGHTING EQUIPMENTS

These equipments must be in constant readiness at all times with sufficient people on board for efficient operation.

6.5 SECURITY

No unauthorized visitors including local traders are allowed on board a vessel during the time moored at MIT Terminal. Failure to follow this rule will be considered as a serious violation of our safety regulations and discharging/loading operations will be suspended. ***Any time lost will be for the ship's account.***

Authorized visitors are government officials, MIT staff, ship's agent representative and MIT's contractors. MIT staff and MIT contractors will be identified with appropriate badge.

A crew list naming member of the crew (including females) is to be lodged at the Terminal Road Gatehouse as soon as possible after the arrival of a vessel. This will prevent inconvenience should any crew member wish to leave or enter the Terminal.

The entry of women to the Terminal is restricted to female members of a vessel's crew and wives of crew members who will be allowed to access only if they are in possession of a pass signed by the master of the vessel and countersigned by the appropriate ship's agent. The co-operation of the Master and ship's agent is requested in the interest of safety.

It shall be a recognised gangway of approved pattern as means of access to a vessel. Provide it maintains a steep inclination and is properly secured and tendered. A safety net shall at all time be in position and should be properly secured and tended.

A noticeboard shall be displayed in a prominent position near to the access to the vessel indicating.

"No Admittance, Except On Business"

"No Smoking Allowed"

6.6 SHIPBOARD WORK CONTROL

Shipboard work while the vessel is at berth must be closely observed. Approval must be obtained in advance from the loading master for any maintenance work, repair, renewals, and including the following:-

a) Work that could effect the performance of the ship's main engines, deck steam/or fire fighting equipment.

b) Inert gas system.

c) Cargo pumping equipment, cargo tank cleaning equipment.

d) Ballasting facilities.

e) Mooring facilities.

f) Any work whatsoever concerning shipboard safety control or radio.

g) Any "HOT WORK" whatsoever.

It remains the responsibility of the master to ensure that the work can be safety undertaken.

7.0 PREVENTION OF SEA POLLUTION

7.1 The vessel's master will always be responsibilities to ensure that no product shall be discharged or split into the sea. In the event of any discharge or spillage from the vessel the Master will without delay take all reasonable measure to contain or remove product and to minimize or mitigate damage to private and public properties or interests, including sea life.

7.2 Without prejudice to the foregoing the terminal reserves the full right to take, without consent of the vessel's Master, any measure it considers necessary to contain or remove product discharge or split from the vessel and to minimise or mitigate damage to private and public properties or interest, including sea life.

All costs and expenses incurres therefore by the terminal shall be borne and promptly refunded by the vessel's owners.

8.0 BUNKERING, STORING AND PROVISIONING OF VESSELS

8.1 No bunkering facilities are provided on the Terminal.

8.2 Bunkering, storing and provisioning of vessels may be permitted during operations but only with permission of both the Loading Master and the master of the vessel provided that:-

i) Access to the Terminal is not obstructed.

ii) Cargo operations remain adequately supervised.

iii) Cargo operations which may allow vapours to escape on deck e.g. sampling, ullaging, deflexing etc. are suspended.

iv) Drums of oil, paint, steel plates, gas cylinders or any other heavy metal suitable matting and not directly onto vessel's deck. These items must not be dragged or rolled along the deck.

v) If an oil spillage occurs, the oil shall be disposed of by mopping up or by a method agreed by MIT's representative. Drip trays must always be used when pipeline connections are broken. Under no circumstances shall oil be washed overboard.

vi) The appropriate document indemnifying MIT against all accidents has been signed.

vii) The designated point for setting down of vessel's store is at the discretion of the Terminal personnel.

viii) If the above criteria are not met, MIT reserves the right to refuse permission.

8.3 SUPPLY VESSEL'S ALONGSIDE

No supply vessels are allowed alongside. Vessels will be provisioned from the shore.

8.4 BATHING AND FISHING

Bathing and fishing will not be permitted from the platform and approaches or from the vessel whilst alongside

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