

# Port Rules and Regulations

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## Section (1) - Definitions

Port Salalah	<b>The conventional name of the Port, which includes the entire area of the Port either land or sea inside the territories of the Port and the Port Limits.</b>
Port Authority	The management of Salalah Port Services Company SAOG pursuant to the concession agreement signed with the Ministry of Transport and Communications.
Harbour Master	The person appointed to carry out the duties of the harbour Master or his delegate.
Port Facilities	All the quays, anchorage areas, unloading areas, docks, storage areas, roads, paths, buildings and any other facilities operated or managed by the Port Authority.
Vessel	Any ship, or craft usually working or equipped to work in maritime navigation whether powered by a motor or any other method, including hydrofoils, hovercrafts, marine drilling machines, barges, launches and dhows.
Dhow	The traditional wooden commercial vessels.
Launch	A traditional boat made of wood or fibreglass equipped for fishing or transportation of fish.
Safe Speed	The appropriate speed of a ship, which enables it to take a proper and effective action to avoid collision and to be stopped within a distance appropriate to the prevailing circumstances and conditions in accordance with the international regulations for preventing collisions at Sea.
Owner	The owner or user of the Ship who manages it, the lessee of the Ship, the person who has a lien or mortgage over the Ship, or any other owner making use of the Ship.
Master	The person whom the command and management of the Ship is entrusted.
Pilot	The qualified person appointed by the Port Authority to guide the masters of ships while sailing within the port limits.
Shipping Agent	Any company, firm, or organization appointed by the Owner, the shipping company or the ship's master to act on their behalf in the Sultanate of Oman which accepts such appointment.
Shipment	Goods of all types, loaded or unloaded or waiting to be loaded on the Ship.
Charges	All charges, dues, rates, tolls, fees, and any other charges of every description.
Dangerous Cargo	Any materials of hazardous nature or components as per the IMDG Code issued by the IMO.
Perishable Cargo	Goods or commodities which are liable to rapid deterioration and livestock.
Pollution	The unauthorised discharge of oils, refuse matters, or any other substances liable to cause damage or danger to the Port, the users of the Port, the fishing activities, and the environment as per the MARPOL convention issued by the IMO.

## Section (2) - General Provisions

### 1. The Port Limits

From the highest level of the high tide where the point intersect the coast at 054°04'0 East longitude and from that point in the direction of true South to the point intersecting the line 16°54' North latitude and from this point in the direction of true West to the point intersecting the 16°54 North latitude and 53°58' East longitude. From this point in the direction of true North to the point intersecting the coast line and from this following the coast back to the starting point.

And includes, all wharves, quays, piers, landing places, decks, storage areas, roads, and buildings under the operational or administrative control of the Port Authority.

### 2. The Port Authority

The Port Authority shall:

- Perform all functions concerned with movement of the vessels, cargo, and, passengers.
- Provide pilotage, towage, and any other marine services required by vessels calling the port.
- Collect Port dues and any other charges from vessels using the port.
- Collect all and any charges for loading and unloading, delivery, storage, safe keeping, transporting, or any other services related to cargo handling in accordance with the port tariff.

### 3. The Harbour Master

The Harbour Master is charged with all aspects of vessels movement , vessels safety, and compliance with port rules. The Harbour Master controls and coordinates pilotage towage, linesmen, and all other marine services. He will determine the number of tugs that attend to vessels while moving in the port.

4. The master of every vessel calling at Port Salalah for whatsoever purpose and at all times, shall comply with the guidance and instructions of the Harbour Master. The master must comply with and implement the verbal or written orders issued by the Harbour Master.
5. In all cases and at all times the master shall be fully responsible for his Ship, its crew and Shipment.
6. The Port Entry Permit (Gate Pass)

It is not permitted to enter the Port except after obtaining a permit or a gate pass from the Port Authority. The Port Authority may withdraw such a permit or a gate pass for any reason.

### 7. The Port Gates

All entry or exit movement of vehicles, goods and persons in or out from the Port shall be through the gates designated for such purpose. Such movement inside the boundaries of the Port shall be subject to the orders and instructions issued by the Port Authority.

#### 8. Obstacles and Their Removal

Placing any material that may constitute a hindrance in the Port is strictly and in case of such an occurrence, the person who caused such obstacle must remove it within the period of time to be specified by the Port Authority.

