

THE SULTANATE OF OMAN

MARAFI

MARAFI PORTS  
RULES AND REGULATIONS

2018

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<b>SECTION 1 GENERAL</b>		
<b>1.1.1</b>	MARAFI Ports Port Rules and Regulations 2018 may be cited as the Port Rules	<b>CITATION</b>
<b>1.1.2</b>	The Port Rules may be altered or amended from time to time as may be considered desirable and appropriate by H.E. The Minister of Transport & Communications	<b>AMENDMENTS</b>
<b>1.2.1</b>	Nothing in the Port Rules shall be construed as overriding the national laws, the international Conventions and regulations including ordinary practice of Sea men	<b>OTHER REGULATIONS</b>
<b>1.3.1</b>	The Port Rules apply to all vessel and persons entering or using or making use of MARAFI ports or the Port premises for any reason whatsoever.	<b>APPLICATIONS OF PORT RULES</b>
<b>1.3.2</b>	The application of the Port Rules shall be so made as not to infringe the right of innocent passage of vessels or any others Internationally recognized principle or law relation to territorial waters and the contiguous zone of the High seas	
<b>1.3.3</b>	Except where the contrary intention is expressed the Port Rules apply to country craft only in so far as navigation Within the limits of the berthing or unberthing at the port premises the discharge and loading of cargo Carriage of dangerous goods and the provisions relating to Pollution are concerned.	
<b>1.4.1</b>	Nothing in the Port Rules shall relieve the Master of any Vessel entering or leaving or navigation or being within the Limits of the port from its responsibility for the vessel under His command.	<b>MASTER'S RESPONSIBILITY</b>

## SECTION 2 AREA OF JURISDICTION

<b>2.1.1</b>	<p>The Port limits of MARAFI ports comprise as follows: -</p> <p>Form the level of high water springs at a point near Ras Kab at longitude 58 degrees 33.2 East in a line due North to latitude 23 degree – 41’ North.</p> <p>Thence due East to longitude 58 degrees –35.6’ East.</p> <p>Thence due South to Ras Muscat on Jazirat Muscat.</p> <p>Thence in generally Southerly direction by the line of high water on the western side of Jazirat Muscat of Pinnacle Rock: Thence in a straight line approximately South westerly to the easternmost point of Sirat al Gharbiyah. (Admiralty chart No. 2869) Thence by the line of high water springs to the point of commencement.</p> <p>And includes, all wharves, quays, piers, landing places, docks, storage areas, roads, and buildings under the operational or administrative control of the Port Authority under concession agreement with Ministry of Transport &amp; communication.</p>	<b>PORT LIMITS</b>
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## SECTION 3 DEFINATIONS AND INTERPRETATIONS

<b>3.1.1</b>	<p>The expressions used in the Port Rules shall unless the context requires otherwise, have the same respective meanings as mentioned herein:</p>
Agent	Means Shipping Agent
Cargo	Means all the permitted goods of every description landed to or awaiting loading a vessel.
Charges	Includes all charges, dues rates, rents and tolls of every description and charges shall be construed accordingly.
Vehicle	Means a motor vehicle, lorry, truck, trailer, cart, handcart or any other wheeled conveyance used for the transport of cargo, goods, articles or persons but does not include mechanical handling or railway wagons.
Country craft	Means a small vessel of under one hundred and fifty tons’ deadweight.
Dangerous goods	Includes all hazardous cargo (IMDG CODE)
Exempted vessel	Means a vessel exempted from certain provisions of the Port Rules by the Competent authority.
Harbour Master	Means the officer in charge of Harbour & Marine services or his deputies
MARAFI Ports	The Code name of the Port (See section 2)

Moderate Speed	The speed which a vessel can proceed so as to enable her to stop safely in half the intended distance.
Owner	When used in relation to a vessel shall include owner, despondent owner managing operator, chartered, mortgagee in possession or other beneficial owner.
Master	Any person in charge of a vessel.
Perishable Goods	Means any goods or commodity liable to rapid deterioration and include all live creatures.
Pilot	Means a qualified person appointed by the Port Authority and authorized to assist the Masters of Ships.
Pollution	Means the unauthorized discharge of Oil refuse or other substances liable to cause offence or danger to the Port or to the Port users or to fishing.
The Port	Means the whole area of land and water, within the limits MARAFI ports.
Port Authority	Means Marafi Asyad Company L.L.C. or any other organization authorized by the Sultan's Law to operate the Marine, commercial and passengers operations and Port services functions within Port Premises and includes all persons duly authorized to act on behalf of the said organization.
Port premises	Means all wharves, quays, piers, landing places, docks, storage areas, roads aprons, and buildings and other facilities under the operational or administrative control of the Port authority
Vessel	Means any vessel, ship or craft found floating on the water whether propelled or not by machinery used or capable of being used for the conveyance of goods or passengers, on water and includes hydrofoils, hovercraft and seaplanes and sea drilling equipment.
Shipping agent	Means any company, Firm or Organization appointed by the owner, shipping Company or Master of a vessel to act on their behalf in Oman and who has accepted such appointment.
Tariff	Means the tariff of charges on vessels, cargo and passengers as published by the port authority

## SECTION 4 MANAGEMENT AND ADMINISTRATION

<b>4.1.1</b>	In accordance with the agreement between the Ministry of Transport and Communications and the Marafi Asyad company dated , <span style="color: blue;">dated -----</span> the port authority shall:	<b>THE PORT AUTHORITY</b>
	<ul style="list-style-type: none"> <li>i. Perform all Port Servicefunctions concerned with the movement of the vessels</li> <li>ii. Provide pilotage, towage, lightatelage and other maritime services required by and for the use of vessels using or visiting the Port.</li> </ul>	



	<ul style="list-style-type: none"> <li>iii. Collect Port Dues on vessels visiting the Port.</li> <li>iv. Collect charges for berthing, unberthing and all other services provided to vessels using the Port as per tariff.</li> <li>v. Collect charges for loading, discharging, or otherwise handling cargo, and for storing, warehousing, or conveying goods any description as per tariff.</li> <li>vi. Prepare the Tariff and publish the same after getting approval of the Ministry of Transport &amp; Communications.</li> </ul>	
<b>4.2.1</b>	<b>THE HARBOUR MASTER</b>	
	The Master of Every vessel visiting the ports for any purpose whatsoever shall at all times and in every respect, be subject to the control and direction of Manager (Harbour & Marine Services) and the Master of every vessel shall observe, obey and abide by and comply with all orders and instructions written or verbal made or given by the Manager (Harbour & Marine Services).	<b>POWERS OF HM</b>
<b>SECTION 5 VESSELS ARRIVING AT MARAFI PORTS</b>		
<b>5.1.1</b>	The Owner or agent of any ship proposing to enter the ports for any purpose shall as early as possible and not less than 24 hours give notice in writing to the Port Authority of the estimated date and time of arrival of the vessel.	<b>ESTIMATED TIME OF ARRIVAL</b>
<b>5.1.2</b>	Vessels shall establish contact with MARAFI ports Port Control and seek permissions to enter perimeter of the Port Limits.	<b>ESTABLISHING CONTACT</b>
<b>5.2.1</b>	Vessels may approach MARAFI Ports without a Pilot and anchor as instructed by the Port Control	<b>CONDUCT OF VESSEL WHEN APPROACHING PORT</b>
<b>5.2.2</b>	No vessel shall proceed through the entrance to or from the Port without the permission of the Manager (Harbour & Marine Services).	
<b>5.2.3</b>	All vessels other than exempted categories, shall be under the pilotage of a Pilot appointed by the Port Authority when under way within the limits of the Port.	
<b>5.2.4</b>	The Master of every vessel visiting the Port shall reduce speed to the minimum for steerage way when the Pilot Launch is approaching such vessel.	
<b>5.2.5</b>	The vessel shall have rigged and ready to use A pilot ladder of International standard complete with manrope, in good condition.	<b>PILOT LADDER</b>
<b>5.2.6</b>	Such Pilot ladder shall be well illuminated between dusk and day break.	
<b>5.2.7</b>	The vessel shall have a boat rope ready rigged from the break of the forecastle to abaft the Pilot ladder.	

