



Sohar Industrial Port

Rules And Regulations – Port Area

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1	Definitions	



AGCC means the Arabian Gulf Cooperation Council.

Approach Channel - means the buoyed channel dredged to –16.5 metres (OCD) from the open sea to the entrance of the Port.

Berth - means any berth, dock, pier, jetty, quay (wall), wharf, mooring, anchorage, or offshore terminal, or any place regularly used for berthing or mooring Vessels.

Common Area(s) - means the SIP Area other than Plots.

Dangerous Goods - means any substance that may cause danger of explosion, fire, corrosion, poisoning, intoxication or radiation, as identified in (i) the IMDG Code, (ii) the (International) Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk, or (iii) the (International) Code for the Construction and Equipment of Ships carrying Liquefied Gasses in Bulk of the IMO.

Draught - means, with respect to any Vessel, the deepest draught of such Vessel.

ETA - means the estimated time of arrival.

ETD - means the expected time of departure.

Good International Practices - means, in respect of a Party, the exercise of that degree of professional skill, diligence, prudence and foresight as would reasonably and ordinarily be expected from a skilled, qualified and experienced entity responsible for carrying out responsibilities and discharging operations of a type such as comprise the business of such Party, and complying with those practices, methods, equipment, specifications and standards of management, safety and performance, as the same may change from time to time, as are commonly used by professional organisations carrying out such tasks in connection with operations of a type and size similar to those conducted by the Party, which in the exercise of reasonable judgment and in light of the facts known at the time a decision was made, are considered economically and financially prudent, safe and professionally acceptable practices. Good International Practices are not intended to signify optimum practices or methods, but rather to signify reasonable and prudent practices and methods.

GSO - means the Government of the Sultanate of Oman.

GSO Entity - means any governmental apparatus as defined in Royal Decree No. 26 of 1975.

Harbour Master - means the SIPC staff member, including his authorized deputies, appointed by SIPC to carry out the duties of the Harbour Master, as specified in these Rules and Regulations Port Area.

Harbour Master Office - means the office of the Harbour Master and his authorized deputies in the SIP Area.



IAAE - means the International Agency for Atomic Energy.

IACS - means the International Association of Classification Societies.

IBC Code - means (International) Bulk Chemical Code.

IMDG Code - means the International Maritime Dangerous Goods Code of the IMO.

IMO - means the International Maritime Organization.

ISGOTT - means the International Safety Guide for Tankers and Terminals

ISPS Code - means the International Ship and Port Facility Security Code.

License Agreement - means an agreement between SIPC and a Tenant to which SIPC grants to a Tenant certain rights of way and easements in the Common Area and/or a Plot and in which is described and defined the various responsibilities, tasks, rights and duties that go with such rights of way and easements or occupation.

Master - means, with respect to any Vessel, the person in practical and operational command of such Vessel.

Naked lights - means open flames or fires, incandescent material, or any other unconfined source of ignition.

Nautical Charts - means the official GSO nautical charts.

Oman – means the Sultanate of Oman and any of its governmental ministries or other instrumentalities.

Oman Chart Datum Level (OCD) - means the reference level to which depths are referred to for Sohar (the lowest astronomical tide).

Other SIP User - means any user of the SIP other than a Tenant or a GSO Entity.

Party - means (i) a Tenant, (ii) a GSO Entity, or (iii) any Other SIP User.

Pilot Station - means the location outside the Port in open sea as indicated in the Nautical Charts where pilots (dis) embark.

Plot - means an area within the SIP Area with respect to which SIPC has entered into a Provisional Plot Plan Agreement, a Sub-usufruct Agreement, or License Agreement.

Port - means the area of water within the boundaries of the breakwaters and the shore line.

Port Dues - means charges levied by SIPC on a Vessel for using the Port.

Port Operator Guidelines and Procedures - means the guidelines and procedures a Terminal Operator or a Service Provider issues for the operations on its quay or jetty in the Port.



Provisional Plot Plan Agreement - means an agreement between a potential Tenant and SIPC entered into prior to entering into a Sub-usufruct Agreement for the purpose of reserving a Plot and the associated rights and in which contains a description of the Plot.

Rules and Regulations for Seaports - means the rules and regulations for seaports issued by the AGCC, August 1998 edition, or any up-dated or later version in effect from time to time.

Service Provider - means a company that offers maritime-related services in the Port such as towage, pilotage, mooring/unmooring services, removal of wastes, etc.

Ship's Agent - means any company or firm or person appointed by a shipowner, charterer or operator and duly approved by SIPC to provide agency services to Vessels.

SIP - means Sohar Industrial Port, encompassing the SIP Area and the SIP Port Area as registered in Ministry of Housing, Electricity and Water land registry krooki No. 2-19-087- 01-001.

SIP Area - means the land area that the SIPC holds in usufruct according to Royal Decree No. 80/2002.

SIP Port Area - means the waterside area and marine related infrastructure including, but not limited to, quay walls and jetties of the SIP.

SIPC - means the Sohar Industrial Port Company S.A.O.C., established as a joint venture company between the GSO and Mainport Holding Rotterdam B.V.

SIPC Port Guide - means the guide published by SIPC (as posted on the SIPC website from time to time at "www.portofsohar.com") which describes the characteristics of the Port, the Port Dues and operational practices of the Harbour Master.

SMDG - means Ship Planning Message Design Group.

Smoking – means smoking or carrying a lighted cigar, cigarette, pipe or other similar object with lighted contents.

Sub-usufruct Agreement - means an agreement pursuant to which SIPC grants to a Tenant a sub-usufruct right in a Plot and in which is described and defined such Tenant's Plot and all the various responsibilities, tasks, rights and duties that go with the sub-usufruct of such Plot.

Tenant - means any entity with which SIPC has entered into a Provisional Plot Plan Agreement, a Sub-usufruct Agreement, or a License Agreement.

Terminal Operator - means any Party who operates a quay or jetty or storage operation in the SIP Area;

UN-EDIFACT- means United Nations Directories for Electronic Data Interchange for Administration, Commerce and Transport.

Vessel - means any vessel or craft including a water plane, a hydrofoil, a hovercraft, a drilling unit, a workplatform or similar object, a dredger, a floating crane, an elevator, a pontoon and any floating machine, floating object or floating installation.



2 General Provisions

2.1 Citation

The SIP Rules and Regulations Port Area shall be cited as the “Rules and Regulations Port Area” which, unless specifically otherwise indicated herein, will apply in the SIP Port Area.

2.2 SIP Rules and Regulations - Industrial Area

The rules and regulations applicable to the industrial area will be issued separately as the “SIP Rules and Regulations Industrial Area”.

2.3 Objective and Applicability

The objective of these Rules and Regulations Port Area is to ensure good order, health, safety, security, protection of lives and property, and sound environmental practices in the SIP Port Area while taking fully in account the acknowledged commercial objectives of the Tenants, on an individual and collective basis. These Rules and Regulations Port Area apply to all Vessels and juridical and natural persons entering or using the SIP for any purpose or reason whatsoever unless otherwise stated herein.

2.4 Other Regulations

Nothing in these Rules and Regulations Port Area may be construed as conflicting with, overriding or invalidating Omani Law, the Rules and Regulations for Seaports or any international treaties or agreements to which GSO is a party.