#### 9. Lights and Signals

It is prohibited for any person to destroy or deliberately tamper with any light or signal used in the Port.

10. It is prohibited to lay any mooring buoys in the port without obtaining a prior written approval from the Harbour Master.

#### 11. Boats Mooring and Landing of Launches and Dhows

Mooring of any boat at any quay, dock, anchorage ,land or any of the Port facilities or landing of any launch or Dhows at the quay or the beach for whatsoever reason, is strictly prohibited except after obtaining prior written approval from the Harbour Master.

#### 12. Fishing

It is strictly prohibited for any person to carry out any type of fishing activities or laying any fishing gear or floats in the Port area.

#### 13. Removal of Goods

Removal of any goods from the Port is strictly prohibited except after obtaining written approval from the Port Authority and the concerned authorities.

#### 14. Commercial Business Inside The Port

It is strictly prohibited for any person to carry out commercial activities or purchase any item from vessels except after obtaining prior written approval from the Port Authority and the concerned authorities.

#### 15. Dunnage and Packing Waste From Vessels

It is strictly prohibited to take away any dunnage or packing waste or any other things from any vessel without obtaining written approval from the master of the vessel and the concerned authorities.

## 16. Forbidden Materials

It is strictly prohibited for any person to take inside the Port any goods or items , the importation or exportation of which is restricted by any of the laws of the Sultanate of Oman.

17. The crew and passengers of any vessel shall abide by all the laws, regulations and rules prevailing in the Sultanate of Oman, particularly those related to the sale, transport or consumption of any drugs or alcohol.

## 18. Implementation of The Port Rules & Regulations

The provisions of these Port Rules & Regulations shall apply to all the users of the Port whether persons, vessels, vehicles, equipment and any others for any purpose or reason.

## 19. Interpretation of The Port Rules & Regulations

Interpretation of any of the rules mentioned in these Port Rules & Regulations in contradiction to Oman laws, GCC rules and regulations for sea ports, the maritime rules and customs prevailing in the Sultanate, is completely forbidden.

## Section (3) - Arrival And Departure Of Ships

### 1. Arrival Notice

The Owner, Shipping Agent or the master of the Ship shall send arrival notice to the Harbour Master 48 hours before arrival to the Port. He should also inform the Harbour Master with the details of the Ship, its cargo, any hazardous cargo, cases of illness, and any defects which affects the vessel manoeuvrability.

### 2. Establishment of Communication

The master shall establish radio communication with Port control and request permission to enter the Port limits, at least four hours prior to the estimated time of arrival.

### 3. Flags and Lights

Each Ship, before entering Port Salalah, should display the following flags and lights:

- During daytime, the national flag of the Sultanate of Oman, along with the Ship's national flag;
- Flag, (H) while a Pilot is on board;
- Flag (B), the international code indicating that the Ship is carrying hazardous goods, or during fuelling. During the night the red light should be on;
- Flag (Q), the international code for requesting the Port's health officer to issue health clearance.

### 4. Ships Actions When Approaching The Port

All vessels approaching the port shall be guided by the advice of port control with regard to arrival details, pilot boarding, berthing or anchoring arrangements.

### 5. Release of Gas

All vessels shall release gas before entering the Port limits. Release of gas inside the Port is strictly prohibited.

### 6. Refusal To Berth or Moor A Vessel

The Harbour Master may refuse to berth or moor any vessel if he believes that such refusal would be in the interest of the Port.

### 7. It is strictly prohibited for any vessel to anchor in the channel or anywhere in the harbour.

### 8. Pilotage

All vessels of 200 Gross Register Tons (GRT) and above may not enter or leave the harbour or move inside the harbour without a Pilot as assigned by the Harbour Master unless authorized to do so by him.

### 9. Vessels of less than 200 GRT may enter or leave the harbour without a Pilot unless otherwise instructed by the Harbour Master.

### 10. Vessels shall reduce the speed and make lee to safely accommodate safe boarding of the Pilot.

### 11. The Pilot Ladder

Vessels requiring pilot shall have fully rigged pilot ladder conforming to the specifications in accordance with SOLAS convention.

