

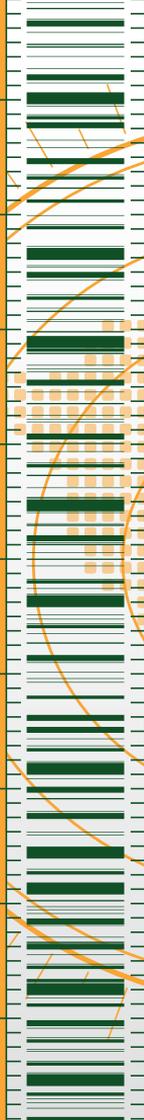
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■ CURAÇAO PORTS AUTHORITY

DIRECTORY

Contents

0.10 Introduction	PG 01
0.20 Ports of Curaçao	PG 06
0.30 Port Access Curaçao	PG 17
0.40 Ship Services	PG 21
0.50 Cargo Services	PG 27
0.60 Safety	PG 31
0.70 Contact information	PG 34

INTRODUCTION

The Ports of Curaçao are all natural sheltered ports that offer safe, fast, and reliable handling of ships and cargo. The ports that are available for commercial purposes are: Willemstad, Fuik Bay, Caracas Bay, Bullen Bay, St. Michiel's Bay and Spanish water. Centrally located ports, which are outside the major hurricane routes, offer many competitive advantages. Modern infrastructure combined with Dutch know-how, guarantees the best possible service for shipping and cargo handling.



HARBOR AUTHORITY

Since 1981, the Curaçao Ports Authority (CPA), a public liability company, owned by the island government (95%) and a Dutch bank (5%), has been managing the Ports of Curaçao. CPA owns the container and cruise terminal, most of the wharves and the properties adjacent to the harbor, which are leased to private operators. Curaçao Ports Authority also coordinates pilotage and regulates all vessel movements in the ports. Moreover, additionally, CPA is responsible for commercial development of the ports and for overseas promotion. All harbor services are provided by ISO-certified companies. The port authority (CPA), KTK Tugs, Stevedoring Company (CPS), Dry-dock company (CDM) and the port agent, are all registered ISO-certified service providers.

As of July 1st 2004, the port of Willemstad and its port related facilities are in compliance with the International Ships & Port Facility Security (ISPS) Code of International Maritime Organization (IMO).



0.11 Oil Refinery:

The quality of the harbor, the strategic location of Curaçao and the safe political status of the island also lured SHELL to establish an oil refinery and transshipment plant in the harbor in 1916. Nowadays, the refinery is leased to the Venezuelan oil company, Petroleos de Venezuela S.A., operating under the name of Refineria Isla S.A. The Refineria di Korsou N.V. owns the property. The traffic generated by the refinery opened up opportunities for several other services in the harbor.

0.12 Cargo facilities:

Curaçao was one of the first in the region to build a container terminal in 1982. This state-of-the-art container terminal is fully computerized and nowadays contributes to the regional function of the Port of Willemstad, handling cargo to and from all over the world. Terminal operation and coordination of all aspects of cargo handling are in the hand of the Curaçao Port Services Inc. (CPS); a private corporation made up of local stevedoring companies. The CPS leases the terminal and equipment from CPA. These two entities work closely together, on marketing and development of the terminal.

0.13 Cruise facilities:

Cruising in Curaçao goes back as far as the 1950's when most passenger ships docked at the wharves to bunker. Ships dock right at the heart of historic Willemstad, which earned a place on Unesco's World Heritage List in 1998 for its architectural, monumental and historical value. The picturesque downtown, with its duty free shopping, fine restaurants and unique Dutch architecture are attractive features that contribute to the charm of a first-class cruise destination. The focus on tourism has grown considerably, mostly due to the island's allure and recent product development improvements.

The latest cruise port facility added to the Port of Willemstad is the mega-cruise terminal, located at the Otrobanda seaside, west of the St. Anna bay harbor entrance. This dedicated facility consists of a T-shaped jetty that accommodates large cruise vessels over 70,000 GT. The terminal can handle one mega cruise ship at a time and overcomes the existing limitations of the St. Anna Bay for such vessels. The terminal offers world-class bunkering facilities and 9,000 m² of terminal space, including a covered reception area, bus and taxi terminals. The excellent bunkering facilities also make this pier attractive for other vessels.

0.14 ISO-certified:

From the moment you enter the Port of Willemstad to the time that you leave, all services to your ship and cargo are provided by ISO-Certified companies. The Port Authority, KTK Tugs, Stevedoring Company, Dry-dock Company and the Port-agent, all are registered ISO-Certified service providers.



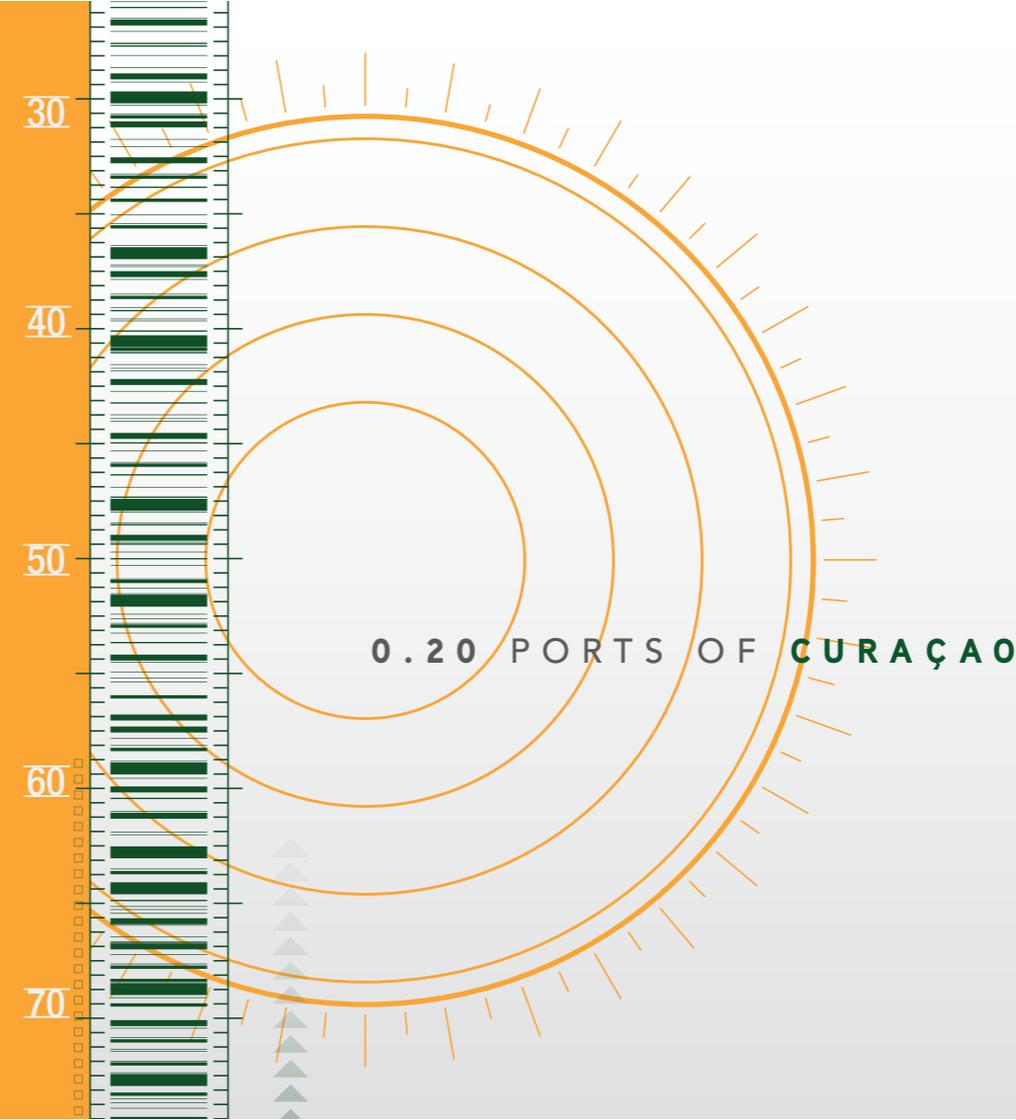
0.15 ISPS-Certified:

As of July 1st, 2004, the Port of Willemstad and its port related facilities are in compliance with the International Ships & Port Facility Security (ISPS) Code of the International Maritime Organization (IMO). The following port facilities have been certified:

Curaçao Mining Company
 Curaçao Port Services
 Dry-dock Company Inc.

Refineria ISLA S.A.
 Curaçao Ports Authority (CPA)
 CPA Mega Cruise Terminal

CPA Otrobanda Wharves
 CPA Caracas bay
 Port of Willemstad



PORTS OF CURAÇAO

0.21 Port of Willemstad:

The Port of Willemstad is the main port of the island of Curaçao. All kinds of maritime facilities for all types of incoming and outgoing vessels are available. With the T-shaped jetty outside the St. Anna bay, this port can handle more than one cruise-liner at the time. It also boasts a major regional oil refinery and transshipment center, a modern container terminal, a dynamic economic zone and the hemisphere's largest commercial dry-dock.

The Port of Willemstad is the largest of all the ports and houses most of the shipping facilities available on the island. The entrance channel to this port, the St. Anna Bay, is situated in Willemstad, the capital of Curaçao. Cruise ships dock at the various cruise terminals located at the Otrobanda side of the bay. At the end of its entry lies the Schottegat areas, which houses the main facilities of the port including the region's largest oil refinery and dry-dock, an economic zone area, state-of-the-art container terminal and cargo wharves. All these facilities are located directly in the harbor.

- 1: Prins Hendrik Wharf
- 2: Oranje Wharf
- 3: Motet Wharf
- 4: New Wharf
- 5: West Wharf
- 6: West Wharf II
- 7: Mathey Wharf
- 8: Nicastia Wharf
- 9: Kleine Wharf, Grote Wharf, Jan Baardakade
- 10: Admiral Brion Wharves
- 11: Brion Noord
- 12: Mega Cruise Terminal
- 13: Dry Dock Wharves
- 14: Container Terminal
- 15: Isla Jetties
- 16: Royal Netherlands Navy Base

ST. ANNA BAY & SCHOTTEGAT PORT AREA



Port Description:

Location: The Port of Willemstad Harbor is located on the south-coast of Curaçao.

General overview: It is the main port of the island. The port has a wide range of facilities for accommodating container/Ro-Ro, general cargo vessels, tankers and cruise ships, plus excellent repair and bunkering services.

Maximum size: Maximum LOA 280m, max. draft 12.8m, vessels up to 13.7m draft can be allowed in consultation with Port Authority. Restrictions apply. Vessels of 378m LOA 202.881 GT have been piloted into the harbor of Willemstad.

Navigation:

The navigable portion of the entrance of the port is 263.6m in width, marked on either side by a light-buoy, the minimum depth is 15.2m. The port consists of the St. Anna Bay, a channel with a length of 1426.7m, a width of 130.8m and depths of 15.24m – 24.07m and an adjacent inner bay, the Schottegat, a 60.75 ha. Body of water with depths ranging from 3.04 to 24.0m

Pilot: Compulsory for vessels of 50 GT and higher.

Anchorage: There is an anchorage area in The Port of Willemstad, in the southwestern part of Schottegat, with a dolphin with a mooring buoy on each side. This area is available as a waiting berth, subject to the harbor master's permission, depth 12.19m the distance between each buoy and the dolphin is 348m.

Tidal range & flow: Range 0.60m

Principal navigation aids: A Light, Lat 12°07. 0'N, Long 068°56. 0'W (Orange column, black bands, 7.0m in height), is occasionally exhibited on the East side of the North end of the St. Anna Bay. Charts: BA 702, 1412. Dutch 2714. Admiralty Pilot NP7A.

Restrictions: St. Anna Bay is crossed by two bridges, the Queen Emma floating pontoon bridge, and the Queen Juliana fixed bridge (55m high). The pontoon bridge opens day and night for incoming and outgoing vessels.

Available Services

Berths: There are berths on both sides of the St. Anna Bay, North of the pontoon bridge, with depths varying from 5.4 to 10.0m alongside, generally used for bunkering and passenger ships.

Cargo facilities: The container terminal is equipped with 2 gantry cranes with a capacity of 50t and has a rated throughput of 30 to 35 moves per hour, with an outreach of 37.49m and a back reach of 16.15m. There is also one mobile container crane. General cargo is handled with the ship's gear.

Storage facilities: There are several covered and open storage spaces available on the wharves to load or unload ships, mainly dry cargo.

Bunker facilities: Seven berths are equipped to supply all fuel-grades and ex-pipe bunker facilities are available at nine jetties. Fresh water is available at most berths and jetties.

Barges: There are several barges available.

Ballast/slop reception: Available. Slops containing chemicals will under no circumstances be accepted on shore.

0.22 Description of available berths & wharves:

Prins Hendrik Wharf

Location: In the Schottegat on the north-western corner of the St. Anna Bay.

Type: Quay **Draft:** 10.4m **Length:** 211m

Construction: Steel piles, concrete top, concrete floor.

Main functions: Lay-by berth, bunkering.

Facilities: Water-bunkering, Bunkering ex-pipeline, Bunkering through two pipelines (12" & 6" diameter), rate of delivery 250 tons per hour on average.

Oranje Wharf

Location: West Side St. Anna Bay

Type: Quay **Draft:** 5.8m **Length:** 90m berth

Construction: Sheet piling, concrete top.

Main functions: Bunkering

Facilities: Bunkering through two pipelines (12" & 6" diameter), rate of delivery 250 tons per hour on average.

Motet Wharf

Location: West Side St. Anna Bay

Type: Quay **Draft:** 10.1m **Length:** 190m berth

Construction: Sheet piling, concrete top.

Main functions: Bunkering, alternative cruise terminal and other.

Facilities: Water bunkering, Bunkering through two pipelines (12" & 6" diameter), rate of delivery 250 tons per hour on average.

