



APPLICATION FORM

For Taking Fuel via Road Tanker
Quantity:.....

For Discharging Sewage

For Discharging Garbage

| | | | | |
|---|-----|--|----|--|
| NAME OF VESSEL | | | | |
| TYPE OF VESSEL | | | | |
| IMO NO. | | | | |
| FLAG | | | | |
| CLASS | | | | |
| AGENT | | | | |
| INSURANCE/P&I CLUB | | | | |
| GCC "Rules & Regulations for Seaport" onboard | YES | | NO | |

خدمات البيئة ENVIRONMENTAL SERVICES

DOES THE SHIP IMPLEMENT MARPOL 73/78?

YES

NO

| | | | | | |
|--|-----|----------------|------------------------------------|-----------------------------|----|
| Place & Date of Ship Built | | | | | |
| I.O.P.P Cert. No. | | Place of Issue | | Date of Issue | |
| Oil Record Book Place of Issue | | Date Issued | | PPM of Bilges Oil separator | |
| Place & Date last Sludge/shop dish. | | Quantity | Cu.M | Type of Sewage Treatment | |
| Shipboard Oil Pollution Emergency Plan | yes | no | Waste Treatment Incinerator Aboard | Yes | No |
| Do You Require Oil Reception Facility? | Yes | No | | | |

- The Gulf Area has become a special Area under MARPOL Convention 73/78 on August 2008 which is STATE OF QATAR has joined pursuant to the Federal Decree No. (74) For the year 2006 and it is strictly prohibited to Pump out, discharge, or jettison any dirty ballast, slop, sludge, bilge, sewage, garbage refuse or any sort of sea Pollutants in any part of Gulf Area. Offenders will be liable for full cost of cleaning operation in addition heavy Fines.
- The DOHA port is not equipped with reception facility for that port authority give permission for a private Company through vessel agent to receive garbage or oily residues or others under a comply of port procedure Which is compatibility with MARPOL Annex I , II ,IV , V and safety Requirements.



Binding obligation upon all users utilises reception facility in DOHA PORT:

● I am Master of M.v.do hereby confirm and accept of the following Terms:

- 1) Master take full responsibility on behalf of his owner and to indemnify DOHA port for any pollution cleanup cost and pay fine as determine by DOHA port authority and Federal Environmental Authority .
- 2) Master take full responsibility on behalf of his owner and to indemnify DOHA port and actual and consequential coast and loss resulting from any incident relating to /or associated during discharge operation .
- 3) Forbid and prohibited any hot work during received bunker or discharge operation.
- 4) Master Instantly inform DOHA port control of any leakage or fuel spill or pollution during discharge operation and Master liability under QATAR law if any reported delay happened .
- 5) Master shall ensure that the availability of manning requirement to execute the operation safely.
- 6) Master shall ensure that all containment arrangements & cleanup equipment to be available.
- 7) Firefighting equipment on board are ready for immediately use.
- 8) All scuppers are effectively plugged, Drip trays are in position on decks around connections & bunker tank vents.
- 9) Vessel must inform DOHA port control on commencement and completion time Discharge Operation and doesn't commence till Vessel has approval on that application letter from:

BERTH NO.

SHIP'S MASTER SIGNATURE

SHIP'S STAMP

MILAHA HSSE

PORT SECURITY & SAFETY DEPT.

HEAD OF MARINE SERVICE SECTION

VTS CONTROL ROOM

DATE ISSUED:

TIME:

DATE OF EXPIRE:

TIME:

Note: For major alteration on the ship's structure and safety equipment, any hot work must be carried out under the supervision of class and report to be forwarded to director of Doha Port Dept.