12. The vessel shall provide a boat rope on the fore side of the pilot ladder.
13. Pilot Boarding and Disembarking From Vessels

Pilot shall board the inbound vessel at the pilot boarding grounds outside the channel and in the case of outbound vessels, he will board while the vessel is alongside and disembark outside the channel.

In case the vessel is at the anchorage, the pilot shall board before it enters the channel. A vessel at the anchorage area must not approach the channel unless it is authorized to do so by port control.

14. Before entering the port or conducting any movement, the master shall inform Port Control or the pilot about any deficiencies or defects onboard his vessel which may affect her manoeuvrability or steering.
15. Vessels leaving the port shall have priority of movement over vessels entering.
16. Dhows, launches and boats shall keep clear of other vessels and particularly vessels under tow.
17. Draft marks of all vessels calling at Port Salalah should be visible, clear, and prominent. Vessels should not be loaded over their marks or will be considered unseaworthy. Such unseaworthy vessels will not be allowed to enter or leave the port. Exception to vessels entering may be granted at the discretion of the Harbour Master
18. The anchors of each Ship should be ready at all times for an immediate use.
19. 19. Navigation Lights

All vessels in Port either berthed, at the anchorage, or moving, should display necessary lights as indicated in the international regulations for preventing collisions at sea.

20. Safe Speed

All vessels shall proceed at Safe Speed inside the Port limits.

21. The maximum permissible speed for vessels inside the Harbour shall be 5 knots.
22. All vessels shall have an operational VHF radio for communication with Port control. This radio shall be manned at all times. Vessels shall seek permission from port control on VHF channel 12 prior to any movement. Additionally, Vessels shall be equipped with an operational radar which must be used when moving in restricted visibility or at night.
23. Boarding of Vessels

It is strictly prohibited for any person, other than the Pilot, the health officer or those having permission from the harbour master to board any vessel unless that vessel has been cleared by the relevant authorities.

24. Allocation of Berths

Vessels shall only occupy Berths as allocated by the harbour master.

25. Change of Berth or Shifting

The Harbour Master may change the berth of any vessel to another berth if he believes that this will be in the best interest of the Port. The vessel shall bear all the consequent costs, and this process shall be made under the responsibility of the master.

#### 26. Vessel's Mooring Ropes & Lines

All vessels calling at Port Salalah for whatever purpose shall use adequate mooring ropes and lines. These ropes and lines shall be in good condition and the Harbour Master may instruct the master of any vessel to change his mooring ropes or lines if they are in his opinion, not suitable for the purpose .

#### 27. Ship's Ladder

All vessels at the Port shall prepare a suitable ladder in accordance with international standards, which should be lit at night. In addition, if the situation warrants, the vessel shall prepare a boat rope at the front part of this ladder.

28. It is strictly prohibited for any vessel to moor or tie to any of the navigational buoys or any other navigational aid.

29. The master shall at all times maintain on board sufficient crew in accordance with his minimum safe manning certificate.

30. 30. The master shall undertake to do the following:

- Allocate a watchman to continuously watch the vessel's ladder.
- Fit rat guards on all the mooring ropes and lines.
- Fit emergency towing lines lowered from the sea side forward and aft of the vessel.

#### 31. Vessel's Insurance

All vessels calling Port Salalah should be covered by insurance covering all financial claims for cost of repairing damages caused to port facilities and any other financial claims including salvage insurance. All documents evidencing the insurance should be on board.

#### 32. Vessel's Registration Certificate and Other Documents

The master of any vessel that enters the Port shall maintain the registration certificate and all other vessel's certificates and official documents for provision to the concerned authorities if required.

#### 33. Engines Readiness and Trials

All vessels calling the port shall maintain engines at short notice for sea and do not start any maintenance or repair work which will affect the vessel's notice for sea or carry out any trials without a prior written approval from the harbour master.

34. The master should immediately notify the Harbour Master of the inability of his vessel to manoeuvre due to any defect, maintenance or repair operations. If any master intends to carry out any major maintenance in the engines, he should submit a written application to the Harbour Master in order to obtain his approval before undertaking such maintenance. The Harbour Master should be informed of the development in the maintenance and the duration thereof.