Nieuwe Wharf

Location: West Side St. Anna Bay

Type: Quay **Draft:** 10.1m **Length:** 170m

Construction: Sheet piling, concrete top.

Main functions: Cruise Passenger Terminal, bunkering and other.

Facilities: Bunkering through two pipelines (12" & 6" diameter), rate of delivery 250 tons per hour on average.

West Wharf I

Location: West Side St. Anna Bay

Type: Quay **Draft:** 7.7m **Length:** 146m

Construction: Sheet piling, concrete top, asphalt floor.

Main functions: Cruise Passenger Terminal, bunkering.

Facilities: Water bunkering through fire hose. Fuel bunkering through pipelines, 250 tons per hour on average.



West Wharf II

Location: West Side St. Anna Bay

Type: Quay **Draft:** 11m **Length:** 132m

Construction: Sheet piling, concrete top, asphalt floor.

Main functions: Cruise Passenger Terminal, bunkering and other.

Facilities: Water bunkering through fire hose from Nieuwe Wharf and bunkering through pipelines, 250 tons per hour on average.

Mathey Wharf

Location: West Side St. Anna Bay

Type: Quay **Draft:** 9.9m **Length:** 198m

Construction: Sheet piling, concrete top, asphalt floor.

Main functions: Cruise Passenger Terminal, bunkering and other.

Facilities: Water bunkering, Bunkering through pipelines, rate of delivery 250 tons per hour on average.

Admiral Brion Wharves

Location: East side of Schottegat

Type: Quay **Draft:** 10.2 **Length:** 305m

Construction: Sheet steel cells with concrete, asphalt floor. Height above water: 1,52m

Main function: Multi-purpose cargo.

Facilities: Two platforms for RO/RO ships available, but no bunkering facilities.

Water through fire hose from the Container Terminal.

Sheds:

Intracur shed: Mainly used as Container Freight Station (CFS)

Width: 20m **Length:** 64m (1280m²)

Marantil shed: Mainly used for local break-bulk, neo-bulk cargo and transshipment cargo storage

Width: 20m **Length:** 207m (4140m²)

Mega Cruise Terminal

The Mega Pier Cruise Facility is located just 200 meters to the west of the St. Anna Bay inlet. The T-shaped pier extends approximately 100 meters into the sea. It's connected by underground pipelines to Curoil's main bunkering depot at the Motet Wharf in Willemstad. It was primarily constructed to accommodate the newest generation of cruise liners, the so called mega-cruise ships. Because of their size, these ships cannot pass under the Queen Juliana Bridge which spans the harbor. This pier can also accommodate other types of vessels up to 200,000 GT. and larger ones on request. However, the pier is also used to attract "bunker only" business, as it provides a safe berth outside the harbor, thus combining the benefits of safe ex-pipe deliveries with swift and low cost operations.

- The main advantages of bunkering at the Mega Cruise Terminal are:
 - Ex-pipe availability hassle free
 - Ex-pipe bunker water availability, no risk of contamination (high quality water)
 - Unlimited quantities available
 - Availability of all fuel grades
 - Marine fuel oil (MFO)
 - Regular grade
 - Low vanadium grade
 - Marine gas oil (MGO)
 - Marine diesel oil (MDO)
 - Marine lubricants
 - Competitive calling tariff
 - Opportunity for vessel to take on other items (spares, provisions etc.) while bunkering
 - High pumping rates can be attained: swift operation, thereby reducing vessel "down time"

Location: Southwest of the entrance of the St. Anna Bay.

Type: Jetty

Draft: Directly in front of jetty 15m

Length: 150m

Construction: Piles with concrete deck

Main functions: Berth mega cruise ships, Cruise Passenger Terminal, bunker calls, underwater repairs.

Facilities: Water bunkering, Bunkering via pipelines, 250 tons per hour on average

Open space area: Deck 2508 m² and terminal 8361m².

0.23 Bullen Bay:

This bay is an open and spacious bay on the southwest side of Curaçao, where the biggest vessels can enter safely. It is now partly leased by PDVSA as a storage/supply facility for the Emmastad refinery. Transshipment of crude and products are also carried out from this bay. The terminal was built to facilitate economical transshipments of 1,200,00 b/d of Eastern Hemisphere crude arriving in “Very Large Crude Carriers” for storage and subsequent carriage by smaller ships to draft restricted U.S. ports. Crude can be transported from the storage tanks through pipelines to the refinery in the Port of Willemstad. The Venezuelan oil company, PDVSA, now operates the facilities. Bunkering and underwater cleaning are available.

Jetty 1	21.0m
Jetty 2	12.2m entering / 12.8m departing
Jetty 3	17.1m
Jetty 4	28.5m
Jetty 5	19.2m

Port Description

Location: Bullen Bay is located on the Southwest coast of Curaçao, eight miles northwest of Willemstad.

General Overview: Bullen Bay is mainly used as an oil terminal. There are 3 V.L.C.C. T-head jetties and 3 L.R.T-head jetties.

Load Line Zone: Tropical

Max Size: No limit for LOA, max draft 28.7m.

Navigation

Pilot: Compulsory, Pilots are provided by Willemstad.

Tugs: Compulsory, Two tugs are stationed in the terminal.

Anchorage: There is no anchorage in the bay.

Tidal range & flow: Range 0.8m

Principal navigation aids: Leading lights and lighthouse.

Restrictions: No normal navigation restriction

Berths & Facilities

Berths: Bullen Bay has 3 V.L.C.C. T-shaped jatties. The largest jetty is only 110m offshore and can accommodate vessels up to 70.000 DWT.

Storage Facilities: Crude oil, fuel oil and products terminal. Total capacity is 17,750,000 barrels. There are facilities to store and transship heavy, heated crude and fuel oil. The storage consists of three tanks of 375,000 barrels capacity each. The maximum storage temperature is 90°C. The system is able to provide segregated storage for different grades.

Barges: Available from Willemstad on request.

Bunker Facilities: There is equipment for all grades of fuel available at a rate of 3,800 barrels per hour. Fresh water: also available at the piers.

Ballast/slop reception: Deballasting and slop reception facilities available.

0.24**Caracas Bay:**

Caracas bay was a former oil terminal, which was dismantled in 1996. This open and deep water bay is easily accessible from open sea and ideal to berth large vessels and other floating objects. Due to the crystal clear water, more and more ships use Caracas bay to perform inspections, repair and underwater cleaning. This natural, deep-water bay includes 2 sheltered deep-sea piers, which can accommodate ships of every type and size. The piers can handle passenger vessels and they are naturally protected from wind and sea. The Caracas Bay Peninsula offers exciting possibilities for nature and aquatic sports fans and is now awaiting tourism development.

Caracas bay 2	Depth: 13.7m
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Caracas bay 3	Depth: 13.7m
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Port Description:

Location: Caracas Bay is located on the South coast of Curaçao, 8km (5nm) SE of Willemstad.

General overview: There are two piers on the East side of the bay which are naturally protected from prevailing wind and sea. If cargo operations are required, lighters and stevedores can be transported from Willemstad. The Harbour master on Port of Willemstad has overall jurisdiction.