<b>5.2.8</b>	<p>Pilot will normally board vessels while such vessels are still under way to seaward of the approach buoy.</p> <p>Vessels that have already anchored before requesting s Pilot will be boarded where they lie and must not get under way until instructed to do so by the Pilot or by the Manager (Harbour &amp; Marine Services).</p>	<b>PILOT BOARDING GROUND</b>
<b>5.2.9</b>	<p>Men of war are exempted from compulsory pilotage but shall obtain the permission of the Manager (Harbour &amp; Marine Services) before entering MARAFI Ports.</p> <p>They must confirm to the Port Rules regulating traffic in and out of the Port.</p> <p>If the Manager (Harbour &amp; Marine Services) so directs they must take a Pilot when berthing or unberthing at the Port premises.</p>	<b>MEN OF WAR</b>
<b>5.3.1</b>	<p>A vessel leaving MARAFI ports has the right of way over vessel entering the port.</p>	<b>MOVEMENT OF VESSELS</b>
<b>5.3.2</b>	<p>No vessel shall enter or leave the ports unless her draught marks are correctly shown and clearly visible.</p>	
<b>5.3.3</b>	<p>A vessel which is found to be overloaded shall be considered to be unseaworthy and will not be allowed to enter or leave Port till she is unburdened to her safe load.</p>	
<b>5.3.4</b>	<p>Country craft, boats and pleasure craft within MARAFI ports shall at all times give way to sea going ships under way and to tugs engaged in towing.</p>	
<b>5.3.5</b>	<p>Vessels moving within the Port with or without Pilots do so at their own risk.</p>	
<b>5.4.1</b>	<p>Every vessel shall at all times when entering, navigating in or leaving the Port have both anchors ready for immediate use.</p>	<b>READINESS OF ANCHOR</b>
<b>5.4.2</b>	<p>All vessels shall proceed at &lt;&lt;Moderate Speed&gt;&gt; within the Port limits.</p>	<b>MODERATE SPEED</b>
<b>5.4.3</b>	<p>The Manager (Harbour &amp; Marine Services), at his discretion, instruct sufficient tugs to attend and assist vessels entering navigating within or leaving the Port.</p> <p>The use of tugs by vessels shall subject to the provisions of section 12 of the Port Rules and to the conditions defined in the Towage rules.</p>	<b>USE OF TUGS</b>
<b>5.4.4</b>	<p>Vessels proceeding to berth at the port premises shall have no list and shall be trimmed upright.</p>	
<b>5.5.1</b>	<p>Before entering MARAFI ports every vessel shall indicate the following signals.</p> <ol style="list-style-type: none"> <li>a. Sultanate of Oman national flag.</li> <li>b. Ship's Ensign.</li> <li>c. The &lt;&lt;Q&gt;&gt; flag, International code, unless the Port health Officer has previously given Pratique.</li> <li>d. The &lt;&lt;H&gt;&gt; flag, International Code, denoting that a Pilot is on board.</li> <li>e. The &lt;&lt;I&gt;&gt; flag, International Code, if the vessel is carrying Passengers.</li> <li>f. The &lt;&lt;B&gt;&gt; flag, International code, if carrying dangerous cargo.</li> <li>g. By Night the appropriate Lights.</li> </ol>	

<p><b>5.5.2</b></p>	<p>No country craft or boat or launch other than one having on board the Pilot or the Port health Officer shall unless expressly authorized to do so by the Manager (Harbour &amp; Marine Services), approach any vessel entering the Port showing the signals as defined in sub-section 5.5.1 of the Port rules and no person other than the pilot, the Port health officer or a person expressly so authorized by the Manager (Harbour &amp; Marine Services) shall board any ship until pratique has been granted.</p>	<p><b>BOARDING OF VESSEL</b></p>
<p><b>5.5.3</b></p>	<p>Until Pratique has been granted communication between ship and MARAFI ports Control shall be as follows:-</p> <ul style="list-style-type: none"> <li>i. Initial contact on VHF channel 16.</li> <li>ii. Subsequent contact on VHF channel 14 or any other channel directed by the Port.</li> </ul>	<p><b>SHIP TP SHORE COMMUNICATION</b></p>
<p><b>SECTION 6 VESSELS ENTERING OR MOORING IN MARAFI PORTS</b></p>		
<p><b>6.1.1</b></p>	<p>The Owner or agent of a vessel proposing to use MARAFI ports for discharging or loading cargo shall as early as possible, but not less than 24 hours before the arrival of such vessel, give to the Port Authority full particulars of the nature and the quantity of the cargo to be discharged or loaded and of other matters of importance relating to such vessel her cargo, passengers or crew.</p>	<p><b>PARTICULARS OF CARGO</b></p>
<p><b>6.1.2</b></p>	<p>The master of every vessel arriving in the Port shall at once make, subscribe and deliver, on the forms provided by the Port Authority and such other government department as may be entitled to demand such information, a full and true statement of the particulars thereon required.</p>	
<p><b>6.1.3</b></p>	<p>Every vessel anchoring or Mooring in the ports, other than exempted vessel, shall be liable to pay Port Dues at rates not exceeding those specified in the Port tariff. These charges may be amended from time to time and will be promulgated in revisions to the Port tariff. The Port Authority is empowered to collect Port Dues.</p>	<p><b>PORT DUES</b></p>
<p><b>6.1.4</b></p>	<p>The Master of any vessel entering the Port may be required to produce to the Port Authority certificate to registry of the vessel under his command.</p>	<p><b>CERTIFICATE OF REGISTRY</b></p>
<p><b>6.1.5</b></p>	<p>Unless otherwise decided and promulgated by the Port Authority the tonnage of a vessel for the purpose of assessing Port Dues shall be her Gross tonnage as shown on her Certificate of registry. In case of dual tonnage, the higher tonnage will be applicable.</p>	
<p><b>6.2.1</b></p>	<p>The Master of Owner of every vessel shall be held directly responsible for of such vessel while in the Port and for strict observance of the laws of the Sultanate of Oman, particularly those laws concerning the sale, transference or consumption of any narcotic or of alcoholic or intoxicating drink of any kind.</p>	<p><b>CONDUCT OF CREW</b></p>