#### 35. Ship Stability

All vessels calling port Salalah must be at safe stability at all times



36. Objects Protruding From The Vessel

It is strictly prohibited for any vessel to have protruding objects that may hamper its movement or cause any damages to the quay or hamper the loading or unloading operation.

37. Lowering of Life Boats or any Other Boat

It is strictly prohibited for any vessel to lower its life boats or any other boats without obtaining prior approval from Port Control.

38. Each Ship which has completed its cargo operation should vacate the berth immediately unless the Harbour Master permits otherwise.

39. Pre Departure Notice

The master or the agent of any vessel intending to leave the Port should inform the Port control at least one hour prior to the departure time.

40. Port Clearance

It is prohibited for any vessel to leave the Port before payment of all charges and obtain a Port Clearance.

41. Before departure, the vessel should send the number of her Port Clearance to Port control via VHF channel 12.

42. Prolonged Port Stay For Vessels

Vessels are not allowed to stay in the port for prolong periods unless it is authorized to do so by the Harbour Master. The Port Authority has the right to take any action to remove such vessels and any other vessel which is considered hampering the port operation from the port.

43. Un Seaworthy Ships

The Port Authority shall, in co-ordination with the Ministry of Transport and Communications, detain any vessel which is considered to be un seaworthy until it is repaired.

44. Distress Signals

Unless in real emergency, vessels are strictly prohibited from sounding or raising any type of distress sound or signal including the testing of the vessel's siren or whistles. For maintenance or testing of such sounds or signals, permission from Port Control is required.

45. Vessels In Distress

The master should immediately inform Port Control if his vessel is in distress. On being so informed or on observing the mishap, the Harbour Master or any other person authorised by him should immediately proceed to the vessel in distress and take command of all persons present and give such instructions and assign such duties to each person present as may be considered necessary for the preservation of life, the environment, the vessel, her cargo, and equipment. All charges relating to such action shall be borne by the vessel's owner.

46. Any vessel sustains damage or be involved in any accident causing loss of life or serious injury to any person or damage to property, or if she receives any material damage which may affect her sea worthiness or efficiency, the master shall within 24 hours of the occurrence of the accident, deliver to the Harbour Master a full report of the accident or damage in writing.
47. Responsibility For Damages

The master is the person responsible for the berthing of his vessel. In case the vessel for whatsoever reason caused any damage to any persons, the berth or any of the Port or third party facilities, the vessel and its Owners shall be held responsible for repairing such damage and shall restore the damaged item to its previous condition. The Harbour Master may detain the vessel until completion of the procedures and fulfilment of the liabilities resulting from such damages.

## Section (4) - Towage

1. Towing is defined as any activity undertaken by a tug with regard to the holding, pulling, pushing or otherwise moving a vessel.
2. For the purpose of these Port Rules & Regulations, the tow process starts when the tug becomes ready to receive any verbal orders from the vessel to pick up ropes or lines or when the tow rope has been passed to or from the tug , whichever be the sooner, and the tow process ends when the final order from the vessel being towed to cast off ropes or lines has been received and carried out or the tow rope has been finally slipped and tug is safely clear of the vessel being towed, whichever is the later.
3. On the engagement of a tug, the tug master and crew thereof shall become the employees of and shall be identified with the vessel being towed and shall be under control of the master of such vessel. This is also applicable to the Port workers who carry out their business on board during the towing process.

### 4. Towing Responsibility

The Port Authority shall not be held responsible for any damages whatsoever that may be caused by the tug to the vessel or by the vessel to the tug, or any loss or damage to anything on board or any injury to any person.

The master or the Owner of the vessel which uses the tug for any purpose shall be held responsible for any losses, damage, injuries, and accidents resulting in death, and he shall indemnify the Port Authority against all the consequences of such damage including any claims from any other party.

5. Towing is defined as any activity undertaken by a tug with regard to the holding, pulling, pushing or otherwise moving a vessel.
6. For the purpose of these Port Rules & Regulations, the tow process starts when the tug becomes ready to receive any verbal orders from the vessel to pick up ropes or lines or when the tow rope has been passed to or from the tug , whichever be the sooner, and the tow process ends when the final order from the vessel being towed to cast off ropes or lines has been received and carried out or the tow rope has been finally slipped and tug is safely clear of the vessel being towed, whichever is the later.
7. On the engagement of a tug, the tug master and crew thereof shall become the employees of and shall be identified with the vessel being towed and shall be under control of the master of such vessel. This is also applicable to the Port workers who carry out their business on board during the towing process.