2.5 Responsibility of the Master

The Master of any Vessel shall always remain responsible for ensuring that such Vessel observes and fulfills all relevant requirements contained in these Rules and Regulations Port Area. Nothing in these Rules and Regulations Port Area shall relieve the Master of any Vessel from his responsibility for the Vessel under his command.

2.6 Amendments

These Rules and Regulations Port Area may be altered or amended by SIPC as considered necessary or appropriate, and the most recent version shall be applicable at all times.

3 Management and Administration

3.1 Authority to Manage and Operate

Pursuant to the Concession Agreement between GSO and SIPC, as ratified by Royal Decree 80/2002, SIPC was granted the exclusive right to develop manage and operate the SIP as a landlord port manager and to (i) perform all facilitating and co-ordinating functions concerned with the safe and efficient movement of Vessels, cargo and passengers, (ii) collect Port Dues assessed on Vessels visiting the Port based on their gross tonnage, and (iii) facilitate pilotage, towage and other maritime services executed by private companies within the SIP.

3.2 The Harbour Master

3.2.1

The Master of any Vessel visiting the SIP Port Area for any purpose whatsoever shall at all times and in all respects be subject to the direction of the Harbour Master and such Master shall observe, obey, abide by and comply with all orders and instructions, written or verbal, made or given by the Harbour Master as long as they do not conflict with such Master's legal responsibilities.

3.2.2

The Harbour Master is charged by SIPC with responsibility for all aspects of Vessel movements, Vessel and Port safety, and overseeing compliance by all Port users with these Rules and Regulations Port Area.

3.2.3

The Harbour Master shall coordinate the pilotage, towage, mooring and unmooring services and other maritime related services as required.

3.2.4

SIPC, in consultation and co-operation with the Service Provider and the Harbour Master, shall develop guidelines and procedures to be followed for the purpose of safety and smooth operations of pilotage, towage and mooring services.

3.2.5.

The Harbour Master shall report to the Ministry of Transport and Communications any Vessel which does not comply with these Rules and Regulations Port Area, the Rules and Regulations for Seaports, Omani Law, international treaties, laws and regulations, or IMO conventions, and shall decide, in consultation with the Ministry of Transport and Communications, if necessary, on the measures to be taken.

3.2.6

The Harbour Master may, at his discretion, determine the number of tugs that shall be required to attend to Vessels moving in the SIP Port Area. The use of these tugs is subject to the provisions in Article 4.9.



4 Entry to the SIP Port Area

4.1 General Navigational Information

4.1.1

The approach to the Port is through the Approach Channel, marked with buoys as indicated in the Nautical Charts.

4.1.2

Vessels when sailing in the Approach Channel and Port shall have their propeller(s) submerged and shall have a field of vision from the bridge complying with IMO recommendations.

4.1.3

The Approach Channel is one-way traffic. Depending on ship size, ship maneuverability, shipping traffic or other relevant facts and circumstances, the Harbour Master may designate the Approach Channel for two-way traffic.

4.1.4

Pilot boarding area is as indicated in the Nautical Charts.

4.1.5

Anchorage are available at locations indicated in the Nautical Charts (Oman 257 by National Hydrographic Office of the Sultanate of Oman).

4.1.6

No Vessel is allowed to enter the Port unless maneuvering devices and mooring equipment (including anchoring equipment) are in good working condition, except as specifically permitted by the Harbour Master.

4.1.7

Any vessel intending to use Port of Sohar, must use the designated approach channel and enter this channel only between the outer approach buoys. Any vessel failing to follow this regulation whose action results in any damage to fish traps or other markers will be liable for full value of compensation

4.2 Communications

4.2.1 Language

All communications related to the co-ordination of Vessel movements and operations shall be in English.

4.2.2 Pre-arrival Notice

a. Two separate notices of ETA shall be sent by the Master and/or the Ship's Agent to the Harbour Master Office three (3) calendar days and one (1) day prior to the Vessel's arrival at the SIP Port Area.

b. The Master of any Vessel bound for the Port and/or the Ship's Agent shall contact the Harbour Master Office at least four (4) hours prior to arrival with an up-dated ETA and ask reconfirmation to enter the SIP Port Area.

4.2.3 VHF-Communications

Communication within the SIP Port Area shall be conducted on the following channels:

Between Vessel and Harbour Master Office: VHF Channel 71



Between pilot and Harbour Master Office : VHF Channel 13

Between pilot and Vessels : VHF Channel 13

Between pilot and tugs : VHF Channel 13

Between Pilot and Linesmen : VHF Channel 13

A continuous twenty four (24) hour listening watch is maintained on VHF Channel 16 and the Port working channel (VHF Channel 71).

4.3 Information Required

Not less than four (4) hours before ETA, the Ship's Agent shall provide all information required to the Harbour Master by the Rules and Regulations for Seaports. The following information shall be provided at a minimum:

- Ship's name and call sign;
- Port of Registry;
- IMO number;
- Name of Master;
- ETA and ETD draft;
- Overall Length
- Gross Tonnage (Certificate);
- Cargo with IMDG specifications if applicable;
- De-ratting Certificate or De-ratting Exemption Certificate;
- Declaration stating that no patient with a suspected or actual case of infectious disease is on board;
- Insurance;
- Certificates quality vessel, with company, place and date of issuance;
- Ship Security Certificate;
- Importer or exporter or Tenant to be called upon;
- Last ports of call;
- De-ballasting requirement and timing;
- Any crew changes, bunkering, store, medical assistance, tanker cleaning required;

All information shall be provided in accordance with internationally recognized digital standards (UN-EDIFACT, SMDG) and the specific instructions of the Harbour Master in the web-based Vessel Notification System.

4.4 Vessel Insurance

All Vessels entering the SIP Port Area must have proper insurance that sufficiently covers any third party liability, including liabilities resulting from Dangerous Goods or oil spills, spills of chemicals or other toxic or hazardous materials. The Vessel must have on board written proof of such insurance which shall be provided to the Harbour Master upon request.

4.5 Vessel Requirements

4.5.1.

Vessels shall be designed, constructed, equipped, operated and maintained so as to comply with the provisions of the applicable IMO codes and conventions and requirements of the Vessel's classification society, which must be a member of IACS. All Vessels shall hold valid certificates issued by the flag state of the Vessel and/or by a classification society recognized by a flag state which is a member of IACS.

4.5.2.

All Vessels shall have on board papers and documents to be presented or made available for inspection in accordance with the Rules and Regulations for Seaports.



4.5.3.

The Harbour Master has the right to refuse entry to the Port of any Vessel not in compliance with the above-mentioned requirements.

4.6 Port Dues

4.6.1

Every Vessel entering the Port, other than GSO exempted Vessels, shall be liable to pay Port Dues.

4.6.2

Port Dues shall be paid by or on behalf of the Vessel.

4.6.3

SIPC has the right to alter, change, or amend from time to time the Port Dues, provided that such alteration, change or amendment is reasonable under the prevailing circumstances and has been discussed prior to implementation with the applicable GSO Entity.

4.6.4

SIPC publishes the schedule of Port Dues on its web-site at “www.portofsohar.com”.