<b>6.3.1</b>	Every Merchant vessel within MARAFI ports between the hours of sunrise and sunset shall fly her national flag and the national flag of the Sultanate of Oman.	<b>NATIONAL FLAG</b>
<b>6.4.1</b>	The Master of any vessel wishing to immobilize her engines for major repairs or adjustments which will affect the movement of the vessel whilst in the Port shall make written application to the Manager (Harbour & Marine Services) of permission.	<b>IMMOBILISATION</b>
<b>6.4.2</b>	Any vessel obtaining permission from the Manager (Harbour & Marine Services) and subsequently required to be shifted for convenience of Port operations shall on reasonable notice abide by and if necessary shifted by additional Tugs.	
<b>SECTION 7 SAFETY OF VESSELS AND PERSONS</b>		
<b>7.1.1</b>	The Port Authority may issue any order in writing or otherwise, for the good order and management of MARAFI ports and for the safety of shipping and persons in the Port.	<b>SAFETY VESSELS AND PERSONS</b>
<b>7.1.2</b>	Every Vessel within the Port shall have her anchors, ready for immediate use at all times.	<b>READINESS OF ANCHORS</b>
<b>7.1.3</b>	All vessels anchored or moored in the Port or berth at the Port Premises to the satisfaction of the Manager (Harbour & Marine Services).	<b>ALLOCATION OF BERTH</b>
<b>7.1.4</b>	All vessels shall anchor or moor in the Port or berthed at the Port premises shall take such additional precautions in severe weather as may be ordered by the Manager (Harbour & Marine Services).	<b>SEVERE WEATHER PRECAUTION</b>
<b>7.1.5</b>	The Master of every vessel anchored or moored in the Port or berthed at the Port premises shall, unless the Manager (Harbour & Marine Services) concede some relaxation in this Port Rule, at all times, retain on board sufficient crew to work or move the vessel.	<b>RETENTIION OF SUFFICIENT CREW</b>
<b>7.1.6</b>	Every vessel anchored or moored in the Port shall provide a proper accommodation ladder of International standard, adequately lit between dusk and sunrise and if applicable, shall provide a boat rope on the fore side of such accommodation ladder, reaching if just above the water.	<b>ACCOMODATION LADDER</b>
<b>7.1.7</b>	No vessel shall secure to a buoy, beacon leading mark or other object provided as an aid navigation.	<b>NAVIGATIONAL AIDS</b>
<b>7.2.1</b>	No country craft, irrespective of the means of propulsion or movement, shall anchor in the fairway used by vessels, except in emergency.	<b>COUNTRY CRAFT</b>
<b>7.2.2</b>	Country craft may anchor only in those areas set apart for their use and may only use berths or landing places allotted to them by the Port Authority and as directed by the Manager (Harbour & Marine Services).	

<b>7.2.3</b>	Country craft who are allotted berths by the Port Authority shall remain alongside during day light house hours only unless otherwise permitted by the Manager (Harbour & Marine Services).	
<b>7.3.1</b>	No mooring for a vessel or boat for commercial, pleasure or any other purpose whatsoever shall be laid in MARAFI ports without the prior permission of the Manager (Harbour & Marine Services), in writing.	<b>LAYING OF MOORINGS</b>
<b>7.3.2</b>	No persons shall lay any fishing gear, marking buoy, fish trap, net, line or any other apparatus or equipment used for the purposes of fishing within the Port.	<b>FISHING GEAR</b>
<b>7.3.3</b>	No persons shall layup any vessel or moor any hulk, pontoon or floating object in the Port except the prior written permission of the Manager (Harbour & Marine Services) and in accordance with the directions and instructions of the Manager (Harbour & Marine Services).	<b>LAYING OF VESSEL</b>
<b>7.3.4</b>	The Owner or person in charge of or responsible for any object whether floating or submerged causing or likely to cause an obstruction in the Port shall, if so directed by the Manager (Harbour & Marine Services), remove such obstruction forthwith and within such time limits as the Port Authority may impose and require.	<b>REMOVAL OF OBSTRUCTION</b>
<b>7.4.1</b>	If any vessel be in distress or be sunk, stranded or abandoned in the Port, the Port Authority shall be immediately informed of the circumstances. On being so informed or on observing the mishap the Port Authority may instruct the Manager (Harbour & Marine Services) or other duly qualified and authorized person to proceed immediately to the vessel in distress, sunk, stranded or abandoned and take command of all persons present and give such directions and assign such duties to each and every person present as he may consider necessary for the preservation of life and of the Ship, her Cargo and equipment.	<b>VESSEL IN DISTRESS</b>
<b>7.4.2</b>	No person, whether or not he be the Owner, Master or Agent of any vessel sunk, stranded, shall attempt to solve or break up, such sunk, stranded or abandoned ship without the prior approval in writing of the Manager Harbour & Marine. In the event of such approval being granted the person responsible for the salvage or breaking up of such ship shall, if so required by the Port Authority, provided such security as the Port Authority may consider reasonable and sufficient to secure the effective removal of such ship or any portion thereof from the Port.	
<b>7.4.3</b>	The Port Authority may require the Owners to remove any wreck or abandon craft within the Port.	
<b>7.4.4</b>	If any vessel sustains or be involved in any accident causing loss of life or serious injury to any person or damage to property or receives any material damage which may affect her sea-worthiness or her efficiency, the Master or Owner shall within 24 hours of the occurrence of the accident or damage deliver to the Port Authority a full report in writing.	<b>REPORTING OF ACCIDENT</b>

<b>7.5.1</b>	A continues sounding of either long or short blasts on a vessel's siren or whistle shall mean that such vessel requires immediate assistance. Such signals shall not be sounded by any vessel in the Port on any occasion whatsoever unless the ship sounding such signal requires immediate assistance. (referred in 13.3.1)	<b>DISTRESS SIGNALS</b>
<b>SECTION 8 VESSELS BERTHING AND UNBERTHING AT THE PORT PREMISES</b>		
<b>8.1.1</b>	The Master of every vessel shall, before berthing or unberthing at any quay, wharf, pier or landing place forming a part of the Port premises, advise the–Manager (Harbour & Marine Services) in advance or the pilot on boarding of any special damage to or disability of the vessel under his command and of any special features of peculiarities of the vessel which affect steering or engine maneuverability.	<b>VESSELS PECULIARITIES</b>
<b>8.1.2</b>	The Master shall be responsible for placing his vessel alongside the berth. Any damage done to the wharf or to anything belonging to the Port Authority by a vessel whether by reason or the in competency or carelessness of Pilot or Officer in charge or by any other reason shall be made good by the Master and Owners of the vessel causing it and the Port Authority may detain the vessel until security has been given for the amount of damage caused or the amount paid for repairs.	<b>RESPONSIBILITY FOR DAMAGE</b>
<b>8.1.3</b>	Manger of Harbour & Marine in the interest of the Port may refuse to berth a vessel without assigning any reason whatsoever, pending final decision of the General Manager of the Port Authority.	<b>REFUSAL TO BERTH</b>
<b>8.1.4</b>	Every vessel shall occupy the berth allocated to it by the Operation.	<b>BERTH ALLOCATION</b>
<b>8.1.5</b>	Any vessel berthed alongside may be taken off the berth or shifted to another berth as required by the Operation Department for the good operation of the Port.	
	In case of any ship without main engines or auxiliary machinery may be moved if so required, tugs being provided for the purpose at the ships expense and at the Master's responsibility.	
<b>8.1.6</b>	Vessels shall provide and use adequate mooring ropes to safeguard the vessel, other vessels berthed at the Port premises and Port premises themselves, to the satisfaction of the Manager (Harbour & Marine Services).	<b>MOORING ROPES</b>
	Moorings ropes must be in good condition and the Manager (Harbour & Marine Services) may require the Master to renew any mooring rope which in his opinion is damaged or unsuitable.	
<b>8.1.7</b>	Every vessel berthed at the port premises shall be in charge of her Master of owner and it shall be the duty of such Master or owner to ensure that: -	<b>CONDUCT OF VESSEL ALONGSIDE</b>

