



SOHAR Port
Information
Guide





Information for
masters of vessels,
agents and other
Port users

Contents

PART 1 – General	1
1.1 General- SOHAR Port	1
1.2 Port report	2
PART 2 – Contact Information and Regulations	3
2.1 Contact information and regulations	3
2.2 Rules and regulations	3
2.3 Exemptions and permits	6
2.4 Shipping agents	7
PART 3 – Notification, Documentation and Reporting	8
3.1 Arrival	8
3.2 Departure	11
3.3 Automatic Identification System	11
3.4 Garbage/ waste	11
3.5 Crew members who wish to go ashore	12
3.6 Reporting	12
3.7 Cruise vessels	12
PART 4 – Port Description and Facilities	13
4.1 Location	13
4.2 Navigational chart	13
4.3 Main harbour	13
4.4 Harmool harbour	14
4.5 Call Sign	14
4.6 Anchorage positions	14
4.7 Pilot Station	15
4.8 Weather conditions	15
4.9 Currents and tides	15
4.10 Pilot boarding information	16

4.11 Tug use information	17
4.12 Time zone	17
4.13 Announcements	17
4.14 Drinking water	17
4.15 Stores	17
4.16 Bunkering	17
4.17 Ship-to-ship transfer	18
4.18 Prohibited activities	18
4.19 Facilities	18
4.20 Ballast water management	18
PART 5 – Port Safety and Security	19
5.1 Vessel safety	19
5.2 Emergency response	19
5.3 Medical	20
5.4 Security	20
5.5 Guidelines	20
PART 6 – Port Dues	22
6.1 Port tariffs	22
6.2 Payment	23
6.3 Project cargo surcharge	24
6.4 Procedure	24
6.5 Tariffs	25
PART 7– Important Contact Information	26
7.0 Contact information	26
8.0 Annex - A (berth information)	31

Part 1: General

1.1 | General- SOHAR Port

SOHAR Port is a deep-sea hub port in the Middle East, situated in the Sultanate of Oman midway between Dubai and Muscat. Sohar Industrial Port Company, or SIPC, a 50:50 joint venture between the government of the Sultanate of Oman and Port of Rotterdam, manages the port. The port uses the same landlord-tenant model successfully deployed in Port of Rotterdam. The port area of approximately 20 km² features fully operational businesses along with large-scale construction activities and investments exceeding \$26 billion (2004-2016), including world-class bulk facilities to accommodate very large ore carriers (VLOCs) completed in 2011, together with other bulk import and export terminals. The continued expansion of SOHAR Freezone and many other interesting features combine to make SOHAR Port among the fastest growing port developments in the world.

SOHAR Port benefits from an enviable position just outside the congested Strait of Hormuz, giving easy access to the Gulf States and Iran, and to over 3.5 billion consumers by land, sea and air. Sitting at the centre of global trade routes between Europe and Asia, SOHAR is a cornerstone in the region's fast developing road-air-rail infrastructure, offering better business connections and unprecedented opportunities for growth.

The Port's three main industrial clusters – logistics, petrochemicals and metals – were recently joined by the region's first ever terminal dedicated to the handling of agricultural bulk. This new addition will manage the nation's strategic food reserves and will offer a flourmill, sugar mill and facilities for downstream food processing and logistics. It joins independent terminals operated by world-class companies that include

C. Steinweg for general cargo, Oiltanking for liquid bulk, and Hong-Kong based Hutchison for containers.

Nautical Approach: The approach to the port is through the approach channel marked with buoys as indicated in the nautical charts, Oman 257 and BA 2853. Vessels sailing in the approach channel and the port shall have their propellers submerged and shall have a field of vision from the bridge complying with IMO recommendations. The channel is designated for one-way traffic, but depending on circumstances the Harbourmaster or Duty Pilot may designate the channel for two-way traffic.

1.2 | Port report

Since its inception, SOHAR Port has witnessed a rapid increase in the number of vessel calls every year. Calls today stand at somewhere close to 3,000 a year. Because of this rapid increase in the number of vessels, developments are always in progress within the Harbourmaster's office, for example:

- Bunkering and ship-to-ship (STS) operations are available for all vessels calling at the port
- Water and provisions services can be utilised for all vessels in the anchorage area and inside the port basin
- Crew change service is available
- An updated live weather report is available for all port users
- Full pilotage services
- Change of armed guards
- Upgraded port management system (PMS)
- Remote hull cleaning is pending confirmation