## 8. Towing Responsibility

The Port Authority shall not be held responsible for any damages whatsoever that may be caused by the tug to the vessel or by the vessel to the tug, or any loss or damage to anything on board or any injury to any person.

The master or the Owner of the vessel which uses the tug for any purpose shall be held responsible for any losses, damage, injuries, and accidents resulting in death, and he shall indemnify the Port Authority against all the consequences of such damage including any claims from any other party.

## Section (5) - Port Operations

### 1. The Cargo Details

The Owner, agent or master of the vessel intending to call Port Salalah for discharging or loading of cargo, should notify the Port Authority at least 72 hours prior to the arrival of the vessel with details including the nature and quantities of the cargo to be discharged or loaded, in addition to other important information related to the vessel, its crew or passengers.

### 2. Berthing Priority

Vessels will be berthed for cargo operation on order of their arrival time unless the Port Authority decides otherwise. Cargo operations shall be carried out under the responsibility of the master of the vessel.

### 3. Cargo Documentation (The Manifest)

Manifest and details of the cargo in English shall be prepared and certified by the vessel's Owner, agent, or master in accordance with Oman Customs rules and the requirement of the port operations. The manifest must be presented to port operations before arrival of the vessel. A certified statement of any alterations or amendments to the original manifest shall be submitted to the port operations immediately upon completion of cargo operation.

4. The Owner, agent, or master of the vessel must present upon demand a bank guarantee or certificate or any other document in connection with port dues or charges for the vessel cargo operation.

5. It is strictly prohibited for any vessel to start cargo operation before being properly berthed.

6. The master shall allow the Port Authority to inspect and test the cargo handling gear and to inspect its certificates at any time.

7. Adequate Lighting

The master of the vessel undergoing cargo operation must prepare and maintain adequate lighting at all work places in the vessel.

#### 8. Cargo Operation

- The master must prepare his vessel for starting cargo operation at the time agreed upon with the Port Authority. In case the master fails to do so, the Port Authority may take whatever action it deems necessary on the account and responsibility of the vessel. The master must also ensure that the cargo hatches and holds at all levels are protected and guarded at all times.
- The Port Authority shall carry out cargo operation whether by itself or through third parties.
- The Port Authority or its representative shall provide labour and equipment for cargo operation on the vessel. It is the master of the vessel responsibility to ensure such operation is carried out onboard his vessel safely.

#### 9. Improper Storage of Cargo

The Owner, agent, or master of the vessel shall be held responsible for any loss or damage due to improper storage of cargo onboard and shall bear all consequences relating thereto.

#### 10. Cargo and Equipment That Fall From The Ship

In case any cargo or equipment falls overboard, the master should inform the Port Authority immediately and he should recover the cargo or equipment immediately.

The Port Authority may recover such cargo or equipment at the cost and responsibility of the vessel.

The Port Authority shall not be held responsible for any damage or loss that might be sustained by such cargo or equipment.

#### 11. Drinking Water and Toilets

The master of the vessel carrying out cargo operation must provide the Port workers who are working on his Ship with drinking water and provide suitable toilet facilities for them.

#### 12. Defective or Damaged Equipment and Machinery

It is strictly prohibited for any person to use any defective or damaged equipment, ropes or cranes for handling cargo. The Port Authority or its appointed person, may conduct inspections of such cargo handling gear and he may stop their usage.

#### 13. Receipt of Cargo

The Port Authority shall provide the required services for receiving of cargo in the port.

#### 14. The Rate of Cargo Loading or Discharge

The Port Authority may withdraw cargo handling services from any vessel which has any obstacles preventing loading and discharging at the rate the Port Authority deems proper. This vessel, after the Port Authority notifies the master in writing of these obstacles, may also lose its turn in working its cargo. Moreover, the Port Authority may issue its instructions to the vessel to leave the berth immediately.

#### 15. Accumulation of Cargo on The Port Quays

In case of accumulation of cargo on the quay, or on barges for whatever reason, the Port Authority may instruct the vessel to stop or reduce the speed or rate of discharging of such cargo.