	i. A safe and well-rigged accommodation ladder to the quay is provided, adequately lit between dusk and dawn and attended at all times by a competent quarter master or watchman.	
	ii. Attention to be given to the adjustment of mooring lines as necessary.	
	iii. Adequate rat-guards are fitted to all mooring ropes and wires.	
	iv. Wires are rigged over side fore and aft on the out-board side of the ship so that a tug or tugs may secure at any time.	
<b>8.2.1</b>	Every vessel berthed alongside at the Port premises shall have her main engines available at short notice for sailing unless the Manager (Harbour & Marine Services) shall have given his consent in writing to the contrary.	<b>READINESS OF ENGINES</b>
<b>8.2.2</b>	No vessel shall try her engines when moored alongside at the Port premises without first obtaining the permission in writing of the Manager (Harbour & Marine Services) to do so.	<b>TRING OF ENGINES</b>
<b>8.2.3</b>	All vessels berthed alongside at the Port premises shall be kept in a stable condition at all times.	<b>VESSELS STABILITY</b>
<b>8.2.4</b>	No exhaust steam water or other discharge from a vessel shall be allowed upon any portion of the wharf.	<b>OVERBOARD DISCHARGE</b>
<b>8.2.5</b>	No refuse, filth or excrete shall be discharged from any discharge pipe, water closet, or latrine upon any portion of the wharf.	<b>DISCHARGE OF REFUSE</b>
<b>8.2.6</b>	No vicious animals shall be kept on board any vessel while such vessel is lying alongside any berth, or landed or brought in the Port, unless such animals are properly secured and kept under effective control.	<b>FICIOUS ANIMALS</b>
<b>8.2.7</b>	It is forbidden to have loaded fire arm on board any vessel while such vessel is lying alongside at the Port premises. All fire arms should be declared to appropriate local Authority.	<b>FIRE ARM</b>
<b>8.2.8</b>	All projections from a vessel which are likely to impede or obstruct her movement or damage any quay equipment or interfere at any time with the berthing or un-berthing of vessel, cargo operation shall be removed or requisitioned by a duly authorized officer of the Authority.	<b>OVERSIDE PROJECTIONS</b>
<b>8.2.9</b>	No vessel shall lower its life boats or rafts without express permission of the Manager (Harbour & Marine Services).	<b>LIFE BOATS, RAFTS</b>
<b>8.3.1</b>	Dining and swimming is forbidden for any person within the Port limits without first obtaining permission from the Manager (Harbour & Marine Services).	<b>DIVING AND SWIMMING</b>



<b>8.3.2</b>	No person shall make fast or anchor any country craft or boat of any kind at any quay, wharf, pier, or landing place or at any steps provided they are at the Port Premises except with the prior permission of the Manager (Harbour & Marine Services).	<b>COUNTRY CRAFT</b>
<b>SECTION 9 THE WORKING OF CARGO AT MARAFI PORTS</b>		
<b>9.1.1</b>	As far as is practicable allotment of berths to vessels for cargo operation shall be in the order of their arrival at the Port, subject always to the discretion of the Port Authority.	<b>ALLOTMENT OF BERTHS</b>
<b>9.1.2</b>	Vessels may be permitted to discharge or load cargo in the anchorage if a berth is not available at the Port premises or if in the opinion of the Port Authority the ship's cargo is more suitable for handling to or from barges or lighters.	<b>WORKING CARGO AT ANCHORAGE</b>
<b>9.2.1</b>	Vessels loading / discharging within the Port to do so at their own risk.	
<b>9.2.2</b>	two copies, in English language of the inward / outward manifest, certified by the Master or agent as being complete in every respect, containing all particulars as to gross weight, measurement, marks, numbers and contents of every item of cargo shall be deposited with the Port Authority at least 24 hours before any vessel be permitted to enter unless the Port Authority at it's sole discretion authorize otherwise.	<b>CARGO MANIFEST</b>
<b>9.2.3</b>	A certified statement of any alterations made to the ship's manifest by reason of measurement of goods included therein or otherwise shall be furnished to the Port Authority immediately upon completion of discharge of the Cargo.	<b>ALTERATION OF THE SHIP'S MANIFEST</b>
<b>9.2.4</b>	The Master or agent of every vessel engaged in cargo operation shall furnish before sailing two copies in the English language, of the outward / inward manifest, certified as being complete in every respect and containing all particulars as to gross weight, measurement, marks numbers and contents of every item of cargo handled at the ports.	
<b>9.2.5</b>	The Master or agent of a vessel shall produce if required any bank guarantee, certificate or other document which may be required in connection with Dues, landing or shipping of Cargo.	
<b>9.3.1</b>	No vessel shall commence cargo operation until she is properly moored to the satisfaction of the Manager (Harbour & Marine Services) at the birth allocated to such vessel and cleared by the appropriate Authorities.	
<b>9.3.2</b>	The Master shall make available for Inspection by the Port Authority all gear test / inspection certificates prior to the commencement of Vessel's Cargo operation.	
<b>9.3.3</b>	The Master of every vessel shall be responsible that proper and adequate lighting be provided in all working spaces of the ship.	<b>ADEQUATE LIGHING</b>



<b>9.3.4</b>	The Mode of cargo operation, as usage of equipment and deployment of personnel shall be prerogative of the Port Authorities.	<b>DEPLOYMENT OF EQUIPMENT AND PERSONNEL</b>
<b>9.4.1</b>	All labour and the supervisors of such labour employed in discharging and loading ships in the Port shall be provided by the Port Authorities or by persons authorized by the Port Authority to provide such labour and shall work under the superintendence of the Master of the ship or the officer appointed by the Master to supervise the un-stowing or stowing of cargo in such vessel.	<b>STEVEDORING</b>
<b>9.4.2</b>	The Master or officer appointed by the Master for that purpose shall direct and superintend all discharge and loading of cargo in the vessel.	<b>SUPERVISION OF DISCHARGE</b>
<b>9.4.3</b>	The Master or owner of any vessel shall be held responsible for any loss or damage arising from careless or improper slinging of cargo on board such vessel or improper slinging of equipment / tools and tackles or other materials used to facilitate cargo operation. Failing this, it may be recovered by the Port Authority at the expense of the vessel. The Port Authority shall not be responsible for any damage to or loss of cargo, equipment or gear so recovered.	<b>RECOVERY OF CARGO ETC. DROPPED OVERBORAD</b>
<b>9.4.5</b>	The Master of every vessel discharging or loading cargo in the Port, whether at anchor, or berthed alongside shall provide drinking water, water closets for all cargo handling labour and all other persons appointed and directed to be on board such vessel in connection with the discharge or loading of cargo.	<b>DRINKING WATER/ WATER CLOSETS</b>
<b>9.4.6</b>	No rope, tackle or other gear that is worn, frail or otherwise unsuitable shall be used for the purpose of hoisting, lowering, heaving or otherwise handling or slinging cargo or other articles.	<b>WORN OUT GEAR</b>
<b>9.5.1</b>	The Port Authority shall provide facilities at its discretion for the reception of cargo discharged to the Port premises.,	<b>RECEPTION OF CARGO</b>
<b>9.5.2</b>	The Port Authority reserves the right to withdraw such facilities from any ship which fails to discharge or load cargo with such dispatch as appears to the Port Authority to be reasonable. Such vessel shall, after written notice to that effect has been served by the Port Authority to the Master thereof, lose its turn to discharge or load cargo and may be instructed to vacate the berth forthwith or it may be removed from the berth by the-Manager (Harbour & Marine Services) at the risk and at the expense of such vessel.	<b>RATE OF DISCHARGING/ LOADING</b>
<b>9.5.3</b>	If the labour or transport of Port Authority, allocated or engaged for the purpose of Cargo operation or any other Port services to any vessel, and is not fully and continuously employed by reason of a fault or action attributable to such ship, the expenses incurred thereby shall be paid by such vessel.	<b>STAND BY LABOUR</b>