4.7 Conduct of Vessels

4.7.1

Vessels leaving the Port shall in general have the right of way over Vessels entering the Port.

4.7.2

All Vessels moving in the Port shall have clearly visible draught marks and shall not be loaded over their marks.

4.7.3

Every Vessel shall, when entering, navigating or leaving the Port, have anchors ready for immediate use.

4.7.4

Vessels shall proceed and maneuver at safe speeds within the Port at all times. The maximum speed allowed in the Port is seven (7) knots at all times, unless otherwise established by the Harbour Master in his sole discretion.

4.7.5

Vessels shall call the Harbour Master Office to obtain permission to enter or leave the Port via the Port working channel (VHF Channel 71) or VHF Channel 16.

4.7.6

The Master of a Vessel shall be held responsible for the behaviour of the crew of such Vessel while in the SIP and for the strict observance of Omani Law; particularly those laws concerning the sale, possession or consumption of drugs or alcohol.

4.8 Pilotage

4.8.1

Pilotage is compulsory for any Vessel, with exemption of GSO Vessels (including Omani military Vessels) or other Vessels specifically exempted by the Harbour Master.

4.8.2

Unless otherwise advised by the Harbour Master, the pilot will (dis)embark the Vessel at the Pilot Station. Vessels shall reduce speed and make lee to accommodate the safe (dis)embarking of the pilot.

4.8.3

Requests for pilotage shall be made through the Ship's Agent and addressed to the Harbour Master Office as follows:

- in the case of an arriving vessel, at least three (3) hours before the service is required.
- in the case of a departing vessel, at least two (2) hours before the service is required.

4.9 Towage and Mooring Services

4.9.1

The use of tugs is compulsory for any Vessel with an overall length of more than seventy (70) meters entering and leaving the Port and while berthing or unberthing. Vessels shall contract directly with the Service Provider for this service, which shall be provided according to the United Kingdom Standard Conditions for Towage and Other Services (revised 1986).

4.9.2

The number of tugs for Vessels with an overall length of more than seventy (70) meters shall be determined by the Master of the Vessel, in co-ordination with the entity providing tug services. The Harbour Master may set the number of compulsory tugs for Vessels with an overall length of less than seventy (70) meters if determined necessary in his sole discretion for good order and safety in the Port.

4.9.3

Requests for towage and mooring services within the Port shall be made through the Ship's Agent and shall be addressed to the Harbour Master Office at least twenty four (24) hours before such services are required. Tugs and mooring services being provided for that purpose will be charged at the Vessel's expense.

4.9.4.

At the sole discretion of the Harbour Master, tugs and other marine services will be employed during adverse weather conditions while a Vessel is alongside. Marine services being provided for that purpose will be charged at the Vessel's expense.

4.10 Vessels Leaving the Port

The Master or the Ship's Agent for any Vessel intending to depart the Port must give to the Harbour Master at least two (2) hours notice of the ETD.

Each Vessel wishing to leave the Port shall obtain an SIPC Port clearance issued by the Harbour Master. Such port clearance may be withheld for any Vessel for any violation of the provisions of these Rules and Regulations Port Area, or for any legal cause or restraint duly ordered by a court in Oman, or for non-payment of Port Dues.

4.11 Detention of Vessels

The Harbor Master may, if necessary, in consultation with the Ministry of Transport and Communications, detain any Vessel which does not comply with Omani Law or international law or regulations.

5 Order and Safety in the SIP Port Area

5.1 General

The Harbour Master may issue any order in writing or otherwise, for the good order and the safety of shipping, persons and property within the SIP Port Area. The Harbour Master will endeavour to issue all such orders in accordance with the objectives of these Rules and Regulations Port Area set forth in Article 2.3 and Good International Practices.

5.2 Severe Weather Precautions

All Vessels moored in the Port or berthing shall take such precautions in severe weather as may be necessary and reasonable, and as may be ordered by the Harbour Master.

5.3 Retention of Sufficient Crew

The Master of any Vessel moored in the Port shall, unless the Harbour Master specifically permits otherwise, at all times retain on board sufficient crew to operate the Vessel.

5.4 Accommodation Ladders/Gangways

The Vessel is to provide safe and well secured ladders and gangways or to otherwise procure such ladders and/or gangways from the relevant terminal.

5.5 Anchoring

5.5.1

Vessels are allowed to anchor in the anchorage area only after obtaining the permission of the Harbour Master.

5.5.2

Anchoring within the Port is expressly prohibited unless specifically permitted in writing by the Harbour Master.

5.5.3

In the Port, the Master of a Vessel shall refrain from:

- a. using an anchor to stop a Vessel;
 - b. manoeuvring a Vessel with a dragging anchor; or
 - c. casting anchor or lying at anchor,
- except as set forth in Article 5.5.4.

5.5.4

The prohibition of Article 5.5.3 does not apply in the cases stated below:

- a. to prevent collision or contact; or
- b. while following the advice of a registered pilot.

5.6 Tests & Drills

No emergency, safety, fire or other tests or drills may be carried out in the SIP Port Area, including the lowering of lifeboats, except with the prior written permission of the Harbour Master.

5.7 Removal of Obstructions

The owner or person in charge of any object whether floating or submerged, causing or likely to cause an obstruction in the Port shall, if so directed by the Harbour Master, remove such obstruction forthwith and within such time limit as directed by the Harbour Master at the cost and risk of such owner or person in charge.

5.8 Reporting of Incidents

If any Vessel sustains or is involved in any incident involving loss of life, serious injury to any person, grounding, collision, pollution or any other damage to property, or if such Vessel sustains any material damage which may affect such Vessel's seaworthiness or efficiency, the Master of the Vessel shall deliver to the Harbour Master in writing a full report of the incident or damage within twenty four (24) hours of the occurrence of the incident or damage, and in any case before departure. Terminal Operators and Service Providers shall also report any such marine incidents to the Harbour Master.

5.9 Berthing

5.9.1

A Vessel shall use adequate mooring ropes to safeguard the Vessel to the satisfaction of the Harbour Master. Mooring ropes must be in good condition (in the opinion of the Harbour Master), and the Harbour Master may require ships to renew any mooring ropes, which, in his sole opinion, are damaged or unsuitable. Upon mooring of any Vessel, the Vessel shall be responsible for placing the appropriate number of traps on the hawsers to prevent ingress and egress of rats to and from the Vessel.

5.9.2

Any Vessel with Dangerous Goods in bulk on board shall have its bow pointing in the direction of quick exit from its berth and/or shall place its mooring ropes in a manner that allows tugs in a crisis situation to immediately take control of such mooring ropes in order to tow the Vessel away promptly.

5.10 Loading and Discharging of Cargo

5.10.1

Vessel movements for discharging or loading generally will be in the order of Vessel arrival and shall be determined by the Harbour Master in full coordination with the applicable Terminal Operator, taking into account the information contained in the relevant notifications (Article 4.3).

5.10.2

The loading and discharge of cargo in the Port is the responsibility of the Vessel staff and the applicable Terminal Operator.