#### 16. The Port Authority may reject discharging of any cargo or goods until suitable place, store or open storage area is arranged.

#### 17. Receipt of Cargo By The Port Authority

No cargo or goods will be considered received by the Port Authority except after the issuance of an official receipt to the master of the vessel which discharged these cargo or goods or to the agent of the vessel or any other legally authorized person to transport these cargo or goods to or from the Port. The Port Authority shall not be responsible for confirming that all parts of a Shipment, consignment or goods packages set out in the bill of lading have been discharged in the Port or loaded on board of a vessel before this vessel departed or a difference in the weight or measurement of such packages from those set out in the bill of lading or any invoice or any other document related to these cargo, Shipments, or goods. In the case of containers that contain goods which may not be easily and accurately identified at the time of loading or unloading, the official receipt issued in this regard will indicate the number of the units only and the Port Authority will not be held responsible for the inappropriateness of the items contained in these goods or packages or claimed to be contained inside these units.

#### 18. Responsibility For Damaged Goods

If it appears to the Port Authority that there are damaged goods or packages, it may instruct the Owner, master or agent of the vessel to immediately deliver these goods or packages and the Port Authority will not be held responsible for these goods, packages or their contents under any circumstances.

#### 19. Direct Delivery of Valuable, Perishable Cargo, or Livestock

The master may directly deliver to the consignee any valuable items such as gold, diamonds, valuable properties, or perishable goods and livestock which are imported in a

legal manner and properly manifested provided that all required procedures were fulfilled and all necessary official approvals were obtained.

#### 20. Special Storage Cargo

The master, Owner or agent shall notify the Port Authority 24 hours prior to the unloading of cargo that requires special storage. This notification shall include the details of the marks, numbers, quantities and specifications of this cargo as well as the full name and contact numbers of the consignee.

#### 21. Delivery of Goods

Goods shall be delivered from storage in the port premises to the consignee or to their duly authorized representatives only against a delivery order signed by the vessel's owner or his agent and after payment of all port charges on such goods and after release by Customs and Health authorities.

#### 22. Goods Harmful or Injurious To Health

The Port Authority may order any vessel to leave the Port if it appears that it is carrying unhealthy, harmful or rotten goods. In case the vessel has already discharged these goods, the consignee shall immediately take these goods outside the Port after obtaining the approval of the concerned authorities. If the consignee fails or denies his responsibility for these goods or the Port Authority fails to locate him, the master, Owner or agent of the vessel shall immediately remove these goods out of the Port. However, if the consignee, master, Owner or agent of the vessel refuses, fails or neglects to carry out the Port Authority's instructions, the Port Authority may then remove or dispose off all these goods in the manner it deems suitable, and this action will be under the responsibility and costs of the consignee, the master, Owner or the agent.

#### 23. Cargo Control Services

All cargo control services for the principle such as tallying, weighing, measuring, gauging, checking, sampling, sorting, etc. shall be exclusively performed by the port authority for a separate charge. The port authority may delegate a third party to carry out such services.

#### 24. Packing and Marking of Goods

Goods should be packed and marked clearly and in accordance with the local and international laws and standards.

25. Cargo and goods intended to be exported shall be deposited in the areas to be specified by the Port Authority. Such goods may also be delivered to the vessel directly upon a request from the shipper or the agent. In this case the Port Authority should be informed

at least 24 hours prior to the time of the vessel's arrival. In addition these goods should be accompanied by the Shipping order along with all other documents in time as agreed by the port authority. In case of any delay the shipper will incur additional expenses as a result of this delay. The cargo or goods which are properly documented should be ready in all aspects for shipment.

#### 26. Resorting and Re-Packing

Resorting, re-packing or any other similar actions shall not be permitted inside the Port other than by the port authority and on the account of the consignee, consignor, the vessel or its agent.

#### 27. Neglected Goods

The Port Authority after serving a warning to the owner of the goods, that their formalities were not completely finalised within the specified period as per the notification issued in this regard, may offer these goods for sale by auction after the following periods:

- One month for perishable goods and goods in reefers.
- Three months for any other goods.

The proceeds of the sale will be deposited in the Port's safe for the owner of the goods after deduction of the Port Charges and the sale costs.