<b>9.5.4</b>	In the event of any accumulation of cargo or goods upon the quay or jetty or in a lighter for any cause that may require the vessel discharging such cargo or goods to suspend or reduce the rate of discharge of such cargo or goods.	<b>ACCUMULATION OF CARGO ON QUAY</b>
<b>9.5.5</b>	.The Port Authority may refuse to permit cargo operation from any vessel until suitable and sufficient storage space or other facilities becomes available or direct transportation of such cargo to consignee's place.	<b>AVAILABILITY OF SPACE</b>
<b>9.5.6</b>	Receipt of Cargo or goods shall not be deemed to have been made to the Port Authority until such cargo or goods have been brought into the Port premises and until the Port Authority accepted receipt of such cargo or goods and have issued an official receipt to the Master of the vessel discharging such cargo or goods or to the ship's agent or to any other person duly authorized to do so conveying such cargo or goods to the Port premises. .	<b>RECEIPT OF CARGO BY THE PORT AUTHORITY</b>
<b>9.5.7</b>	The Port Authority shall accept no responsibility for ensuring that the whole or part of any cargo or consignment or parcels of goods covered by Bill of Lading is discharged before sailing time of a vessel.	<b>CONTENTS OF DESCRIPTION OF PACKAGES</b>
<b>9.5.8</b>	In every case where damaged goods or packages have been surveyed by the Port Authority or by a Surveyor appointed by or approved by the Port Authority the owner may be required to take immediate delivery of such goods or packages.	
<b>9.5.9</b>	The Port Authority shall not, under any circumstances, be responsible for the safe custody or the condition of such goods or such packages or their contents.	<b>RESPONSIBILITY FOR DAMAGED GOODS</b>
<b>9.5.10</b>	The Port Authority shall be required to give a receipt of numbers of packages only in respect of Iron and steel angles, bars, plates, pipes, timber, tiles, bricks, firebricks, rice flour, bran, grain, corn or other which, from lack of description of difficulty of distinguishing marks cannot be satisfactorily checked at the time of discharging such cargo.	<b>NATURE OF RECEIPT FOR CARGO</b>
<b>9.5.11</b>	The Port Authority shall be required to give a receipt of numbers of units only in respect of palletized, unitized or containerized goods the contents of which cannot be satisfactorily checked at the time of discharging or loading and the Port Authority shall not be responsible for the correct delivery of individual items or packages including or said to be included in such units.	
<b>9.5.12</b>	The Master of vessel may deliver packages containing valuable articles such as gold, jewellery, precious stones or other articles or property of considerable value, appearing in the ship's manifest and lawfully imported, direct to the consignee provided that Customs formalities in respect of such goods or articles have been completed and the approval in writing of the concerned authorities has been obtained.	<b>DIRECT DELIVERY OF VALUABLE CARGO</b>

<b>9.5.13</b>	Perishable or refrigerated cargo in small quantities and live animals may be delivered direct to the consignee provided that customs and health or veterinary formalities in respect thereof have been completed and the approval in writing of the concerned authorities has been obtained.	<b>DELIVERY OF PERISHABLE CARGO</b>
<b>9.5.14</b>	The Master or agent of any vessel must give due notice to the Port Authority not less than 24 hours in advance of the discharge and landing of special stowage cargo.	<b>SPECIAL STOWAGE CARGO</b>
<b>9.5.15</b>	Goods shall be delivered from vessel storage in the port premises to consignee's truck or their duly authorized representatives only against the produce of a delivery order signed by the ship's agent in the form prescribed and after payment of all charges on such goods and after release by the Customs authority.	<b>DELIVERY OF GOODS</b>
<b>9.5.16</b>	The Port Authority may order to remove from the berth or from the Port any vessel which has on board cargo or other matter, whether, whether or not consigned to MARAFI ports, which in their opinion is injurious to health or dangerous or offensive in any respect and such cargo or matter shall be disposed of in such manner as the Port Authority may direct, at the risk and at the expense of such ship.	<b>INJURIOUS OR TOXIC CARGO</b>
	Should any vessel any cargo, goods or substance in a rotten, putrid, damaged or other condition so as to be a nuisance or injurious or dangerous to health in the opinion of the Port Authority or if any cargo, goods or substance discharged from any ship and lying within the Port premises should become in such a condition as to be a nuisance or injurious or dangerous to health in the opinion of the Port Authority then Port Authority may require the consignee thereof to cause such cargo, goods or substance to be removed from the vessel forthwith subjective to approval of authorities and shall make arrange for disposal of contaminated items from Port premises. In case such approvals not granted by local authorities due to sensitive nature of cargo, port authority can take a decision to un-berth the vessel, irrespective of non- completion of cargo operation in the interest of public safety,.	
	Should the consignee disclaim such consignment or decline the responsibility or if there is no known consignee, the Master, owner or agent of the vessel from which such cargo, goods or substance was discharged shall be required to cause such cargo, goods or substance to be removed for with from the port premises.	
	Should such consignee, Master, Owner or agent on being so required refuse, fail or neglect to remove such cargo, goods or substance from the port premises within the time limit imposed by the Port Authority then such cargo, goods or substances may be removed or destroyed in such manner as the Port Authority may think fit. Such removal or destruction shall be at the responsibility and expense of the consignee, Master or agent.	

<b>9.5.17</b>	<p>Port Authority has the right, after given the adequate warning to the owners of the unclaimed cargo which was not cleared and removed from the port premises within the time limit imposed by the Port Authority as per notifications mentioned in this regard, to auction such cargo, goods or substances in the public auction as per the periods specified below:</p> <p>One month only for Perishable or refrigerated cargo in small quantities and live animals.</p> <p>Three month for any other cargo.</p> <p>Income of the auctioned cargo will be deposited in the Port's A/c for the owner of the auctioned cargo after deducting all port dues and auction cost.</p>	<b>UNCLAIMED CARGO</b>
<b>9.6.1</b>	<p>Cargo or goods delivered to the Port premises for export shall be deposited in such place or places as the Port authority shall direct.</p>	
<b>9.6.2</b>	<p>All goods for shipment by any particular ship, together with the relevant shipping orders and all other documents which may be required by any authority, shall be presented at the appointed receiving time.</p>	
<b>9.6.3</b>	<p>In the event of the goods or the documents relating thereto being received late the exporter shall be liable for any additional expenses arising from such late delivery.</p>	
<b>9.6.4</b>	<p>Goods, , for which shipping orders are presented shall be ready in every respect for shipment.</p>	
<b>9.6.5</b>	<p>Re-sorting, re-packing or any other manipulation of cargo or goods shall not be permitted in the Port premises other than by the Port Authority and at the consignor's expense.</p>	<b>RE-SORTING RE-PACKING</b>
<b>9.6.6</b>	<p>The Port Authority shall not accept responsibility for ensuring that the whole or part of any cargo or consignment or parcel of goods covered by any shipping order is placed upon any ship before her time of sailing.</p>	
<b>9.7.1</b>	<p>Port working hours will be promulgated by the Port Authority from time to time in the Port tariff and otherwise as may be determined.</p>	<b>PORT WORKING HOURS</b>
<b>9.7.2</b>	<p>Fridays and Saturday are official holidays in Oman but any vessel in MARAFI ports on a Friday and Saturday may be permitted or directed to work by the Port Authority at it's discretion.</p>	<b>WEEKLY HOLIDAY</b>
<b>9.7.3</b>	<p>Any vessel permitted to work on Public holiday, including Fridays and Saturday, shall be charged overtime at the rates scheduled in the Port Tariff.</p>	
<b>9.7.4</b>	<p>Work ashore or on board any vessel in connection with the discharge, including landing loading or trans-shipping of cargo during other than the normal Port working hours promulgated as prescribed in Port Rules 9.7.1 shall be charged <del>fre</del> as overtime and shall only be permitted on receipt of a written request from the person desiring the work performed, to whom on account for the cost of the work so performed shall be rendered for payment.</p>	<b>OVERTIME</b>