5.10.3

The applicable Port Operators guidelines and procedures are to be followed for the purpose of safety and smooth operations. They are not to override or conflict with these Rules and Regulations Port Area or any of the other laws, rules or regulations referred to in Article 3.2.2 above, and shall be in accordance with Good International Practices, including, without limitation, the IBC-Code and ISGOTT.

5.11 Naked Lights

5.11.1

The use of Naked Lights is prohibited in the Port except as provided in Article 5.11.2.

5.11.2

Contrary to the prohibition mentioned in Article 5.11.1, the use of Naked Lights is allowed only in galleys whose construction, location in the Vessel and ventilating system offer protection to the penetration of combustible gases.

5.11.3

Any Vessel which has sparks issuing from its funnel shall be prohibited from entering or remaining in the Port. Masters shall be responsible for ensuring that no such sparks are issuing from their Vessels immediately prior to and during their stay in the Port.

5.12 Smoking

5.12.1

Smoking is prohibited in the SIP Port Area except in specially designated smoking areas.

5.12.2

Smoking on board a Vessel in the Port is allowed only in rooms designated for this purpose.

5.12.3

Rooms and places directly accessible from the outside environment shall not be designated as rooms and places where smoking is allowed for the purpose of Article

5.12.4

Rooms and places where smoking is permitted shall be clearly marked as such.

5.12.5

Each Terminal Operator and Industry shall ensure that the prohibition on smoking and the prohibition on Naked Lights are clearly announced by signs in Arabic and in English.

5.13 Emergency

In an emergency situation, all persons and Vessels in the SIP Port Area must adhere to instructions issued by the Harbour Master.

5.14 Cleaning of Vessel

Vessels with hazardous cargo or remnants of hazardous cargo can be cleaned only after having obtained written permission of the Harbour Master for this purpose. This requirement also applies to fumigation activities.

5.15 Repair Activities on Berthed Ships

Any welding activity on board a Vessel in the SIP Port Area can only be executed after having obtained written permission of the Harbour Master for this purpose.

5.16 Diving

Any diving activity in the SIP Port Area can only be executed after having obtained written permission of the Harbour Master for this purpose.

5.17 Bunkering

Bunkering activities in the SIP Area can only be executed by an operator licensed by SIPC. SIPC will issue working procedures with the objective of ensuring safe and secure practices for bunkering operations. Any bunkering activity as well as the working procedures used by the licensed bunker operator shall be recorded in written form and be notified to the Harbour Master, who shall be entitled at all times to inspect the written forms and any bunkering activities.

6 Dangerous Goods

6.1 Notification

The Master of any Vessel arriving with Dangerous Goods shall give prior written notice to the Harbour Master stating full particulars of the cargo. Such Vessel must display the relevant signals (as defined in IMO regulations) at all times and keep in constant contact with the Harbour Master.

6.2 Packing and Labeling

All Dangerous Goods are to be transported, packed and labeled in accordance with IMO regulations and the guidelines of the IAAE.

6.3 Handling

No Dangerous Goods or other goods or materials likely to cause personal injury or damage to property may be brought into the SIP Port Area, unless transported and handled according to IMO requirements (as set forth in the IMDG Code).

6.4 Explosives and Radio-active Materials

Approvals from both the competent government authority and the Harbour Master must be obtained in advance for the import and/or export from or into the Port of IMO Class 1 & 7 Goods, or any radioactive materials, or systems containing such materials, in accordance with the guidelines of the IAAE.

6.5. Hazardous Waste

The import and/or export of hazardous wastes shall be subject to permits issued by the Directorate General of Environmental Affairs in the Ministry of Regional Municipalities, Environment and Water Resources, and the Basel Convention On the Control of Transboundary Movements of Hazardous Wastes and Their Disposal, which came into force from May 1992.

7 Security

7.1 ISPS Code

All Vessels and companies subject to the ISPS Code must comply with and observe all ISPS Code requirements for Vessels and port facilities.

7.2 Security Level

All Vessels and companies considered as port facilities shall take security measures to maintain and operate at security Level 1 (as defined in the ISPS Code), and when instructed, to allow prompt response to move to and operate at security Level 2 or 3 (as ordered).

7.3 Ship-to-Shore Communication

All Vessels, operators and companies within the SIP Port Area shall observe the security measures stated in the Ship Security Plans and the Port Facility Security Plans (as defined in the ISPS Code) and liaise with the Port Facility Security Officers (as defined in the ISPS Code) to ensure that such facility always operates at the appropriate security level.

7.4 SIP Security Plan

All Parties shall co-operate in an (overall SIP) Security Plan, as well as in an SIP Emergency Plan according to Good International Practices.

8 Preventing Pollution

8.1 General

The discharge or spill, intentionally or unintentionally, of any substance in the SIP Port Area is prohibited, other than as explicitly permitted by a written permit or authorisation of the Ministry of Regional Municipalities, Environment and Water Resources or any other Oman public authority or of the Harbour Master. Every incidence and violation of this prohibition must be immediately reported to the Harbour Master. The person or entity responsible for any pollution will be held responsible for all costs of the cleanup operations and any resulting damage within the SIP Port Area.

8.2 Specifications

8.2.1

Each Vessel is to ensure that no solid waste, household waste or oily water of any sort is discharged overboard, whether it is from bilge, pump rooms, scuppers, overflows or washed overboard from the deck of the Vessel. Failure to comply with this rule will result in liabilities to the Vessel for clean-up and other damages and claims arising from such discharge.

8.2.2

No residues from dry bulk cargoes shall be thrown, washed overboard from the Vessel's deck or flushed or pumped overboard through the holds washing or bilge system into the Port. Failure to comply with this rule will result in liabilities to the Vessel for clean-up and other damages and claims arising from such prohibited activity.

8.2.3

Suspected pollution of any kind, whether from a Vessel or sighted in the vicinity, must be immediately reported to the Harbour Master with a full written report.

8.2.4

All Vessels shall comply with IMO Marine Environment Protection Committee Guidelines to implement Ballast Water Management Program (Ballast Water Exchange in the open sea) IMO Res. A 868 (20). The Harbour Master may order examination of a Vessel's record books and may conduct tests to ensure that all Vessels abide by such guidelines.

9 Sanctions

SIPC is entitled to levy fines for violations of these Rules and Regulations Port Area. These fines shall be according to Good International Practices and the Rules and Regulations for Seaports and shall be in fair relation to the nature of the violation. The procedure for dealing with fines is set forth in Annex I, and may be amended by SIPC from time to time.



ANNEX II

SIP Rules and Regulations Health, Safety and Environment

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1 General

1.1 Purpose of Annex II

This document specifies the framework and operational policies, procedures and practices relating to the health, safety and the environment (“HSE”) regime in the Port of Sohar.

1.2 General Framework

Oman national law and Good International Practices are the fundamentals of the HSE regime in the Port of Sohar.

SIPC initiates and facilitates to establish a framework of co-operation on HSE matters in the SIP Area. It does this in co-operation with the tenants and the relevant government entities, like Ministry of Regional Municipalities, Environment and Water Resources, the Ministry of Health, the Ministry of Manpower and the Royal Oman Police.

2 HSE Plans

2.1 General

Every Tenant in the SIP must establish a plan describing its HSE policies and procedures, including its management and monitoring systems with respect to the Tenant’s activities on its Plot as well as in the Common Areas (“HSE Plan”).