#### 28. The Port Working Hours

The Port Authority is entitled to fix and amend the Port working hours and announce its working hours by the means it deems suitable.

### Section (6) - Dangerous Goods

1. Dangerous goods are as per the International Maritime Dangerous Goods Code issued by the International Maritime Organization.
2. It is strictly prohibited for any person to bring any dangerous goods into the Port without obtaining prior written approval from the Port Authority and the concerned Government authorities. Some of these goods are only allowed to be discharged in the port on direct delivery.
3. Dangerous Goods Class 1&7

Relevant Government and Port Authority's approvals have to be obtained before such goods are loaded at the loading port onboard vessels intend calling port Salalah. The Harbour Master must be notified of the following at least 72 hours before the vessel arrives:



- Time of arrival of the vessel and duration of stay in the port.
  - The details and specifications of the goods.
  - Emergency Contact numbers and the name of the concerned body.
4. It is strictly prohibited for any vessel, during loading or discharging of the above-mentioned dangerous shipments, to carry out at the same time, loading or discharging of other goods, fuelling or allowing transfer of passengers.
  5. It is strictly prohibited to discharge any damaged or pierced packages or containers the contents of which are of the above mentioned dangerous goods and which are found leaking, unless the Port Authority decides otherwise after examining the same by qualified staff from the Port Authority.

## Section (7) - Fire Prevention & Fire Fighting

### 1. Fire Fighting Equipment

It is strictly prohibited for any person to tamper with any fire fighting gear or equipment. It is also, except in emergency, prohibited for any person to open, close or move any of such equipment except with authorisation from the Port Authority.

### 2. Naked Lights

It is prohibited to use any type of naked lights anywhere close to the vicinity of fuel tankers, tanks, or vessels fuelling or transferring inflammable cargo in the port.

### 3. No Smoking

Smoking is strictly prohibited at the vessels cargo hatches, stores, warehouses and cargo decks during cargo operations.

### 4. Fumigation

No vessel is to carry out fumigation in the port unless approval has been obtained in writing from the Harbour Master and the concerned Authorities.

### 5. Welding

It is prohibited for any vessel to perform any welding activities except after obtaining prior written approval from the Harbour Master.

### 6. Fire Alarm

Immediately a fire is discovered on board a vessel or elsewhere , the fire alarm shall be raised by standard means. If the fire is in a vessel alongside then the person in charge should contact Port control and Fire & Safety department. The masters of nearby vessels should take the necessary precautions for securing their vessels and shall provide all assistance needed by the vessel on fire.

## Section (8) - Prevention Of Pollution

### 1. The National Oil Spill Contingency Plan

All companies, agencies and vessels who are involved in the under mentioned activities must obtain and be aware of the “National Oil Spill Contingency Plan”. A copy of this plan may be obtained from the Ministry of Regional Municipalities, Environment and Water Resources.

- Import and export of fuels and Lubricants.
- Supply of Fuels or Lubricants to vessels.
- Collection of waste oil and bilges from vessels.
- Any other activities related to any materials that may be harmful to the environment.

### 2. Disposal of Wastage

It is prohibited for any vessel to dispose or throw any refuse or waste into the harbour or any where in the port. Refuse and waste shall include:

- Substances which float or are capable of floating on the surface of the water;
  - Sedimentary or substances liable to form sediment in the bottom of the waterways or to cause the decomposition of marine life in the waters of the harbour.,
  - Substances which are toxic to marine life,
  - Substances capable of producing odorous and gases of putrefaction.
3. Usage of vessel’s engines shall be kept to a very minimum whilst at berth in the port in order to avoid polluting the atmosphere with gases, fumes, and smoke. All these and other pollutants emanating from any work either ashore or afloat shall be subjected to the standards and laws prevailing in the Sultanate.
  4. The master and Owner shall be liable for cost of treatment any pollution originating from the vessel.

## Section (9) - General Safety

1. The Port Authority is entitled to pass any written or verbal orders or instructions for the safety of persons and vessels in the Port.
2. Life Saving and First Aid Equipment

It is prohibited for any person to tamper with life saving and first aid equipment. It is also not permitted for any person to remove these equipment or install other equipment, except after obtaining the necessary authorisation from the Port Authority.

### 3. Safety Nets

All vessels alongside, must provide safety nets under the vessel's ladder to prevent the fall of persons or goods.