Part 2: Contact Information and Regulations

2.1 | Contact information and regulations

The Harbourmaster's office of SOHAR Port Authority is responsible for all traffic coordination and order in the port and at the anchorage areas. The Harbourmaster's office is located on the first floor, Port Administration Building in SOHAR Port. The office can be contacted as follows:

SOHAR Industrial Port Company SAOC

PO Box 9

Postal Code 327

Sohar, Sultanate of Oman

Tel: +968 2685 2700 / +968 2685 2777

Fax: +968 2685 2701

Emergency telephone: +968 9934 2699

VHF Channels: 71/13/16

Email for operational issues: ops@soharportandfreezone.com

2.2 | Rules and regulations

The rules and regulations in the port contribute to the safe, secure, efficient and environmentally responsible handling of shipping. National and international rules and regulations also apply. 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
- At all times, vessels shall proceed and manoeuvre at safe speeds within the port. The maximum speed allowed in the port is seven knots, unless otherwise established by the Harbourmaster, at his sole discretion
- Under keel clearance (UKC) of one metre is required

- Vessels shall call the Harbourmaster 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 Centre (PCC) about the acting security level on board, one hour before entering the port
- If vessels are permitted to pass in the channel, the Master of the incoming vessel must ascertain himself that passing can be carried out safely
- The Master must remain in constant VHF radio contact with the pilot of the outgoing vessel and the PCC
- The Master must at all times adhere to the COLREGS; in this case, by navigating on the starboard side of the channel so as to have safe port to port passing with the outbound vessel
- It must be avoided that vessels without a pilot on board meet each other between buoys 5 and 6 and the breakwater
- Agents of the vessel must provide documentation of the vessel's security levels for the ten previous ports of call prior to the vessels arrival
- The Master of a vessel will be held responsible for the behaviour of its crew while in SOHAR Port and the strict observance of Omani law, particularly those laws concerning the sale, possession or consumption of drugs and alcohol
- Pilotage is compulsory for all vessels, with exemption of Oman government vessels, including Omani military vessels, or other vessels specifically exempted by the Harbourmaster
- Requests for pilotage shall be made through the ship's agent and addressed to the Harbourmaster's office as follows: in case of an arriving vessel at least four hours before the service is required, and in the case of a departing vessel at least three hours before

- Unless otherwise advised by the Harbourmaster, the pilot will embark/disembark the vessel at the pilot station; vessels shall reduce speed and make lee to accommodate the safe embarkation/disembarkation of the pilot
- The use of tugs is compulsory for any vessel with an overall length of seventy metres or more entering and leaving the port and while berthing or un-berthing. This service is arranged via the PCC and shall be provided according to the United Kingdom Standard Conditions for Towing and Other Services (revised 1986)
- The number of tugs for vessels with an overall length of seventy metres or more shall be determined by the Master of the vessel, in coordination with the pilot. The Harbourmaster may at his discretion determine the number of tugs that shall be required to attend vessels moving in the SOHAR port area for good order and safety
- Requests for towage and mooring services within the port shall be made through the ship's agent and shall be addressed to the Harbourmaster's office at least two hours before such services are required; tugs and mooring services provided will be charged at the vessel's expense
- At the sole discretion of the Harbourmaster, tugs and other marine services will be employed during adverse weather conditions while a vessel is alongside; marine services provided for that purpose will be charged at the vessel's expense
- If necessary, and in consultation with the Ministry of Transport and Communications, the Harbourmaster may detain any vessel that does not comply with Omani law or international laws or regulations

Further information on port rules and regulations can be found on the SOHAR website at: <http://www.soharportandfreezone.com/en/shipping/port-operating-procedures>

2.3 | Exemptions and permits

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

- a) A marine service provider offering normal assistance to seagoing vessels when entering or leaving the SOHAR Port area
- b) Vessels in the service of the Sultanate of Oman, like Police, Navy and Coastguard
- c) Vessels exempted from the payment of port dues by the government of Oman
- d) Tenders of any recognized buoyage, lighting or navigational aid services
- e) Tugs, pilot boats, mooring boats, dredging boats and all the other vessels working for SIPC, or who are working within the SOHAR Port area with the permission of the Harbourmaster
- f) 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

Hot work – repairs involving and/or with a risk of fire or sparks

Before starting these repairs, a permit from the Harbourmaster's office is compulsory; hot work is prohibited on oil/gas/chemical tankers

2.4 | Shipping agents

For every vessel that visits SOHAR Port, it is mandatory to have a shipping agent. Administrative actions, financial and commercial communications between a vessel and SIPC in SOHAR Port should officially go through a shipping agent. No shipping agent shall provide ship agency services without having first been registered by SIPC. For an agent to be registered the following documents shall be submitted to SIPC:

- a) Registration at the Ministry of Commerce and Industry
- b) Trade registration from the Oman Chamber of Commerce and Industry (OCCI) in SOHAR
- c) E-mail address, office address, telephone number, cable address and telex
- d) General company info including track record
- e) A bank guarantee to SIPC, based on the forecast number of vessels in the next calendar year
- f) Bank account numbers
- g) Letter with authorised signatures of all shipping agent staff who are related to the port operations and vessel clearance.
- h) If applicable, lists of shipping companies/lines that the agents represent

All data must be proven by relevant documentation or true and certified copies of such documentation. SIPC will give the vessel agent a SIPC registration code. This code has to be used in all communications with SIPC. Registration of the agents will be terminated if the agents fail to secure port dues or other services facilitated by SIPC, and he/she will be blacklisted to the effect that he/she may not be permitted to work anymore within SOHAR port. SIPC will provide the Port Management System's usernames and passwords, thereby allowing shipping agents to access the PMS.

Part 3: Notification, Documentation and Reporting



SOHAR Port receives various types of vessels, such as container vessels, deep draft vessels, RoRo/car carriers (PCC), general cargo vessels, bulk carriers as well as oil, chemical and LPG tankers.

3.1 | Arrival

Motor vessel notification

The Port Coordination Centre (PCC) should receive an arrival notice through the Port Management System (PMS) from agents 72 hours prior to arrival. The following information needs to be included in the arrival notice for PCC in order for them to do all their pre-checks:

- Ship's name and call sign
- Port of registry
- IMO number
- Name of the master
- ETA and ETD draft
- Overall length LOA
- Discharging/ loading
- Cargo manifest (project cargo)
- Type of cargo
- List of dangerous goods
- Document of compliance (in respect to dangerous goods)
- Stowage plan*

- Crew list
- Passenger list
- International tonnage certificate (ITC)
- Cargo ship safety construction certificate (CSCC)
- Oil record book part 1
- Garbage record book
- Material safety data sheet (MSDS)
- Certificates quality vessel, with company, place and date of issue
- Importer or exporter to be called upon
- ISSC
- Acting security level
- Security levels of last 10 ports of call
- De-ratting certificate or de-ratting exemption certificate
- Declaration of health stating that no person with suspected or actual case of infectious disease is on board
- De-ballasting requirement and timing
- Any crew changes, bunkering, stores, medical assistance, tank cleaning required, immobilization, hot work and lowering of lifeboat

(*) Not required for vessels arriving empty at the port.

Following the arrival notice, agents must fill in the required information in the PMS, 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 PMS accordingly.

Motor tanker vessels

The PCC will receive via the PMS the ship's particulars (questionnaire 88) from the sheltering company or shipping agent. Where feasible, documents to be submitted at least 24 hours in advance.

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*

(*) Not required for vessels arriving empty at the port.

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 PMS after which the vessel will be assigned a call ID. 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 (random checks are carried out prior to or during the vessel operation)

3.2 | Departure

All vessels

- Agent has to submit a request permission to sail (PTS) through the Bayan System , the duty PCO will review and approve if all goes well.
- PCC will be informed by the agents that the ship operations have been completed and that the vessel will be ready to sail and that marine services have to be ordered at least two hours before departure
- PCC will then inform the pilot, pilot boat, tugs and the linesmen about the ship boarding time
- PCC will call the ship to complete departure information
- All information shall be provided in accordance with internationally recognized digital standards and the specific instructions of the Harbourmaster in the PMS

3.3 | Automatic identification system

It is mandatory for all vessels that enter the SOHAR port area to have their automatic identification system (AIS) turned on and all information entered accurately and timeously.

3.4 | Garbage / waste

All vessels that come alongside must dispose their garbage according to the MARPOL convention. Vessels that have discharged their garbage at a neighbouring port must inform the PCC accordingly. Date and time of discharge must be included in the document. The Marine Safety Officer will also inspect the garbage and oil record book on board.

3.5 | Crew members who wish to go ashore

For vessels that are at anchor, agents will be charged for the use of the crew boat to bring the crew member(s) in. There will be no charges for crew disembarking alongside, however they are subjected to immigration clearance and the agent fees.