The HSE Plan must comply with the Oman national law as well as Good International Practices. In this Chapter are listed the issues that, as far as relevant for the Industry, must be addressed in the HSE Plan.

HSE Plans should be regularly updated, and the HSE Plan and any updates should be submitted to SIPC.

Policy

A HSE Plan must have a clear policy, to which the Tenant must adhere, and must state, at a minimum, the Tenant’s HSE goals and objectives and management’s commitment to achieving such goals and objectives.

2.2 HSE Management System

The HSE management system describes which systems and procedures are in place to ensure that the policy is actually realized, including the following:

- organization
- roles and responsibilities
- documentation of activities
- communication and HSE promotion
- reporting structure
- education and training employees
- standards, and control of these standards, for contractors, sub-contractors

- visitors regulations, and control of visitors
- information and report to third parties, regulatory authorities
- quality management plan, audits

2.3 Health

Policies and procedures relating to health must address general and occupational health issues, and specify the standards to be reached. At a minimum the following issues should be addressed:

- Health condition/checks
- Working environment
- Industrial Safety
- Personal Protection Equipments
- First Aid
- Record and investigation of work accidents
- Training

2.4 Safety

Policies, procedures and operational practices relating to safety must be established based on risk assessment of activities. Attention must be given to all significant activities, including, at a minimum, the following:

- risk analysis installations and activities
- identification of special areas, hazardous areas, high risk areas
- road traffic
- road behavior and measures to be effected in case of bad behavior
- operational procedures production processes
- commissioning, shut down and recommissioning
- working at heights, cranes, special vehicles
- working over water
- working in/on installations, tanks, pipelines
- working in confined spaces
- (special) work permits
- Work permit system (hot work permits (procedure, job safety analysis including the inventory of possible interfaces)
- tie in with Contingency/Emergency Response Plan
- control room
- communication
- training and awareness
- incidence reporting and investigation

2.5 Environment

The HSE Plan must describe control and monitoring activities relating to environmental issues, including the following:

- Environment management plan
- Documentation (installations, specs, impacts, discharges permitted, objectives and targets, monitoring record, MSDS and product information cards)
- Marking, labeling and signposting
- Resources, Energy and Water consumption
- Waste management Plan
- Soil and groundwater protection

- Water protection
- Air emissions
- Noise emissions
- Spills and releases contingency plans
- Incidence reporting and investigation spills and releases
- Training and awareness
- Investigation of complaints
- Dust
- Stench

3 Common Areas and Corridors

3.1 General

In the Common Areas of the SIP the activities of the Tenants must comply with their HSE Plans. This Chapter addresses the following general issues for the Common Areas:

- general behaviour;
- construction activities;
- pipelines and pipeline management;
- use of common areas and roads;
- seawater return channel.

3.2 General Behaviour

The following are not permitted in the Common Areas:

- possession or use of alcohol or drugs;
- dumping of waste or any other activities that might cause soil pollution;
- digging or otherwise removing soil, except as expressly permitted pursuant to a valid Construction Permit.

3.3 Construction Activities

3.3.1 General

Construction activities in the Common Areas are regulated in the permit system as specified in Annex I of these SIP Rules and regulations

3.3.2 HSE Work Plan

Prior to undertaking construction activities, a HSE work plan must be submitted for approval by SIPC (see Annex I , Construction Permit 4.3), pursuant to which the general principles of the Tenant's HSE Plan are applied to the construction activity ("HSE Work Plan"). A HSE Work Plan must address at least the following issues:

- organization and reporting lines;
- hazards and effects anticipated of construction work, including the interfaces with other works and/or assets;
- measures to reduce risks, specified as to work methods and work procedures;
- lights, special lighting, barriers (if applicable);
- description of work environment;
- applicable PPE;
- first aid provisions;
- waste management plan specific to the construction activity;
- dust control;

- prevention of spills;
- incidence reporting and investigation;
- emergency response specific to the construction activity, specifying lines of communication and resources (see also Annex IV).

3.4 Pipelines and Pipeline Management

3.4.1 General

The routing, laying and management of a Pipeline are regulated in the permit system as specified in the Annex I of these SIP Rules and Regulations.

3.4.2 Pipeline Management Plan

HSE issues relating to the operation and maintenance of Pipelines must be specified in a management plan ("Pipeline Management Plan") which applies the general principles of the Tenant's HSE Plan to the management of the Pipeline.

A Pipeline Management Plan must address at least following issues:

- term integrity of the Pipeline;
- organization and reporting lines;
- hazards and effects anticipated of operations, including the interfaces with other works and/or assets;
- measures to reduce risks, specified as to work methods and work procedures;
- inspection plan;
- prevention of spills, corrosions;
- incidence reporting and investigation;
- emergency response specific to the Pipeline (see also Annex IV), specifying lines of communication and resources.

3.5 Traffic and Roads

3.5.1 General

The Oman Traffic Law regulates the traffic in the SIP Area. This means that all traffic signs must be obeyed, as well as the markings and other normal traffic guidance equipment.

Speeding or any other irresponsible road behavior will be subject to fines by the ROP or other penalties in accordance with applicable law.

3.5.2 Special Transport

Oversized transports are regulated in the permit system described in the Annex I of these SIP Rules and Regulations.

3.6 Seawater Return Channel

Entry into the seawater return channel is forbidden for all persons, unless special permission is received from SIPC.

4 Incident Reporting

4.1 Assessment of Incident

The regulations as described in Annex IV, Contingency Plan and Emergency Response, shall apply in any emergency situation.

If no emergency is involved, the incidence procedure as described in this Chapter shall apply.

4.2 Incident Registration and Notification

All incidents must be registered as part of the incidence reporting system specified in the Tenant's HSE Plan.

Any incidents involving serious injury, a fatality or a major spill or release of hazardous materials (collectively, "Serious Incidents") must be reported immediately to SIPC. Serious injuries and fatalities must also be reported to the Ministry of Manpower and to the ROP.

All spills and releases outside the framework of the (preliminary) environmental permit must also be reported to the Ministry of Regional Municipalities, Environment and Water Resources.

Every calendar year a statistical overview of all incidents involving the Tenant must be submitted to SIPC

4.3 Incident Investigation

All incidents are to be investigated using appropriate methods to determine underlying causes.

A report of the investigation must be submitted to SIPC, as well as to the appropriate government entities.

5 Documentation

5.1.1 General

To facilitate the establishment of a good HSE regime in the SIP Area, SIPC will maintain a knowledge database containing an overview of the HSE relevant issues and activities in the SIP Area.

5.1.2 Construction Period

The following documentation must be delivered to SIPC prior to the start of construction activities by a Tenant in the Port of Sohar:

- Environmental Impact Assessment;
- Preliminary Environmental Permit;
- HSE Plan of the contractors (the applicable HSE Plan).

These documents must be delivered in the framework of the Work Permit as described in the Annex I of these SIP Rules and Regulations.

In addition, any reports required pursuant to Chapter 4 above shall have been delivered as provided therein.