#### 4. Maximum Speed

The maximum speed for all vehicles and other machinery moving inside the Port area shall be 20 kmph. Any driver who exceeds this speed will be subjected to legal actions.

#### 5. It is forbidden for vehicles and other machinery to pass under the arms of the cranes unless they are involved in cargo operation.

#### 6. Swimming

Swimming in the harbour is prohibited.

#### 7. Wild Animals

Bringing wild animals into the Port is strictly prohibited. Further, such animals shall neither be kept onboard or landed unless such animals are secured, confined under effective control and the approval of the Port and other Authorities is obtained.

#### 8. Weapons

It is strictly prohibited to keep loaded weapons on board while the vessel is in the port. The master shall inform the concerned authorities of any weapons on board.

#### 9. Fuelling

Fuelling shall only be through companies authorised by the Port Authority. The master should obtain written approval from the Harbour Mater before starting fuelling and shall comply with the related international safety procedures.

#### 10. Severe Weather Precautions

All vessels in the port shall take all necessary and additional precautions in case of severe weather conditions.

### Section (10) - Dhows

#### 1. Certificates and Documents

The master should always maintain the following documents and certificates and shall submit them on demand to the representatives of the concerned authorities:

- Registration certificate.
- Last port clearance.
- Insurance certificate.
- Cargo manifest.

- List of the crew and passengers.
2. Dhow Agent

The master of any Dhow entering Port Salalah shall have a local shipping agent.

3. Arrival Procedures

- The agent of the Dhow shall submit the arrival notice to Port control at least 24 hours prior to arrival.
- The master of the Dhow should contact Port control by VHF radio on channel 12 at least 2 hours prior to the arrival time.
- Port control shall direct the incoming Dhows to the anchoring area and pass anchoring instructions in co-ordination with the Port operators and the agent.
- The Dhows shall berth at the allocated berth after obtaining the approval from Port control.

4. Conduct of Dhows While Alongside.

The masters of the Dhows while alongside should comply with the following:

- Maintaining a sufficient number of crew in order to move the Dhow at any time.
- Ensuring availability of sufficient and suitable number of mooring ropes.
- Maintaining sufficient number of fire extinguishers ready for use as well as a sufficient number of crew capable of using these extinguishers.
- Placing suitable rat guards on all mooring ropes.
- Make available of a safe ladder between the dhow and the quay.
- Keeping the quay clean at all times.
- Ensuring availability of sufficient fenders between the dhow and the quay wall.
- Avoiding discharging of any waste or refuse into the harbour.
- Obtaining written approval from the Port control before opening the engines for maintenance or repair operations.
- Avoiding any movement inside the harbour except after obtaining Port Control approval.

5. Dhows At The Anchorage Area

The masters of the Dhows during their time at the anchorage area should comply with the following:

- Avoid discharge of any waste or refuse in the Port.
- Avoid permitting any person to board the Dhow except after completion of the arrival clearance procedures from the police and health authorities.
- Not to move except after obtaining the approval from Port Control.

6. Insurance

Dhows entering the Port should be covered by insurance covering any damage that it may cause to the Port. This insurance shall cover all other financial claims related to the Dhow during its stay in the Port including wreck removal.

#### 7. Responsibility Against The Damage

The master, Owner or agent of the Dhow is considered responsible for any losses or damage that may be caused to the properties of the Port, the Dhows, other vessels or persons for any reason during their time in the Port.

#### 8. The Departure Procedures

The agent or master of the Dhow shall, after completion of cargo operation or when ready to sail, shall co-ordinate with Port control with regard to the departure time after payment of all charges and obtaining the Port Clearance.

### Section (11) - Penalties

1. Without prejudice to any other severe penalty stipulated in Oman laws, the following fines shall be applied in case of any of the violations below. In addition the violator shall bear the expenses and costs of the damages incurred as a result of the violation.
2. A fine not exceeding RO. 500 in case of any violation of the rules stipulated in sections 2, 3, 5, 10 of the Port Rules & Regulations except subsection 17 of section 3 in which case the fine will be RO. 100 for each centimetre of excess load.
3. A fine not exceeding RO. 1000 in case of violation of the rules stipulated in sections 6, 7, 8 and 9.