Load Line zone: Tropical

Max size: Max LOA of 320m, max drafts 13.7m

Navigation

Pilot: Compulsory for vessels of 50 GT and higher, available from Willemstad.

Anchorage: Only in consultation with Port Authority.

Tidal range & flow: Range 0.80m. No tidal restrictions

Principal navigations aids: A light, Lat 12°07.0'N, Long 068°56.0'W, (orange column, black bands, 7.0m in height), is occasionally exhibited on the East side of the North end of the St. Anna Bay

Mooring information: Vessels dock with their port side to the piers, thus allowing passengers to disembark directly on the pier.

0.25 Fuik Bay:

Fuik Bay is a private bay owned by the Mining Company. The piers as well as the facilities are properties of this company. Fuik Bay is near the St. Barbara Beach Resort and the Spanish Water, where yachting and aquatic sports are very popular. This bay is mainly used as a loading terminal by the Mining Company of Curaçao for shipment of phosphate rock.

Fuik	Depth 7.3m
Fosfaatsteiger	Depth 6.7m
Zandsteiger	Depth 3.7m

Port Description

Location: Fuik Bay is located on the South coast of Curaçao, 11 km SE of Willemstad.

General overview: Fuik Bay is mainly used as a loading terminal by the Mining Company of Curaçao for shipment of phosphate rock.

The mining company privately owns the piers.

Load Line zone: Tropical

Max size: Max draft 7.3m; LOA 109.7m

Navigation

Pilot: Compulsory, Pilots are provided from Willemstad

Anchorage: There is an anchorage area to the West side of the bay in depths up to 15m.

Tidal range & flow: Range 0.6m

Principal Navigation aids: Fuik Bay is a navigable bay with an entrance width of 44.8m and a depth of 7.92. From a position SSW of the harbor, Newport leading beacons (Lat 12°03.1'N, Long 068°50.0'W) in line bearing 027.5° lead through the entrance channel in a depth of 8.6m.

Restrictions: Daytime pilotage only

Berths & Facilities

Berths: There are two berths at Fuik Bay, the phosphate wharf and 'zandsteiger'. At the phosphate Wharf, phosphate rock shipment take place using a conveyer and loading tower with a 8.53m fixed arm (loading rate 150tph). At 'zandsteiger', a 25.6m berth is used for explosives and general cargo. Depth alongside is 6.7m

Cargo Facilities: At 'zandsteiger' general cargo is handled

Storage Facilities: No transit sheds are available.

Barges: Available from Willemstad

Bunker Facilities: There is equipment to supply fuel from Curoil. Fresh water is also available through water trucks.

Ballast/slop reception: available in Port of Willemstad.

0.26 St. Michiel's Bay:

Curaçao Ports Authority owns the single mooring buoy at this bay. St. Michiel's bay is a sheltered, deep water bay with clear water where underwater operations are performed. This deep water mooring buoy facility is especially suitable for large vessels. The buoy is utilized as an anchoring facility for vessels with dangerous cargoes, for carrying out underwater cleaning and minor repairs. The bay's safe waters, availability of ship maintenance, repair supplies and companies, attractive harbor rates and close proximity to shore are the advantages of this bay.

St. Michiel's Bay **Depth:** No Limit

Port Description

Location: St.Michiel's Bay is located on the South coast of Curaçao 8km West of Willemstad.

General overview: St.Michiel's Bay is open with good protection from prevailing winds and the sea. The SMB is utilized as an anchoring facility for large vessels with dangerous cargo and for carrying out underwater cleaning and minor repairs. Repairs and cargo handling are affected by the use of barges. All services are arranged via Willemstad.

Load Line zone: Tropical

Max size: Approx. 350,000 dwt.

Navigation

Pilot: Compulsory, Available from Willemstad.

Anchorage: Anchorage is obtained by securing stern to the mooring buoy (SMB).

Tidal range & flow: Range 0.60m

Tugs: Available from Willemstad. Under normal conditions: vessels up to 213m LOA, 1 tug and vessels over 213m, 2 tugs.
Mooring information: Vessels are moored with their stern to the buoy. A bow anchor is used to keep the vessel head in deep water.

Berths & Facilities

Berths: No berths available. The SMB is 198m of the shoreline with a water depth of 39.6m. The buoy is 2.7m in height and 5.48m in diameter, chained to two shore anchors by means of 2X 120mm stud link chains and has two hooks to tie up the vessel. It is equipped with a load monitor.

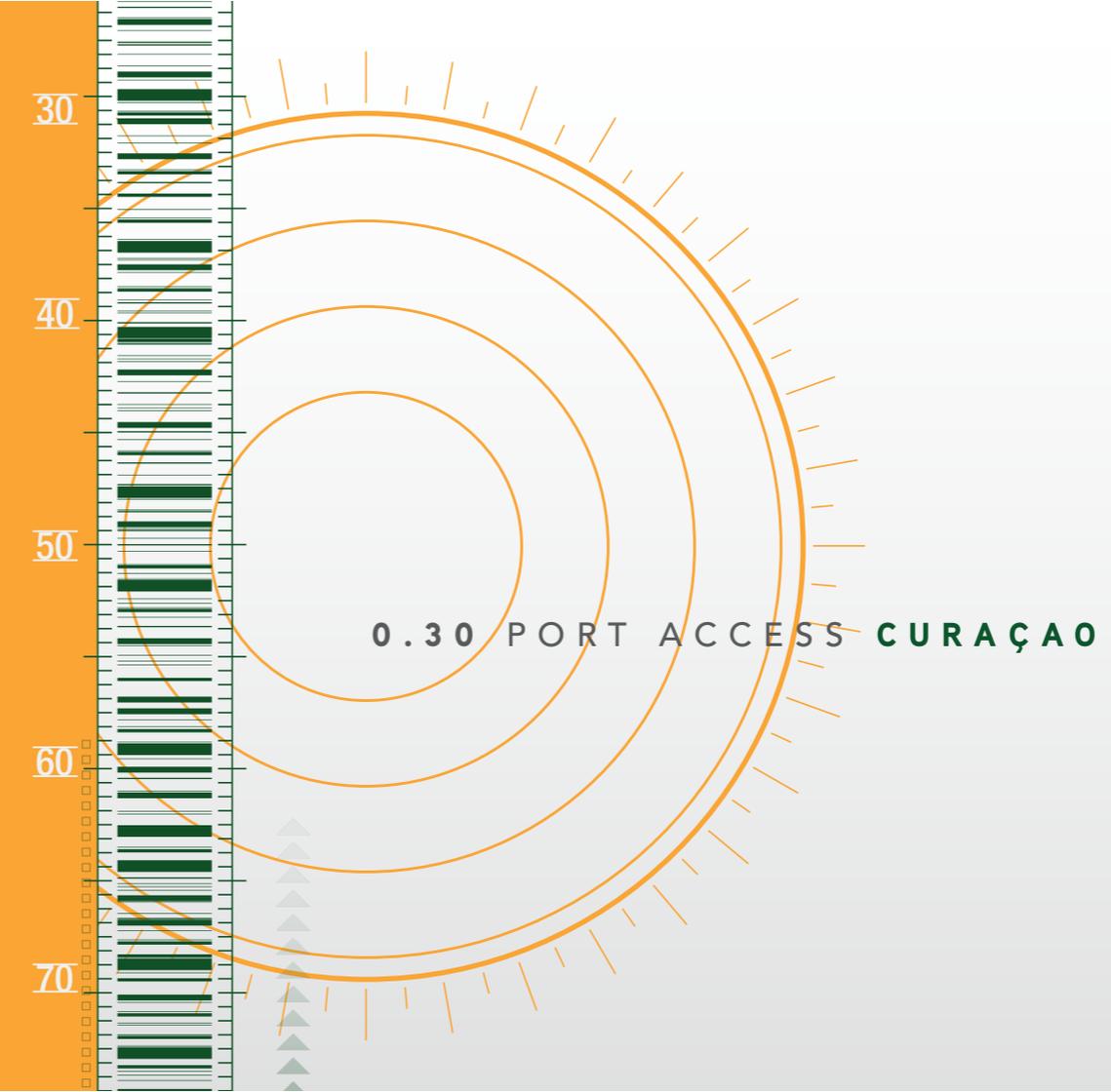
Cargo Facilities: A floating crane is available and lighters can work some cargo at the SMB.