5.1.3 Operational Period

The following documentation must be submitted to SIPC [at or prior to the time] when a Tenant is operational in the Port of Sohar:

- Health Impact Assessment;
- Environmental Permit;
- HSE Plan;
- Monitoring data discharge points;
- Data annual waste production.

In addition, the following data must be submitted:

- number of employees during day/night;
- likely injuries;
- discharge points;
- lay out of plot plan;
- roads;
- installations;
- tanks (with NFPA labeling);
- assembly points for evacuations;
- buildings fit for service as shelters in place;
- fire stations;
- hydrants;
- fixed gas measurement stations;
- MSDS for all substances used and produced on the Plot;
- Pipelines and its substances (as part of Pipeline Management Plan).

This information should be submitted to SIPC in the prescribed format, which shall be suitable for the SIPC Geographic Information System for the SIP Area. The data submitted should be updated as soon as practicable after any change takes place.

5.1.4 Annual Report

SIPC will issue once a year an annual report ("Annual Report") on the HSE performance of the SIP Area. For this report, the data referred to in this Annex must be submitted in a format to be specified by SIPC.

6 Organization

6.1 HSE Manager

All Tenants must appoint a professional and well qualified HSE Manager. This HSE Manager will be the principal contact person for all HSE matters between SIPC and the Tenant and needs to be an active member in the SIP HSE Committee.

6.2 SIP HSE Committee

SIPC will meet with the HSE Managers regularly on issues of common interest. In this SIP HSE Committee will be discussed issues of common interest like:

- incidence reports;
- monitoring data;
- SIP HSE Annual Report;
- Joint community relations;
- Corrections and improvements on HSE matters.



ANNEX III

SIP Rules and Regulations Security

1 General

1.1 Purpose of Annex III

This document specifies the framework and operational policies, procedures and practices relating to security in the Port of Sohar.

1.2 General Framework

Oman national law and Good International Practices are the fundamentals of the security regime in the Port of Sohar. SIPC initiates and facilitates the establishment of a framework of co-operation on security matters in the SIP Area. It does this in co-operation with the tenants and the relevant government entities, especially the Royal Oman Police.

2 Security Plans

2.1 General

Every Tenant in the SIP Area must establish a plan describing its security policies and procedures, including its security management and monitoring systems ("Security Plan"). The Security Plan must address the activities both on the Plot of a Tenant as well as its interface with the Common Access Control System at the outer perimeter of the SIP Area. The protection of assets in the Common Areas must also be addressed.

The Security Plan must provide for three security levels, each with its own operational procedures, and must also describe the procedure to switch between these security levels. The Security Plan should be regularly updated, and the Security Plan and any updates must be submitted to SIPC for review and to ROP for approval.

2.2 Policy

A Security Plan must have a clear policy, which the Tenant must adhere, and must state, at a minimum, the Tenant's objectives (protection, detainment and recovery) and management's commitment to achieving such objectives

2.3 Security Management System

In the security management system is described which systems and procedures are in place to ensure that the policy is actually realized, including the following:

- organization
- roles and responsibilities
- documentation of activities
- communication and Security promotion/awareness
- report structure
- education and training employees
- standards, and control, for contractors, sub-contractors
- information and report to third parties, regulatory authorities
- quality management plan, audits

2.4 Risk Assessment

Tenants should assess the vulnerability of their assets in order to identify key points for the protection of those assets with high vulnerability. On basis of the risk assessment and the identification of key points physical security measures and operational procedures should be defined.

2.5 Physical Measures

The following physical measures should be considered in a Security Plan:

1. demarcation of the utility perimeter with a cement wall/iron fence not less than 2.4 metres high with an outrigger pointed rails on the top.
2. placing guiding signboards to warn against approaching the utility or parking.
3. providing a reasonable level of illumination.
4. paving the roads adjacent to the outer fences for the pass of watch patrol.
5. specifying CCTV intruder alarms and monitoring systems appropriate to the site and its vulnerabilities. If applicable, also monitoring the outer surrounding area with an integrated system.
6. specifying a gate system, preferable with one main entrance and exit and emergency exits.
7. creating a secure gate system (for instance with a chicane on the way to the main gate, for compulsory slowing down or with cement hampers in a chicane to causeslowing down) suitable for any specific facility and the vulnerabilities peculiar to it..
8. placing barriers/obstacles at the entrance to prohibit forced entry by vehicles.
9. using a gate barrier for the organisation of entering traffic.
10. implementing an access control system integrated with the common access control system of the Port of Sohar.
11. Where pedestrian control is needed, placing a rotating gate for pedestrians.
12. specifying a guard room on the main entrance in accordance with the following recommended specifications:
 - a. Configured to provide the necessary fields of view for effective operational security. To be constructed to a suitable security specification.
 - b. Provided with means of communication.
 - c. Supplied with flood light suitable for the task.
 - d. With a CCTV monitoring and recording system on a 24/7 basis.
13. installing a flood light to illuminate the inner parameter in case of an alarm of an infiltrator.
14. locating car parks in an appropriate place (preferably at least 25 meters from the nearest critical utility in the establishment), and prohibiting any closer parking.
15. defining restricted areas
16. placing obstacles around locations that are vulnerable or operationally critical.
17. on sensitive sites, to separate operations and administration areas whenever possible.
18. protecting gas pressure depression utilities in coordination with the authority concerned .
19. providing a suitably sited and constructed security control room.
20. securing the entrance to operating and operations areas by a gate provided with automatic control system on entrance, and a camera to record all persons on entry, provided another control system is fixed on the other side of the gate to register those leaving the area.
21. designing buildings with security as objective (for instance to reinforce the outer windows and doors glass of the buildings with slices to prohibit dispersal of splinters in case of an explosion, considering that such [slices], in many case may replace iron bars fixing on the widows).
22. protection of the seafront.

If a Tenant believes that any of the above mentioned items should not be implemented, the Tenant should submit its arguments to SIPC and ROP during the process of reviewing and approving the Tenant's Security Plan.

2.6 Operational Measures

The following operational procedures should be considered:

2.6.1 Access control

Access to the Tenant's site and the SIP Area are regulated by one common access control system.

All employees and visitors must be described in an overview or digital database, including at least the following information: specified company registration number, identification numbers (Oman ID Card or Residence Pass), date of birth and registration of vehicle, and vehicle type.

On the basis of such information, ROP will issue a common pass for the outer perimeter and the Tenant's gate(s).

An accurate management system for the establishment, maintenance and control of the Tenant's access control database must be submitted for review by SIPC and approval by ROP.

A visitor management system should complement the employee database. The procedures for this management system are to be reviewed by SIPC and must be approved by ROP.

2.6.2 Guarding and Patrolling

Tenants should have their own guards and patrol activities. It is mandatory to have staff from Safety and Security Services ("SSS") at the main gate. SSS should be consulted on the general content of the Tenant's Security Plan. As to guarding, patrolling and inspection, the following issues should be addressed:

- locations;
- duties and number of staff;
- checking;
- frequencies;
- logbook;
- reporting.

2.7 Drills and Exercise

A Security Plan should address drills and exercises. These exercises should at least once a year involve the ROP and SIPC. Internal drills and exercises should be more regular, documented and, on request, be reported.

2.8 Port Facilities

Tenants with an operational interface with vessels in the Harbour basin must incorporate special requirements of the ISPS-Code in their Security Plans.