<b>9.7.5</b>	During any intervals between working cargo, every vessel in the Port shall have her hatches well protected on each deck level.	
<b>SECTION 10 DANGEROUS GODS</b>		
<b>10.1.1</b>	No dangerous, offensive or harmful goods likely to cause personal injury or property or damage may be brought into the Port premises without specific written permission.	<b>WRITTEN PERMISSION</b>
<b>10.1.2</b>	The Master of any vessel arriving in MARAFI ports with explosives, inflammable, combustible or other dangerous or offensive goods referred to in the International Maritime Dangerous code published by IMDG shall give prior notice thereon to the Port Authority, stating full particulars of the cargo, it's nature, quantity, place of stowage and intended disposal.	<b>NOTICE TO PORT AUTHORITY</b>
<b>10.1.3</b>	Every vessel having dangerous goods on board shall fly by day a red burgee and by right display a red light from the triatic stay and shall maintain reliable contact with the Port Authority.	<b>SIGNAL FOR DANGEROUS CARGO</b>
<b>10.1.4</b>	No dangerous goods shall be landed on or shipped from any quay, wharf, pier or landing place in the port premises except as the Port Authority shall direct.	
<b>10.1.5</b>	No vessel discharging or loading dangerous goods shall be permitted to discharge or load other cargo or goods or ship's stores or to disembark or embark passengers while discharging or loading of dangerous cargo is in progress.	<b>DISEMBARKING OR EMBARKING PASSENGERS</b>
<b>10.1.6</b>	No damaged or leaking packages containing any of the goods listed in the International Maritime Dangerous goods code published by IMO shall be landed on any quay, wharf, pier, or landing place or to any conveyance until it has been inspected on board the carrying ship by Officers of or qualified persons engaged and has been certified as fit for handling.	<b>DAMAGED OR LEAKING PACKAGES</b>
<b>10.1.7</b>	The Port Authority shall have the right to prohibit the unloading or loading of any cargo, goods or packages which in their opinion is or may be detrimental to the safety of persons and property in the Port premises.	
<b>10.1.8</b>	As far as practicable list of dangerous goods shall be as listed in IMO International Maritime Dangerous Goods Code. However, this does not relieve the Master of any vessel of informing the Port Authority of any goods he considers dangerous and not listed.	<b>LISTOF DANGEROUS CARGO</b>
<b>SECTION 11 VESSELS LEAVING MARAFI PORTS</b>		
<b>11.1.1</b>	Port Rules applying to vessels arriving at the ports apply equally, in so far as they are relevant, to ships leaving the Port.	<b>APPLICATION OF PROT RULES</b>
<b>11.2.1</b>	Merchant ships shall fly the P' flag, International Code, for 24 hours before sailing from the Port.	<b>P FALG</b>

<b>11.2.3</b>	The Port Authority may refuse to give the Master of any vessel outward clearance unless and until all charges due in respect of the ship or her Master are due have been paid or secured to the satisfaction of the Port Authority.	<b>SIGNAL FOR DANGEROUS CARGO</b>
<b>11.2.4</b>	The ship's Master Owner or Agent shall be directly responsible to the Port Authority for all charges incurred by or for any vessel he represents.	
<b>11.3.1</b>	The port Authority may detain any vessel which in their opinion is in an unsafe condition to proceed to sea, until she has been made seaworthy and certified by the relevant Authority	<b>DETENTION OF VESSEL FOR DAMAGES</b>
<b>11.3.2</b>	The Master and Owner of very vessel shall be held liable jointly and severely for any damage whatsoever that shall have been caused by their vessel or their servants to any of the works or property of the Port Authority or of the Sultanate of Oman and the Port Authority shall have the right to detain any such ship until such damage has been made good or security for the cost of so making good has been provided to the satisfaction of the Authority.  A vessel completing cargo operation will be allowed one hour to prepare her for sailing, unless otherwise permitted by the Port Authority.	
<b>11.3.4</b>	A vessel requiring time alongside a berth in addition to the allotted one hour after cargo operation, the Master or Agent must make a written application for approval by the Manager (Harbour & Marine Services) at least two hours before hours before completion of cargo operation..	
<b>SECTION 12 TOWAGE</b>		
<b>12.1.1</b>	The Master Owner and Agents of any vessel utilizing Port Authority equipment or services are individually and severally responsible for payment of charges.	<b>PAYMENT</b>

<b>12.2.1</b>	<p>The Port Authority shall not be liable for any damage of any description howsoever caused by or to the tug or by or to the vessel being towed or for loss or damage to anything on board the vessel being towed or for loss or damage to anything on board the vessel being towed or for personal injury or loss of life arising from any cause including negligence of the Port Authority's employees or agent's unseaworthiness. unfitness or breakdown of the tug, its machinery, engines boilers, towing gear, equipment or hawsers, lack of fuel stores or speed or otherwise and the Master of owner of the vessel being towed or hiring or using the tug shall bear the responsibility and expense of all loss or Damage, personal injury or loss of life and shall indemnify the Port authority against consequences thereof and the Port Authority shall not, whilst at the request expressed or implied of such vessel rendering any service or assistance other than towing. Be held responsible for any damage done to such vessel and the Master or Owner of such vessel shall indemnify the Port Authority against any claim by a third party (other than a member of the crew of the tug) for personal injury or loss of life.</p> <p>Provided that any such liability for loss or damage as set out above is not caused by want of reasonable care on the part of the Port Authority to ensure that the tug is seaworthy for the navigation of the tug during towing operations or other services or assistance.</p> <p>The Burden of proof of any failure to exercise such reasonable care shall be upon the Master or Owner of the ship being towed.</p>	<b>NON- RESPONSIBILITY</b>
<b>12.2.2</b>	<p>For the purposes of these Port rules the phrase "being towed" shall be deemed to cover the period commencing when the tug is in position to receive verbal orders direct from the vessel being towed to pick up ropes or lines or when the tow-rope has been passed to or from the tug, whichever be the sooner, and ending 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 the tug is safely clear of the vessel being towed, whichever is the later.</p> <p>"Towing" is any operation by the tug in connection with holding, pulling, pushing or otherwise moving a vessel.</p>	
<b>12.2.3</b>	<p>On the engagement of a tug the Master and crew thereof shall become the employee of and shall be identified with the vessel being towed and shall be under the control of the Master of such vessel. Any person on board the vessel being towed who is employed in any capacity or paid by the Port Authority shall similarly be considered to be the servant of such vessel and under the control of the Master of such vessel while she is being towed.</p>	<b>TUGCREW EMPLOYEE OF VESSEL</b>