Storage Facilities: No storage facilities available.

Bunker Facilities: No bunker facilities available.

Barges: Several barges are available.

Ballast/slop reception: Available by barge.



PORT ACCESS PROCEDURES

0.31 Berthing request:

Curaçao has a fully equipped Control Center called the Vessel Traffic Control Center, situated in the Willemstad Harbor. The Vessel Traffic Control Center, located at Fort Nassau, has been operating according to the ISO standards since the beginning of 1999. Vessel traffic within our ports is being planned and coordinated by the VTCC. : Since Curaçao has five ports, VTCC has no restrictions regarding the days of request. The berthing request is done by the shipping agent, who contacts the VTCC, channel 12, and provides the following information:

- | | |
|---------------------|-------------------------|
| 1. Ship's name | 7. Purpose of visit |
| 2. ETA | 8. ETD |
| 3. LOA/BOA | 9. Last port |
| 4. Draft at arrival | 10. Port of destination |
| 5. Gross Tonnage | 11. ISPS Security Level |
| 6. Type of vessel | |

A berth will be provided according to the purpose of the visit to our ports and the specifications of the vessel. The agent will inform the captain of the details of the berth. The agents report daily to the VTCC regarding (expected) arrivals, departures or shifts of vessels. The agent will also order tugboats according to the tugboat-regulations, except when an agent is not available, or in urgent cases when vessels may be in danger. Regulations determine a minimum of tugboat assistance for arriving, departing or shifting vessels.

0.32 Pilotage:

Pilotage is compulsory for ships over 50GT. The pilots are employed by the **Curaçao Pilotage Organization**, which offers a 24 hour pilotage service. However, a 100% overtime charge applies for pilotage between 18.30 PM and 05.30 AM. Discounts are offered to cruise vessels. Vessels must provide a lit, manned, properly secured and clean pilot ladder fitted with sufficient spreaders. A life buoy fitted with a Holmes light and a reliable heaving line should be placed in the vicinity of the pilot ladder. The embarkation and disembarkation must be supervised by an officer. Vessels arriving or leaving with a free board exceeding 30 feet must use the accommodation ladder in conjunction with the pilot ladder (Safety of Life at Sea Convention 1960).

Vessels bound for Curaçao should proceed to Willemstad harbour except on orders for another bay. Vessels in sight of Willemstad will be contracted by the signal station at vessels Traffic Control Center for further orders. From this same station, lights are shown to direct traffic in port.

Pilot Station:

Vessels should stay one mile southwest of the harbour entrance to await pilot. Both anchors should be ready for immediate use. Defects of engines, steering gear, anchor gear and other defects which influence maneuvering abilities of the vessel must be reported to the harbour master before entering. Applicable ship certificates need to be present and valid.

0.33 Tug assistance:

To order a tugboat, the Fort Nassau Control Center should be contacted. Tugboats are dispatched by the KTK Tugs; the company's fleet consists of 9 tugboats.

0.34 Customs and immigration:

All vessels visiting the Ports of Curaçao must comply with the Customs & Immigration requirements

Immigration requirements:

- Two copies of crew list
- Two copies of list of passengers. Passenger lists should indicate full names, age, gender, civil state and occupation. Passengers must show proof of citizenship. A passport, voter;; registration or birth certificate is acceptable
- Two copies of health declaration sheet.

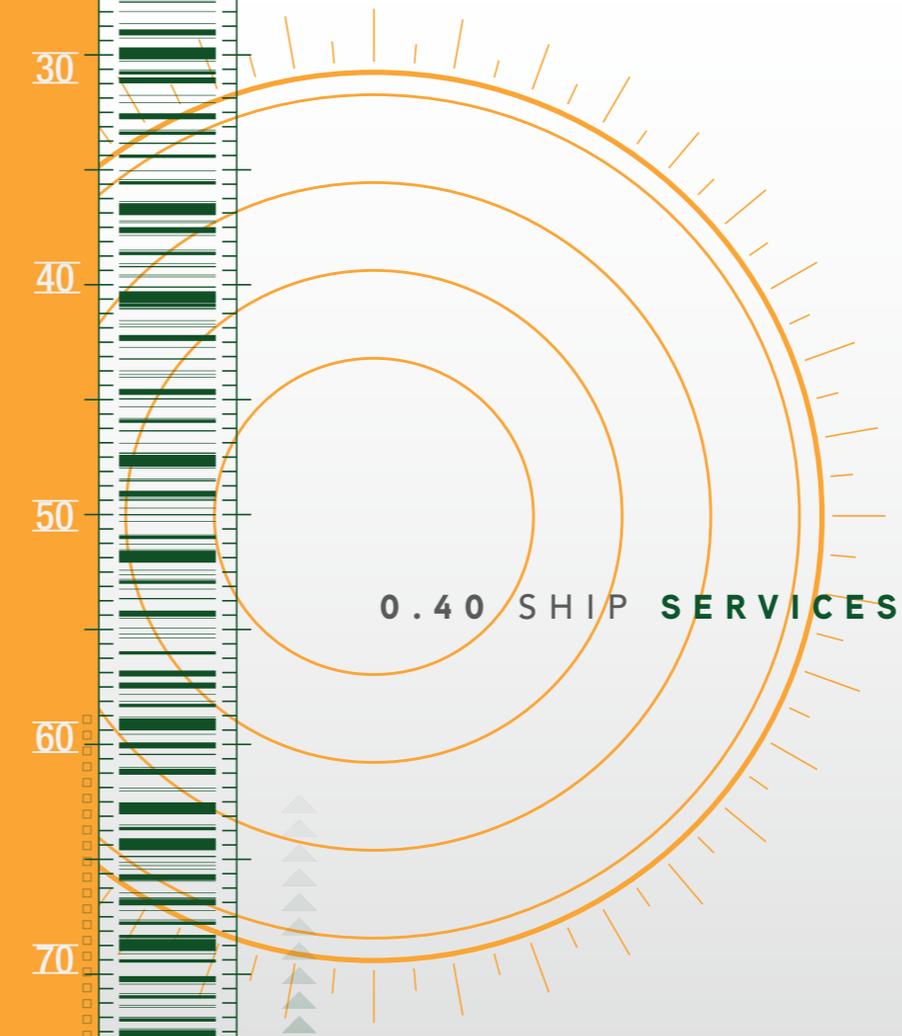
Customs Requirements:

- One copy of the list of stores (Deck, engine, narcotics, fire-arms and steward department)
- Manifest of cargo for Curaçao, in duplicate on special form called 'cargo list', itemizing the cargo by lots of the same marks and showing numbers, kind of packages, general description of contents and weights in kilograms or pounds of each lot.
- Manifest of cargo, in transit, for transshipment through Curaçao to other ports, in duplicate, for each different port and separately.
- Manifest of cargo, on board, in transit, in duplicate on special form as indicated above, showing only the total numbers of packages on board, general description of the merchandise and total weight in kilograms or pounds if the cargo is in bulk, this should be indicated accordingly.
- Two copies of tally books of cargo for discharge at Curaçao.

- One copy of crew list plus one of personal effects list.
- One copy of list of passengers embarking/disembarking in Curaçao.
- If the ship is in ballast, only the stores list is required.

0.33 Dangerous Cargo:

The port of Willemstad permits only limited quantities of explosives or other dangerous cargo, while the other ports allow calls with greater quantities. All vessels carrying explosives or other dangerous IMO cargo, for discharge in Curaçao, for transshipment or in transit without transshipment, require special permission in writing for entering any port of Curaçao. This permission must be obtained prior to arrival and full details must be furnished by shipping agents. The ports of Curaçao uphold several forms and international regulations concerning the transportation of dangerous cargo, explosives, gasses, ammunition, radioactive material, poison, flammable substances, inflammable solid materials, oxidizing elements and other materials as mentioned in the International Maritime Dangerous Goods-Code (IMDG-Code). The entry permit required for vessels carrying dangerous and/or hazardous cargo consists of legal dues plus stamp and is handed out by the harbor and safety inspection office. At the discretion of the Harbor master, a special guard may be assigned on board vessels handling or having dangerous and/or hazardous cargo on board.



SHIP SERVICES:

0.41 KTK Tugs:

KTK Tugs is responsible for all towing, mooring and pilot launching services in the various ports of Curaçao. KTK Tugs renders towage services in the Port of Willemstad, Caracas Bay, St. Michiel's Bay, Fuik Bay and Bullen Bay. KTK, an ISO-Certified company and also member of BIMCO, American Association of Port Authorities (AAPA) and Caribbean Shipping Association (CSA), is the most reliable choice for all in-harbor, coastal and ocean towage, salvage and emergency response jobs, barge and pontoon transportation and other jobs throughout the Caribbean, Central America and the northern coastal regions of South America.

KTK Tugs' fleet currently consists of:

Tugboat:	Company:	GRT :	Length (M):	HP:	Bollard Pull:
Orca VI	KTK Tugs	696	40.75	5000	62
Mero	KTK Tugs	294	28.67	4758	57.3
Lima II	KTK Tugs	373	32.3	4962	62
Jaro II	KTK Tugs	308	29.6	4500	63
Tribon	KTK Tugs	294	28.67	4930	60
Barakuda	KTK Tugs	294	28.67	4930	61.1
Ola	KTK Tugs	294	28.75	4930	58.7
Manta	KTK Tugs	269	29.16	4520	65.2
Pagai	KTK Tugs	56	16.10	1460	10.2

CURAÇAO PORTS AUTHORITY: SHIP SERVICES



KTK Tugs has a total of 6 DAMEN pushy cats / work boats available for the following services:

- Offshore crew change.
- Offshore delivery of spare parts.
- Offshore delivery of goods.
- Offshore delivery of goods provided by a shipping agency, ship chandler or KTK Tugs.
- Tugs are also available for the above-mentioned services.

0.42

Salvage:

Salvage service is rendered 24 hours a day by the Ocean Towage and Salvage Cie. These ocean going tugs are full equipped with every extensive wireless communication system including Telex, Radio (TOR) and Satcom (Satellite Communication), conform IMO, A3 Area criteria. The towage/salvage gear on board consists of:

- Towage wires
- Pennant wires, spare towage wires
- Shackles and other gear
- Ground tackle
- Submersible pumps total capacity up to 2000 tons per hour
- 2.5", 3" and 6" hoses
- Air compressors 1,000 m³ / hour at 3 ato
- Transportable generators 380/440 Volt, 84/110 Kw and 220 V6 Kw
- Dive equipment
- Patching materials
- Firefighting and oil dispersant spraying equipment

0.43 Bunkers:

Curaçao offers excellent bunker refueling facilities at various wharves in the Port of Willemstad and outside the main harbor. The Port of Willemstad is well equipped to handle all bunker requests for a large variety of vessels. Curoil N.V. the local distribution company has developed and invested over the years in its infrastructure in order to make it a full service bunker facility. Projects included the renovation and construction of the sophisticated control center, the construction of two barges for bunkering purposes, the blending system that complies to specific product requirements, and can blend viscosities on request up to 30 cst with specifications that comply with RMG or RME. Another development was the installation of underground pipelines of approximately 2 Kilometers which connects the tanks at the Motet Wharf to the Mega Pier. Investment in oil spill recovery equipment was among one of the projects part of the environmental plan deployment. The ex-pipe discharge rates vary between 350 to 400 metric tons per hour for fuel oil and between 200 and 400 metric tons per hour diesel oil. At the Mega Pier the discharge rate for both gasoil and diesel oil include 150 cubic tons per hour.

Mega Pier Cruise Terminal:

The Mega Pier Cruise Facility is located just 200 meters to the west of the St. Anna Bay inlet. The T-shaped pier extends approximately 100 meters into the sea. It's connected by underground pipelines to the main bunkering depot at the Motet Wharf in Willemstad. It was primarily constructed to accommodate the newest generation of cruise liners, the so called mega-cruise ships. Because of their size, these ships cannot pass under the Queen Juliana Bridge which spans the harbor. This pier can also accommodate other types of vessels up to 200,000 GT. and larger ones on request. However, the pier is also used to attract “bunker only” business, as it provides a safe berth outside the harbor, thus combining the benefits of safe ex-pipe deliveries with swift and low cost operations.