3 Common Areas

3.1 General

Activities of Tenants in the Common Areas are regulated by their Security Plans. General issues for the Common Areas are regulated in this Chapter. These general issues are:

- general behavior;
- common access control;
- visitor management
- protection of assets in common areas.

3.2 General Behavior

No one may enter the Common Areas without presenting proper identification documents and passing through identification control at one of the entry gates at the outer perimeter of the SIP Area.

It is expected that a Tenant's employees and visitors will take the shortest possible route from the outer perimeter gate to the Tenant's plot, and Tenants should take precautions to instruct and guide visitors on the shortest possible route.

Stopping or staying without necessary reason in the Common Areas, is not permitted; especially in the corridors.

3.3 Construction Activities

3.3.1 General

Construction activities in the Common Areas are regulated in the permit system as specified in Annex I of these SIP Rules and regulations

3.3.2 Security Work Plan

Prior to undertaking construction activities, a security work plan must be submitted for approval by SIPC. This is part of the HSE Work Plan referred to in Annex I, Construction Permit 4.3.).

In such security work plan, the general principles of the Tenant's Security Plan must be specified for the construction activity.

A security work plan must address the following issues:

- fencing;
- guarding;

3.4 Pipelines and Pipeline Management

3.4.1 General

The routing, laying and management of a Pipeline are regulated in the permit system as specified in the Annex I of these SIP Rules and Regulations

3.4.2 Security Work Plan

Underground pipelines are regularly patrolled by ROP in daily routine. Special requirements are necessary for the guarding and patrolling of above ground pipelines. Such requirements must be reviewed by SIPC and approved by ROP.

4 Incidence Reporting

4.1 Assessment of incidence

The regulations as described in Annex IV, Contingency Plan and Emergency Response, shall apply in any emergency situation.

If no emergency is involved, the incidence procedure as described in this Chapter shall apply.

4.2 Incident Registration and Notification

All security incidents must be registered as part of the incidence reporting system specified in the Tenant's Security Plan.

All security incidents have to be reported immediately to the ROP-Oil and Gas

Installation Security and SIPC. Security incidents include criminal incidents, such as breach of fencing, attempted unauthorized entry, theft and robbery.

Every calendar year, a statistical overview of the security incidents involving the Tenant must be submitted to SIPC.

4.3 Incident Investigation

All incidences are to be investigated using appropriate methods to determine underlying causes.

For criminal cases, the Tenant shall work together with ROP.

Investigation reports must be submitted to SIPC.

5 Documentation

5.1.1 General

To facilitate the establishment of a good security regime in the SIP Area, SIPC will maintain a knowledge database containing an overview of security issues and activities in the SIP Area.

5.1.2 Construction Period

In the framework of a Work Permit (see Annex I of these Rules and Regulations) a Tenant's or Tenant's contractor's applicable work security plan, as described in Annex I, Work Permit, Appendix A) must be delivered to SIPC prior to the start of construction activities by a Tenant in the Port of Sohar.

5.1.3 Operational Period

A Security Plan must be submitted to SIPC [at or prior to the time that a Tenant is operational in the Port of Sohar:

In addition, the following data must be submitted:

- number of employees during day/night;
- gates (regular entry and emergency);
- guard points;
- lay out of plot plan;



- roads;
- key installations;
- restricted areas.

This information should be submitted to SIPC in the prescribed format, which shall be suitable for the SIPC Geographic Information System for the SIP Area. The data submitted should be up-dated as soon as practicable after any change takes place.

5.1.4 Annual Report

SIPC will issue once a year an annual report (“Annual Report”) on the security performance of the SIP Area. For this report, the data referred to in this Annex must be submitted in a format to be specified by SIPC.

6 Organization

6.1 Security Manager

All Tenants must appoint a professional and well qualified Security Manager. This Security Manager will be the principal contact person for all security-related matters between SIPC and the Tenant

6.2 SIP Security Committee

SIPC will meet with the Security Managers regularly on issues of common interest. In this SIP Security Committee will be discussed issues of common interest like:

- communication on treat and security level;
- incidence reports;
- monitoring data;
- SIP security Annual Report;
- Common Access Control system;
- Interface with HSE and Emergency response in SIP Area;
- Corrections and improvements on security matters.



ANNEX IV

SIP Rules and Regulations

Contingency Planning and Emergency Response

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1 General

1.1 Purpose of Annex IV

This document specifies the framework and operational policies, procedures and practices relating to contingency planning and emergency response in the Port of Sohar.

1.2 General Framework

Oman national law and Good International Practices are the fundamentals of the contingency planning and emergency response regime in the Port of Sohar. For the Port of Sohar, a special framework for contingency planning and emergency response is operational. Tenants must fit within this general framework, which has the following basic elements:

- Three tier system, for classification of crises and emergency response;
- A central alarm number for alerting;
- A Central Emergency Response Centre co-ordinated by the Royal Oman Police;
- A SIP common telephone list for contact numbers;
- A SIP common inventory of resources (firefighting, health and other equipment);
- Joint training exercises.

SIPC initiates and facilitates the establishment of an operational emergency response system. It does this in co-operation with the Tenants and the relevant government entities, especially the Royal Oman Police and the Ministry of Health.

1.3 Three Tiers

In the SIP Area there are three categories of crises, each with its own appropriate response communication and organization.

The three tiers are identified as follow:

Tier 1

An incident which can be contained entirely within a Tenant's Plot with Tenant resources, and which has no impact or effect outside the Tenant's Plot. There are no major injuries/and or fatalities and no action is required by parties other than the Tenant involved, which will manage the situation itself. Tier 1 incidents must be reported to ROP using the ROP emergency number (9991) only if, in the judgement of the Tenant, there is a possibility that the crisis could escalate to a Tier 2 or Tier 3 crisis.

Tier 2

An incident that cannot be managed by the Tenant without additional resources and coordination, and/or which affects or is likely to affect neighbouring Tenants. The Tenant must report the incident to ROP by the SIP Area 24-hour ROP emergency number (9991) as soon as possible. The Tenant has the responsibility for co-ordination of the emergency response on the site. The wider liaison and co-ordination functions take place at the Central Emergency Response Centre, where support is organized. In the event of a security/ bomb threat, ROP will take over command, whether in a Plot or otherwise. ROP will closely co-operate with the Tenant for advice in practical matters.

Tier 3

A major incident requiring response from agencies beyond the resources of the immediate SIP area, or having an effect or potentially having an effect beyond the SIP area. The Tenant is to report the incident to ROP by the SIP Area 24 hour ROP emergency number (9991) as soon as possible. The Tenant has the responsibility for co-ordination of the emergency response on the site. The wider liaison and co-ordination

functions take place at the Central Emergency Response Centre, where support is organized. In the event of a security/bomb threat, ROP will take over command, whether in a Plot or otherwise. ROP will closely co-operate with the Tenant Emergency Leader for advice in practical matters.