<b>12.2.4</b>	The Master or Owner of the vessel being towed shall not be liable for any loss or damage of any description done by or to the tug other than whilst towing, as herein forth defined, or for loss of life or injury to the crew of the tug. Nevertheless, nothing contained in the Port rules shall prejudice any claim the Port Authority may have in Admiralty or common law against the Master or owner of such vessel.	
<b>SECTION 13 FIRE PREVENTION AND FIRE FIGHTING</b>		
<b>13.1.1</b>	Attention is drawn to sub-section 8.2.1 of the port Rules	<b>READINESS OF ENGINE</b>
<b>13.1.2</b>	Expect in case of fire, no person shall, without being duly authorized to do so by the Port Authority open or shut any fire or fresh water hydrant or interfere or move any fire appliance in the Port premises.	<b>INTERFERENCE WITH HYDRANTS</b>
<b>13.2.1</b>	No naked light or smoking shall be permitted in any hold or near any open hatch of any vessel carrying, any cargo operation in the Port.	<b>NAKED LIGHTS</b>
<b>13.2.2</b>	The discharge of shipment of inflammable cargo shall be subject to such further restrictions as the Port authority may at it's discretion impose.	<b>INFLAMMABLE CARGO</b>
<b>13.2.3</b>	Smoking is prohibited in sheds where cargo is stored or in vicinity of cargo in open storage areas.	<b>NO SMOKING</b>
<b>13.2.4</b>	No vessel may be fumigated in the Port or at the Port premises except with the consent in writing of the Port Authority and the Port Health Authority and subject to such conditions as they may impose.	<b>FUMIGATION</b>
<b>13.2.5</b>	No vessel shall carry out repairs of any kind of which requires welding works without the prior permission of the-Manager (Harbour & Marine Services) in writing.	<b>WELDING</b>
<b>13.3.1</b>	Immediately a fire is discovered on board a vessel the fire alarm shall be raised by continuous ringing of the vessel's bell and, in the case of a vessel at anchor or moored in the anchorage requiring assistance, the sounding of the signals laid down in sub-section 7.5.1 of section 7 of the Port rules shall apply.	<b>FIRE ALARAM</b>
<b>13.3.2</b>	If a fire occurs in a vessel berthed alongside at the Port premises a responsible person shall immediately telephone the Control room, The Manager of Harbour & Marine Services, the fire Service and the Operations manager, in that order.	
<b>13.3.3</b>	The Manager (Harbour & Marine Services), assisted by the operations manager shall direct the use of all fire appliances supplied to fight the fire, in consultation with the officers of the vessel.	<b>MANAGER (HARBOUR &amp; MARINE SERVICES) INCHARGE OF FIRE FIGHTING</b>
<b>13.3.4</b>	In case of a fire within the Port, master of vessels berthed or moored in the vicinity shall, after providing for and ensuring the safety of their own vessels, render all possible assistance to the vessel in which the outbreak of fire has occurred.	<b>RENDER ASSISTANCE</b>
<b>13.3.5</b>	Any barged, lighters or other craft which may be alongside a vessel in which a fire has broken out shall be removed without delay and any self –propelled craft in the	



	vicinity shall assist in the removal thereof.	
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**SECTION 14 REGULATIONS FOR POLLUTIN CONTROL**

<b>14.1.1</b>	<p>It is strictly prohibited to discharge any waste in the Harbour water from vessel at anchor or because of loading and unloading operations, cleaning of Harbour platforms or discharge of untreated sewage from vessels and Harbour buildings. In particular, these waters include the following:</p> <ol style="list-style-type: none"> <li>1. Material that is floatable or will become floatable upon discharge.</li> <li>2. Material that is settleable or lead to the formation of sediments, which destruct the bottom of the Harbour or degrade its ethnic communities and other aquatic life.</li> <li>3. Substances toxic marine life.</li> <li>4. Materials that result in the diffusion of malodours or discolouration of the Harbour water.</li> </ol>	
<b>14.1.2</b>	Operation of ship engines is forbidden when at anchor to avoid pollution of Harbour atmosphere with smoke, dusts, and gases. These and the pollutants emitted from other sea terminals and land-based sources are subjected to legislations and standards that's are existing or issued in the future for the Sultanate of Oman.	
<b>14.1.3</b>	The Master, Owner or Agent of the vessel shall bear all costs of remedial measures for pollution resulting from their sources as well as of compensations estimated for related occurred damages.	
<b>14.1.4</b>	<p>A fine will, in addition, be imposed on the administration / Owner of the pollution source, the maximum amount of which equals three times the costs and compensations paid according to the previous item. The Port administration, however, may exempt the source administration /Owner from this penalty and only give him a warning if the violation was the first one of that source or being due to a force majeure such as outbreak of fires, sudden failure of the source instruments or equipment, securing the safety of the source or saving life, ships being threatened to sink or similar accidental events.</p> <p>Each case of pollution discharge into the Harbour environmental media or each day in case of continuous pollution discharge from a source shall be considered as a separate violation and the fore mentioned charges shall be determined on that base.</p>	

**SECTION 15 MISCELLANEOUS**

<b>15.1.1</b>	All movements of vehicle and goods, persons entering or leaving the Port premises shall be only through the entrances or exits provided for the purpose and while	<b>ENTRANCE AND EXIT</b>
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	within the Port premises shall be subject to the lawful orders and directions of the Port Authority.	
<b>15.1.2</b>	The Port Authority shall require all persons within the Port premises to carry and exhibit or produce on demand and identification issued by the Port Authority on leaving the Port premises or when requested to do so within the Port premises by any Officer of the appropriate authorities. The Port Authority reserves the right to issue or withdraw such identification passes.	<b>PERSONAL IDENTIFICATION</b>
<b>15.2.1</b>	No person shall bring a vehicle into the port premises or drive a vehicle therein unless they be in possession of a current pass both for driver and vehicle or other written authority issued by the Port Authority.	<b>CONTROL OF CONVEYANCE</b>
<b>15.2.2</b>	All vehicles within the Port premises shall take the position or place assigned to them by the Port Authority and persons in charge of such conveyance shall conduct themselves in an orderly manner and shall comply with such orders as may from time to time be issued by the Port Authority. The speed of vehicle operating inside the Port area is limited to 30km per hour.	<b>SPEED LIMIT</b>
<b>15.3.1</b>	No person carrying or having upon him or with him or in on any vehicle any goods of any description shall leave or attempt to leave the Port premises unless and until he has obtained the requisite pass to take out such goods and has lodged such pass with the security guard at the gate through which he has to pass out of the Port premises.	<b>PASSES FOR GOODS</b>
<b>15.4.1</b>	No person shall carry on within the Port premises the business of a dealer in marine or other articles without the written permission of the Port authority and of the custom's Authority.	<b>TRADING IN PORT AREA</b>
<b>15.4.2</b>	No persons shall take away from any vessel any marine stores, sweepings; dunnage or other articles whatsoever without a written permission of the Master of such vessel and signed gate pass.  No article of any description purchased from a vessel may be removed from such ship or from the Port premises until the purchaser has cleared the purchase by the Port authority and has obtained the necessary clearance from the Customs Authority and has been issued with a signed gate pass.	<b>REMOVAL OF ARTICLES FROM VESSEL</b>  <b>PURCHASE OF ARTICLES FROM VESSEL</b>
<b>15.5.1</b>	No person shall, unless he is specifically authorized by the Port authority move or interfere with any lighting lifesaving first aid or fitting other appliance, equipment or fitting or used installed or placed ready for emergency use within the Port premises.	<b>LIFESAVING AND FIRST AID APPLIANCES</b>
<b>15.5.2</b>	No person shall willfully or negligently damage or interfere with any light or signals exhibited in the Port.	<b>LIGHTS AND SIGNALS</b>
<b>15.6.1</b>	No person shall bring into the port premises any goods or article the import or	<b>PROHIBITED ARTICLE</b>