The main advantages of bunkering at the Mega Cruise Terminal are:

- Ex-pipe availability hassle free
- Ex-pipe bunker water availability, no risk of contamination (high quality water)
- Unlimited quantities available
- Availability of all fuel grades
- Marine fuel oil (MFO)
- Regular grade
- Low vanadium grade
- Marine Gasoil (MGO)
- Marine Diesel Oil (MDO)
- Marine lubricants
- Competitive calling tariff
- Opportunity for vessel to take on other items (spares, provisions etc.) while bunkering
- High pumping rates can be attained: swift operation, thereby reducing vessel “down time”

Otrobanda Wharves:

The Otrobanda wharves located in the St. Anna Bay harbor, en route to the Refinery, the Dry-Dock and the Container Terminal, hold an elaborate bunkering network, enabling bunker deliveries at seven berths. These facilities are primarily dedicated for cruise and general cargo vessels. Marine Gasoil (MGO) and Marine Diesel Oil (MDO) regular and low vanadium grade and also two grades of industrial fuel oil (IFO), all grades are supplied ex-pipe.

However, tankers and other vessels calling for bunkers-only are regularly services a this location as well. All fuel grades as well as the customary year round, 24 hours a day service delivery are offered. Service excludes overtime charges.

Emmastad (Isla Refinery facilities):

Ex-pipe bunkering facilities are available. at the refinery in Emmastad, ex-pipe at eight of the ten jetties. Tankers working cargo can bunker concurrent cargo operations within the sheltered refinery area. Vessels calling for bunkers-only can also be accommodated at the refinery on special request. Available grades are Marine Diesel Oil (MDO), marine fuel oil (MFO), and industrial fuel oil (IFO). MGO and Low Vanadium fuel are supplied by barge. The refinery can accommodate tankers of up to 100,000 dwt and the max draft is 13.71m.



Bullen Bay facilities:

When the harbor's bunker facilities cannot accommodate the requests, bunkering can be supplied at the Bullen Bay facilities. Marine diesel oil, intermediate fuel oil and marine fuel oil are available ex-pipe at five of the six berths. Delivery of marine gasoil and/or low vanadium fuel can be arranged by barge upon special request. At Bullen Bay, there are virtually no restrictions on vessel dimensions or bunker volumes. This area can offer attractive bunkers' only option for big tankers, by offering substantial discounts off the fuel prices and a very low calling cost packages.

Barges:

In the Schottegat, a small 64m barge is used to deliver Marine Gasoil at the container terminal, the Isla Refinery and the Curaçao Dry-dock Company.

Water deliveries:

Fresh water for drinking and use in boilers is available day and night in sufficient quantities at all wharves in Willemstad. Fresh water is distilled from sea water by one of the largest distillation plants in the world. The quality is very good and chemically pure. Fresh water can also be delivered alongside by means of water barges. Two water barges, one of 100 tons and one of 40 tons are available. The rate of delivery depends on the quantity required and how many barges can simultaneously deliver water to the vessel. It also depends on the amount of connection on board of the vessel and the height above water to be lifted.

0.44 Sea & Harbor Transport:

Delivery of drinking water, spare parts, lubricant oil and others are provided by barge. Blok N.V. operates 100 ton and 24 ton barges for transport of drinking water in the Willemstad Harbor. One self-propelled barge is available for deliveries of lubricants and spare parts at sea or in the outer harbors. Curaçao Towage Company can also make deliveries at sea with pilot vessels.

0.45 Surveys:

Wide ranges of international standard surveying services are available in all ports, ranging from Marine & Cargo Surveyors and Ship & Engineering Surveyors, to Oil Surveyors. Marine Chemists and Gas Free Inspections are also available. Please refer to section Facts & Figures for a listing of companies providing such services.

0.46 Underwater Services:

The sheltered, deep, clear waters around Curaçao make it ideal for underwater operations. Curaçao has several companies with extensive experience in all kinds of underwater services. Hull cleaning by means of the SCAMP or Brushkart makes it possible to clean the largest VLCC within 12 hours. A TV system for underwater inspections is available. Other services provided are: welding, cutting, prop cleaning, photo surveys etc. Licensed marine engineers are also available. Cleaning of submerged hull section is possible in Willemstad, Caracas Bay, St. Michiel's Bay and Bullen Bay. At the ISLA terminals permission is required prior to cleaning. Cruise ships are serviced while calling in port.

0.47 Port Repair Services:**Tank cleaning Facilities:**

At the Isla Refinery, opposite the shipyard complete tank cleaning services are available. Vessels can also discharge their slops at this pier.

Hull Treatment:

Freshwater high pressure cleaning, chemical cleaning and under water cleaning.

Dry Dock Repairs:

All these drafts are at Normal medium Level, which is 47cm above L.W.M. Approximately 2,000 meters of repair quays (B1 through B6 and R1 through R3). Maximum allowable depth alongside our quays is 10m.

Licensed work:

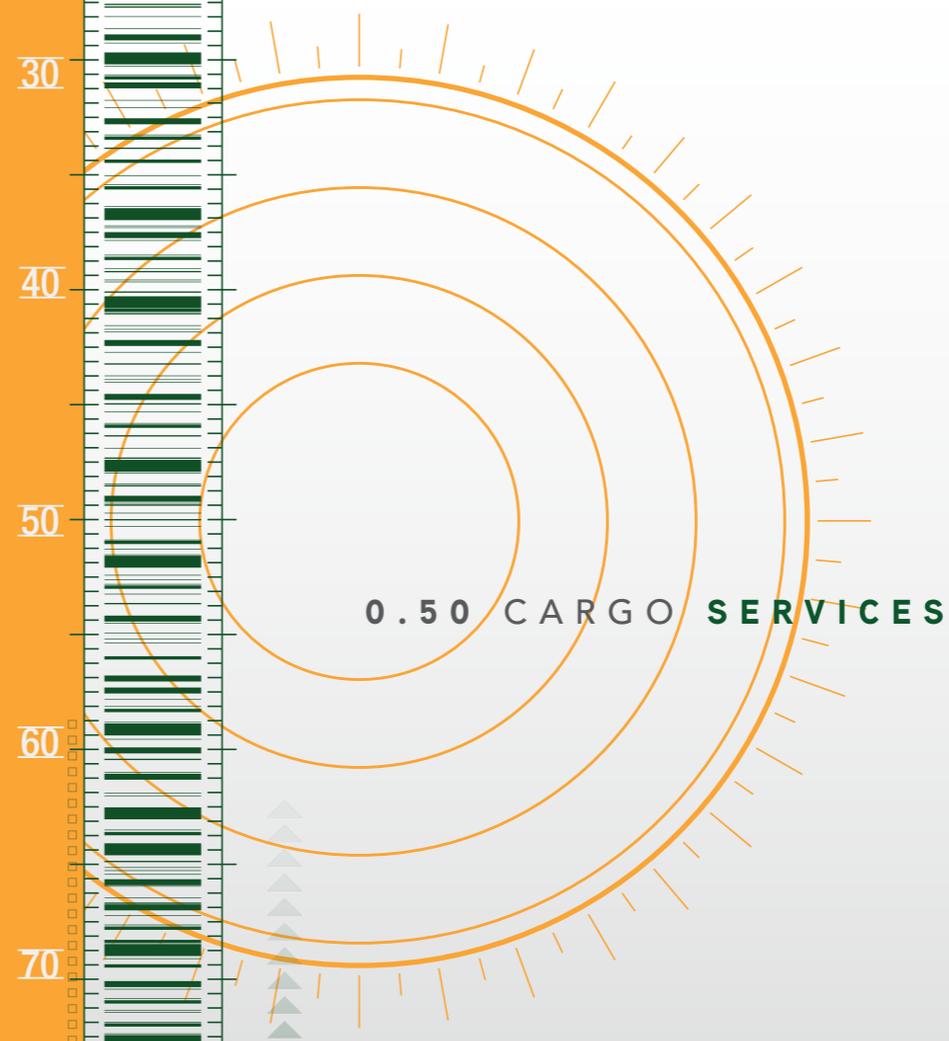
Propeller-maintenance, repairs and seal bonding. The yard's propeller shop is equipped with, among other things, 10- and 30- ton static balancing machines, pitch measuring equipment up to 7m, special welding equipment, plus all necessary grinding and polishing tools.

