



Port Authority Rules and Regulations:

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

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

Vessels shall proceed and manoeuvre 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.

Under Keel Clearance (UKC) of 1 meter is required.

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.

All vessels must inform the Port Coordination Center (PCC) about the acting security level on board 1 hour before entering the port.

Agents of the vessel must provide documentation of the vessel's security levels of the 3 previous ports of call prior to vessels arrival.

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

Pilotage is compulsory for any vessel, with exemption of GSO vessels (including Omani military vessels) or other vessels specifically exempted by the harbour master.

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.

Requests for tugs shall be made through the Ship's agent and addressed to the harbour master Office as follows:

The use of tugs is compulsory for any vessel with an overall length of seventy (70) meters or more entering and leaving the port and while berthing or unberthing. Vessels shall contact 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).



The number of tugs for vessels with an overall length of seventy (70) meters or more 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 seventy (70) meters or less if determined necessary in his sole discretion for good order and safety in the port.

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 if such services are required. Tugs and mooring services being provided for that purpose will be charged at the vessel's expense.

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.

Exemptions and permits:

Port dues shall not be charged for a port visit, with accompanying service, by:

A marine service provider exclusively, if and in as far as shall be used within the framework of the normal assistance to seagoing vessels when entering or leaving the port area of Sohar.

Vessels in the service of the Sultanate of Oman, like police, navy and coast guard.

Vessels exempted from the payment of port dues by the Government of the Sultanate of Oman.

Tenders of any recognized buoyage, lighting or navigational aid service. Tugs, pilot boats, mooring boats, dredging boats and all the other vessels working for SIPC or who are working within the port area of Sohar with permission of the harbour master.

Vessels in distress or requiring medical assistance at anchorage only for the initial period of 6 hours.

SIPC reserves its right to change the conditions as well as the right to amend new conditions.



Permits:

Prior Permission can be granted for special activities such as repairs, cleaning, painting and diving.

Port of Sohar receives various types of vessels, such as Container vessels, RoRo, general cargo vessels as well as oil chemical and LPG tankers.

Arrival:

Motor vessel notification:

The Port Coordination Center (PCC) receives an arrival notice by email and through the Vessel Notification System (VNS) from agents 48 hours prior to arrival. The following information is included in the arrival notice for PCC to do their pre-checks:-

Ship particulars

Expected ETA

Discharging/ loading

Type of cargo

List of dangerous goods

Document of compliance (in respect to dangerous goods)

Crew list



Passenger List

Cargo manifest

International Tonnage Certificate (ITC)

Cargo Ship safety Construction Certificate (CSCC)

Oil record book part 1

Garbage record book

Stowage plan

Material Safety Data Sheet (MSDS)

ISPS

ISSC

Acting security level

Security levels of 3 ports of call

Following the arrival notice, agents must fill in the required information in the VNS, after which the PCC will then give the vessel a call number. Should there be a change in the vessel's ETA; the agents must then update the VNS accordingly.



Motor tanker vessels:

The Port Coordination Center will receive an email with the ship particulars (Questionnaire 88/ Form C) from the sheltering company or shipping agent.

PCC will check the ship's particulars in order to know if the ship is reliable enough to come into the jetty and to make sure that the vessel has all the valid documents.

The Following Documents are checked prior and upon arrival:-

International Oil Pollution Prevention Certificate (IOPPC)

SOLAS safety equipment

SOLAS safety radio

SOLAS safety construction

Load line certificate

International safety management (ISM)

Civil Liability Certificate (CLC)

Certificate of fitness (Gas/Chemicals)

Certificate of class

ISPS/ISSC

Condition Assessment Scheme (CAS) – if applicable

Material safety Data Sheet

The above documents must be made available at all times.



After the acceptance has been made by the PCC, the agents will add the vessel in the VNS after which the vessel will be assigned a call number.

In addition to the PCC checks, upon arrival the following parties will also inspect the ship before starting of operations:

Customs

Health

Immigration

Marine safety department

Departure:

All vessels:

Agents must clear all the ship's documents from PCC prior to departure.

PCC will be informed by the agents that the ship operations have been completed and that the vessel will be ready to sail in 1 hour.

PCC will then inform the pilot, tugs and the linesmen about the ship boarding time.

PCC will call the ship to complete departure information.