	export of which is prohibited by any law of the Sultanate of Oman.	
<b>15.6.2</b>	Civil / Criminal offences committed within the limits of the port or upon Port premises shall be dealt with, in accordance with the law of the Sultanate of Oman.	<b>CIVIL / CRIMINAL OFFENCES IN PORT AREA</b>
<b>15.6.3</b>	Ships in Port, underway or not shall at night exhibited and comply with the rules as laid down in the International Regulations for the prevention of collision at Sea.	<b>NAVIGATIONAL LIGHTS</b>
<b>15.6.4</b>	Tankers to gas free before entering Port. No gas freeing will be allowed in Port.	<b>GAS FREEING</b>
<b>15.6.5</b>	Ships berthed within the port having loose cargo, general cargo, must provide Safety nets to prevent persons or cargo from falling into the water during loading and unloading of cargo.	<b>SAFETY NETS</b>
<b>15.6.6</b>	<ul style="list-style-type: none"> <li>i. The master of the ship receiving bunkers should before bunkering inform the Port authority the name and the rank of the officer responsible for bunkering.</li> <li>ii. During Bunkering all scuppers should be sealed.</li> <li>iii. The venting pipes (goose necks) of the tanks shall be equipped with suitable overfilling protection so that any over flowing oils is collected in the reservoir.</li> <li>iv. Only approved hoses, tested during the last 12 months must be used.</li> <li>v. During bunkering the hose connections should be supervised to ensure that no leakage occurs.</li> <li>vi. During bunkering operation through any third party or company, Port authority does not take any mistake/misuse of whatever could be resulted.</li> </ul>	<b>BUNKERING</b>
<b>15.6.7</b>	The port authority may render assistance if feasible to any vessel in distress outside the Port limits if approached by any organisation or individual in charge of such vessel.	

## SECTION 16 DHOWS

<b>16.1.1</b>	The Rules of this section aim at the safety of persons, Dhows, Port & other vessels as well as to preserve the marine environment.	
<b>16.2.1</b>	<p>The Master of the Dhows shall keep and present on demand the following certificates and documents to the authorities:</p> <ul style="list-style-type: none"> <li>i. Registration Certificates</li> <li>ii. Sail Certificate from the last Port of call</li> <li>iii. Insurance Certificate</li> <li>iv. Cargo Manifest</li> <li>v. List of the Crew and Passengers</li> </ul>	<b>CERTIFICATES &amp; DOCUMENTS</b>
<b>16.3.1</b>	All Dhows which enter MARAFI ports shall appoint a local shipping agent.	<b>Dhows Shipping Agent</b>
<b>16.4.1</b>	i. The Dhow's Shipping Agent shall hand over the Arrival Declaration to the Port	<b>Arriving</b>

	<p>Control, at least twenty-four (24) hours prior to the time of arrival of the Dhow.</p> <p>ii. The Master of the Dhow shall establish contact with Port Control on VHF channel 14 at least 2 hours before the time of arrival.</p> <p>iii. The Harbour Master will direct and notify the Dhow entering the internal mooring area, about the berthing instructions after due co-ordination with the Manager Operations Division and the dhow's agent.</p> <p>iv. After getting the necessary permission from the Harbour Master, the dhow should proceed towards the allocated berth.</p>	<b>Procedures</b>
<b>16.5.1</b>	<p>The Dhows at mooring area shall comply with the following: -</p> <p>i. No excrete, filth, shall be discharged to the Harbour water.</p> <p>ii. No permission should be given to any person for boarding, until clearance procedures are finalized by Police and Health Authorities.</p> <p>iii. No movement whatsoever is allowed unless a prior approval of the Harbour Master is obtained</p>	<b>Dhows at Mooring Area</b>
<b>16.6.1</b>	<p>The Dhows, while at berth, shall comply with the following: -</p> <p>i. Availability of sufficient mooring lines.</p> <p>ii. Continuous availability of rat-guards on all lines.</p> <p>iii. Availability of safe ladder between the Dhows and the Wharf for entering and exit of authorized persons.</p> <p>iv. Ensuring cleanliness of the berth.</p> <p>v. Availability of sufficient rubber fenders between the Dhows and the Wharf.</p> <p>vi. Non- discharge of any waste into the Harbour waters.</p> <p>vii. Getting prior written permission of the Harbour Master before operating the engines.</p> <p>viii. No movement inside the Harbour before getting the approval of the Harbour Master.</p> <p>ix. The Master of a berthed Dhow shall retain all the time sufficient crew to operate or mobilize the Dhow.</p> <p>x. The Dhows Master shall test and ensure that the Dhow's fire equipment conform with all applicable specifications.</p> <p>xi. Fire equipment on Dhows shall be in perfect condition and ready to be used any time and shall be tested regularly.</p> <p>xii. Among the crew of the dhow, there shall be sufficient number of well – trained firefighting seafarers. They should be available at all times on board to operate the firefighting equipment on need.</p> <p>xiii. In case of emergency incidents, the Dhows Master shall contact the Port Control on VHF channel 16 or 14.</p>	<b>Obligations of Dhows while at Berth</b>
	<p>The Agent or the Master of the Dhow, after finalizing discharge / loading operations or</p>	<b>Sailing</b>

<b>16.7.1</b>	while being ready to sail, shall coordinate with Port Control, about the time of sailing after getting the Port clearance. The Master shall also leave the berth in the agreed time and avoid other vessels while leaving.	<b>procedures</b>
<b>16.8.1</b>	All Dhows shall be insured against any damage that may be caused to Port assets, persons or to any other vessel. Insurance shall include removal of wreck in case of sinking.	<b>Insurance</b>
<b>16.8.2</b>	The Master owner, or Agent of the Dhow shall be considered responsible for any loss or damage caused to the Dhow or to any other vessels or persons or properties and port assets by any means whatsoever while berthing in the Port.	<b>Responsibility for damage</b>

## SECTION 17 PENALTIES

<b>17.1.1</b>	Without over passing any severe punishment stated in any other law, any infringement of the provisions of these rules and regulations will be subject to the following penalties.	<b>Non-Interference with Severe Punishment</b>
<b>17.1.2</b>	Infringement of any rules mentioned in section 5 of the Port rules shall be a fine not exceeding one hundred Omani Rials with the exception of section 5.3.4	<b>Arriving Vessels at the Port</b>
<b>17.1.3</b>	Infringement of section 5.3.4 shall be a fine of Omani Rials One hundred for every centimeter over-loaded.	<b>Safety of Vessels Entering in the Port</b>
<b>17.2.1</b>	Infringement of any rules under section 6 of the Port Rules shall be fine not exceeding One hundred Omani Rials.	<b>Safety of Vessels and Persons</b>
<b>17.2.2</b>	Infringement of any rules under section 7 of the Port rules shall be a fine not exceeding Five hundred Omani Rials.	<b>Berthing / Un-berthing</b>
<b>17.2.3</b>	Infringement of any rules under section 8 of the Port rules shall be a fine not exceeding One hundred Omani Rials.	
<b>17.2.4</b>	Infringement of any rules under section 9 of the Port Rules shall be a fine not exceeding One hundred Omani Rials.	<b>Working Cargo</b>
<b>17.2.5</b>	Infringement of any rules under section 10 of the Port rules shall be a fine not exceeding Five hundred Omani Rials.	<b>Dangerous Goods</b>
<b>17.2.6</b>	Infringement of any rules under section 11 of the Port Rules shall be a fine not exceeding Five hundred Omani Rials.	<b>Departure</b>
<b>17.2.7</b>	Infringement of any rules under section 13 of the Port Rules shall be a fine not exceeding Five hundred Omani Rials.	<b>Fire Prevention</b>
<b>17.2.8</b>	Infringement of any rules under section 15 of the Port Rules shall be a fine not exceeding One hundred Omani Rials.	<b>Miscellaneous</b>

**17.2.9** In addition to the penalties mentioned above and without over passing any other severe punishment stated in other Sultanate's Laws, the cost of making good the damage shall be borne by the Offender.