2 Contingency Plans

2.1 General

This Chapter describes the requirements of a Tenant's Contingency Plan. Every Tenant in the SIP Area must establish a plan describing its contingency planning and emergency response policies and procedures, including its management and monitoring systems with respect to the Tenant's activities on its Plot as well as in the Common Areas ("Contingency Plan"). The Contingency Plans must describe the activities for the three categories of incidents as described in art 1.3. each with its own operational procedures, and must also describe the procedure to escalate to a higher tier. The Contingency Plan should be regularly up-dated, and the Contingency Plan and any updates must be submitted to SIPC for review and to ROP for approval.

2.2 Policy

A Contingency Plan must have a clear policy, to which the Tenant must adhere, and must state, at a minimum, the Tenant's objectives (pro-active measures, prevention, preparation, crises combat and recovery) and management's commitment to achieving such objectives.

2.3 Crisis Management System

In the crisis management system is described which systems and procedures are in place to ensure that contingency planning and emergency response are actually realized. It describes the command and control system that comes in place in a crisis, and includes the following:

- organization
- roles and responsibilities, including as a minimum an incident commander, who actually combats the incident with resources, and a general co-ordinator;
- documentation of activities
- communication structure (telephone list, emergency warning signals, communication systems);
- training and promotion of awareness of (principles of) emergency response
- report structure
- education and training employees
- standards, and control, for contractors, sub-contractors with regard to contingency planning and emergency response
- information and report to third parties in the framework of the SIP Contingency Plan
- quality management plan, including its control, and audits

The persons for liaison with the Central Emergency Response Centre should be clearly listed. Their names, telephone numbers and other communication channels on which they can be reached should be submitted to SIPC and ROP for use in the Central Emergency Response Centre.

2.4 Risk Assessment

Tenants should assess the hazards of their assets in order to identify incident scenarios.

2.5 Scenarios and Combat Plans

At a minimum the following incident scenarios, and the applicable combat plans, should be addressed

in a Contingency Plan:

- Fire;
- Explosion;
- Release of toxic gas (if applicable);
- Spill;
- Natural disasters;
- Terrorist bomb/attack

For a Tier 2 and a Tier 3 incident, these combat plans should be co-ordinated with the ROP, and other Tenants who may be involved. For the release of toxic gasses, a gas measurement plan should be made. In case hazardous concentrations can possibly go outside a Plot boundary in Common Areas and/or neighboring Plots and/or the surrounding area of the SIP, a gas measurement plan must be made outside the Plot. Sufficient shelters in place should be identified. Assembly points should be clearly indicated and visible. An evacuation plan should be made.

2.6 Resources

An up-to-date description of the resources available for a Tenant should be made. Maintenance and testing of emergency response equipment should be specified SIPC as well as ROP need to be kept up to date on Emergency Response Resources (Equipment and staffing levels) present on the Tenants site.

2.7 Drills and Exercise

A Contingency Plan should also address drills and exercises. These exercises should at least once a year involve the parties active in a Tier 2 or Tier 3 incident. Internal drills and exercises should be more regular, documented and, on request, be reported to SIPC.

2.8 Port Facilities and Oil Contingency

Tenants with an operational interface with the Harbour basin must incorporate special requirements of the MRMEWR with respect to oil spills and chemical substances in their Contingency Plans.

3 Common Areas

3.1 General

Activities of Tenants in the Common Areas are regulated by their Contingency Plans.

3.2 Construction Activities

3.2.1 General

Construction activities in the Common Areas are regulated in the permit system as specified in Annex I of these SIP Rules and regulations

3.2.2 HSE Work Plan

Prior to undertaking construction activities, a HSE Work Plan (as referred to in Annex I, Construction Permit, 4.3.) must be submitted for approval by SIPC. In such a HSE Work Plan the general principles of a Tenant's Contingency Plan have to be specified for emergency response in the construction activity. Such a plan must address the following issues:

- Identification of possible incident scenarios;
- Suitable lines of communication;

- Identification in detail what has been prepared for emergency response;
- Demonstration of interfaces and arrangements with these interfaces for emergency response.

3.3 Pipelines and Pipeline Management

3.3.1 General

The routing, laying and management of a Pipeline are regulated in the permit system as specified in the Annex I of these SIP Rules and Regulations

3.3.2 Pipeline Management

Contingency planning and emergency response in Pipeline operation and maintenance activities must be addressed. As a minimum must be addressed the following issues:

- Identification of possible incident scenarios;
- Suitable lines of communication;
- Identification in detail what has been prepared for emergency response;
- Demonstration of interfaces and arrangements with these interfaces for emergency response.

4 Incident Reporting

4.1 Assessment of Incidents

The regulations as described in this Annex, Contingency Planning and Emergency Response, shall apply in any emergency situation.

4.2 Incident Registration and Notification

All emergencies must be registered following the registration procedure as described in a Tenant's Contingency Plan. Notification of an emergency incident should be according to the three tier system to the central SIP alarm number as described in this Annex.

4.3 Incident Investigation

All incidents are to be investigated using appropriate methods to determine underlying causes. For criminal cases, the Tenant shall work together with Royal Oman Police. A report of the investigation must be submitted to SIPC and to the applicable government entities.

5 Documentation

5.1.1 General

To facilitate contingency planning and emergency response in the SIP Area, SIPC will create and maintain a knowledge database containing an overview of the relevant assets, procedures and activities in the SIP Area. The following information must be submitted to SIPC in connection with the establishment of the knowledge database:

- number of employees during day/night;
- likely injuries;
- discharge points;
- lay out of plot plan;
- roads;

- installations;
- tanks (with NFPA labeling);
- assembly points for evacuations;
- buildings fit for service as shelters in place;
- fire stations;
- fire water system;
- hydrants;
- fixed gas measurement stations;
- Material Safety Data Sheets for all substances used and produced on the Plot, and in Pipelines in the Common Areas;
- Pipelines and its substances (as part of pipeline management plan).

This information should be submitted to SIPC in prescribed format suitable for the SIPC Geographic Information System for the SIP Area and should be up-dated as soon as any change takes place.

5.1.2 Construction period

The Tenant's , or its contractor's Contingency Plan ("the applicable Work emergency plan", as referred to in Annex I, Work Permit, Appendix A) must be delivered to SIPC prior to the start of construction activities by a Tenant in the Port of Sohar:

5.1.3 Operational Period

The Contingency Plan must be submitted to SIPC at or prior to the time when the Tenant is operational in the Port of Sohar.

5.1.4 Annual Report

SIPC will issue once a year an annual report ("Annual Report") on the performance of the SIP Area as to contingency planning, preparedness and other activities undertaken in relation with emergency response. For this report the data referred to in this Annex must be submitted in a format to be specified by SIPC.

6 Organization

6.1 Emergency Manager

All Tenants must appoint a professional and well qualified Contingency Planning and Emergency Response Manager. This Manager will be the principal contact person for all contingency planning and emergency response matters between SIPC and the Tenant

6.2 SIP Contingency Plan Committee

SIPC will meet with the Contingency Planning and Emergency Response Managers regularly on issues of common interest. In this SIP Contingency Plan Committee will be discussed issues of common interest like:

- communication on incident scenarios effecting two or more parties;
- available resources;
- common communication structure;
- incident reports;
- SIP Contingency Planning and Emergency Response Annual report;
- interface with HSE and security in the SIP Area;
- corrections and improvements.