Metalock Repairs:

This engineering method of effecting cold repairs of cracked, fractured or weakened machine parts of pressure vessels made of cast or forged materials can be undertaken either in the yard's workshop or in "situ" on board of the ships.

Epocast:

EPOCAST can be used instead of steel chock or cement grout for mounting diesels, turbines, auxiliary machinery, compressors, purifiers, and other high-temperature, precisely aligned machinery.



CARGO SERVICES

State-of-the-art technology combined with quality services; make the Willemstad Container Terminal one of the largest and most reliable and efficient in the region.

The Curacao Port Services operates the Willemstad Container Terminal and other cargo facilities in the Port of Willemstad based on a concession agreement with Curacao Ports Authority N.V. In January 1998 CPS became the first in the Caribbean to achieve the ISO 9001-2000 Certificate SUMA Cum Laude, for its entire administrative and operational activities. As of July 1st 2004, CPS also became ISPS compliant.



0.51 Stevedoring Companies:

CPS was one of the first terminal operators in the Caribbean to introduce computer-assisted management systems to all aspects of its terminal operations. The Terminal Operation Processing System (TOPS) administers and processes all container movements on the terminal.

Combined with the use of modern Electronic Data Interchange (EDI) technology via the Internet, data communication between CPS and its customers advanced planning is made possible through exchange of ship planning and terminal planning information. These combined techniques considerably reduce the time involved with ship and container handling and thus the turn-around time of the vessels.

24-Hour security:

The container and multi-use terminal are guarded and patrolled year around, 24 hours a day, by CPS' own security force. Along with regular security services for the terminals, warehouse and office buildings, the security force is also in charge of implementing the safety regulations and monitoring the Reefer station at night and during non-working days.

Facilities:

CPS offers ample Roll-On / Roll-Off and Load-on / Load-off operations at the container terminal. One Ro/Ro berth is situated adjacent to the gantry crane rail enabling it to offer simultaneous Ro/Ro and Lo/Lo operation.

Transshipment containers are stacked according to port of destination, size and weight. This allows efficient pre-stowage planning and results in fast loading. Very attractive rates are available for Trans-shipment Containers or Transshipment Break-Bulk Cargo. On request, and with sufficient advance notice, immediate stuffing of all types of Break-Bulk cargo is possible. All containers arriving or departing from the terminal are inspected by CPS personnel and Customs officers. The Container Control department is situated on the ground floor of the main office building, thereby offering fast, efficient and reliable handling of the formalities for inland haulage.

0.52 Containerized Cargo:

CPS yard handling equipment includes:

- 4 Top lifters (38 ton)
- 2 Empty handlers (10 Ton and 25 Ton)
- 13 Ottawa tractors
- 20 Forklift trucks (2.5 ton and 4.5 ton)
- 14 Terminal chassis
- 8 Gooseneck Roll Trailers (Mafi's)
- 483 Road chassis (20' and 40')

0.53 Non-containerized Cargo:

Multi-Use Terminal (Brion Wharves)

The Multi-Use Terminal (commonly called the Brion Wharf) is utilized for the discharge/load activities of General or Neo Bulk cargo. Vessels carrying Neo Bulk, Lumber, Steel, Cars and Cement are discharged at the Multi-Use Terminal. Bulk vessels carrying grains are also discharged / loaded at this terminal. The general cargo berth's total length is approximately 2,900 ft (879 m) with drafts varying from 32-36 ft (9.7 – 10.9m). The total area of the terminal is 30,000 M². The terminal, a completely fenced-in area adjacent to the container terminal, is guarded and patrolled by our own –armed security officers.

0.54 Economic Zone:

Curaçao is ideally located at the crossroads of trade routes between South America, the United States and Europe. In addition, Curaçao is, as part of the Kingdom of the Netherlands, an associate member of the European Union. As such, many products originating in, or partially processed on the island may enter European Union duty free. Curinde N.V. – a government owned agency- owns and manages two economic zones and the industrial zone. Curaçao's first economic zone was established at the end of the 1950's. The success of the Curaçao Harbor Free Zone and the public policy to further develop Curaçao as a logistics center within the region has resulted in the development of a second economic zone, the Curaçao Airport Economic Zone. At the economic zone you can import, store, package present and produce goods as well as provide certain services. The highly qualified personnel, of whom the majority is able to communicate in for languages (English, Dutch, Spanish and Papiamentu) the international financial services, the excellent infrastructure and the attractive incentives, make it very appealing for businesses to operate out of the Curaçao Economic Zone.



SAFETY

0.61 Harbor and Safety Inspection:

The Harbor and Safety Inspection (HVI) is responsible for the safety and environment in all the harbors and territorial waters of Curaçao under the authority of the Harbor Master. The territorial waters of Curaçao reach an area of 12 miles off coast around the island, including “Klein Curaçao” (Small Curaçao).

The Harbor and Safety Inspection provides the following services:

- Registration of vessels, yachts or pleasure-crafts of residents of Curaçao
- Inspection and registration of yachts
- Insurance of navigation licenses and the registration
- Granting of navigational permits. This permit is required for navigation outside the inland waterway
- Permit for transit and import of explosives
- Licenses for foreign yachts

Maritime Treaties

Several formal regulation and international treaties apply to ports of Curaçao:

- Marpol
- Solas
- Collision Regulations
- Load Lines
- Standard of Training
- Certification and watchkeeping
- Tonnage
- ISPS-code
- IMDG-code

0.62 Search and Rescue Facilities:

The Rescue Coordination Center in Curaçao operates 24 hours a day as SAR Mission Coordinator for Curaçao SAR-region. The Curaçao SAR-plan provides an overall Maritime and Aeronautical Search and Rescue Plan for the effective utilization of the SAR system both military and civilian.

The Curaçao RCC maintains a communication link with the United States Coast Guard and can use the AMVER information.

0.63 Fire Fighting Equipment:

Curaçao has a modern fire fighting department with five stations spread out over the island. In the port area, the Isla refinery and dry-dock company have their own fire fighting brigades with modern equipment and materials to prevent and fight industrial fires.

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INTRODUCTION

PORTS OF CURAÇAO

PORT ACCESS CURAÇAO

SHIP SERVICES

CARGO SERVICES

SAFETY

CONTACT INFORMATION



CURAÇAO PORTS AUTHORITY