3.6 | Reporting

Masters of vessels within SOHAR Port are obliged to report a number of issues/events, or request for permission

Issues to be reported	Via
Stores	Email
Repairs/painting	Hard copy
Lowering boats and rafts	Email and VHF
Under water inspections	Email and hardcopy
Vessels with DG, docking in such a way that sailing is impossible	Email, hardcopy and VHF channel 71/16
Spills	channel 71/16 and telephone
Collisions/grounding	channel 71/16 and telephone
Vessel out of control or in situations that may endanger safety of shipping	channel 71/16 and telephone
Embarking/disembarking passengers and crew	Email and hardcopy

3.7 | Cruise vessels

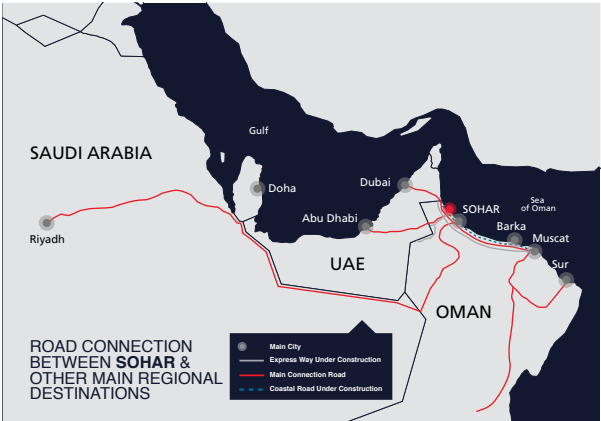
Prior authorization from the Harbourmaster must be obtained for all types of cruise vessels.





Part 4: Port Description and Facilities

4.1 | Location



SOHAR Port is located at latitude 24°30.7' North and longitude 56°37.8' East

4.2 | Navigational chart

Situations and approaches to the SOHAR Port are on navigational chart Oman 257, issued by the National Hydrographic Office of Oman and chart BA 2853.

4.3 | Main harbour

- Location: 24° 30.7' North, 56° 37.8' East (between breakwaters)
- Entrance channel: 18.5 m depth, CD Lowest Astronomical Tide (LAT)
- Channel width 260 metres
- Direction 180° with a coarse sand seabed
- Under keel clearance (UKC) of 1.00 metre is required
- Western breakwater with a light character: FL(2)G.4s
- Eastern breakwater with a light character: FL(2)R.4s
- Harbour basin: depth 18 metres

4.4 | Harmool harbour

- Location: 24° 31.7' North, and 56° 36.5' East (between breakwaters)
- Entrance channel: 8 metres depth
- Direction 230° with a coarse sand seabed.
- Under keel clearance (UKC) of 1.00 metre is required.
- Western breakwater with a light character: Iso.G.4s
- Eastern breakwater with a light character: Iso.R.4s
- Harbour basin: depth 8 metres

4.5 | Call Sign

Port Call Sign is "SOHAR Port Control".

For more information on SOHAR Port, please visit the website

<http://www.soharportandfreezone.com/en/about/overview>

4.6 | Anchorage positions

Anchorage area A: This area is assigned as a waiting area for vessels to enter the port (Coordinates: 24° 34.0' N, 056° 38.0' E; 24° 34.0' N, 056° 40.0' E; 24° 37.0' N, 056 40.0 E; 24° 37.0' N 056° 38.0' E)

Anchorage areas B and D: These areas are assigned for long period layup, repairs, crew change, and marine supply

Area B – (Coordinates: 24° 34.0' N, 056° 42.0' E; 24° 37.0' N, 056° 42.0' E; 24° 34.0' N, 056°40.0' E; 24° 37.0' N, 056° 40.0 'E)

Area D – (Coordinates: 24° 34.0' N, 56° 40.0' E; 24° 34.0' N, 56° 42.0' E; 24° 32.0' N, 56° 42.0' E; 24° 32.0' N, 56° 40.0' E)

Anchorage areas C and E: These areas are assigned for bunkering operations and STS transfers

Area C – (Coordinates: 24° 37.0' N, 056° 42 .0' E; 24° 37.0' N, 056 44 .0' E; 24° 34.0' N, 56° 42.0' E; 24° 34.0 N, 56° 44 .0' E)

Area E – (Coordinates 24° 34.0 N, 56° 42.0 E; 24° 34.0 N, 56° 44.0' E; 24° 32.0' N, 56° 42.0' E; 24° 32.0' N, 56° 44.0' E)

4.7 | Pilot Station

The pilot station is at: Latitude 24° 33.3' N, Longitude 56° 37.7' E; Physical position is in the channel slightly North of buoys #1 and #2.

NOTE: For deep draft vessels (i.e. vessels with a draft of 20m or more) the pilot boarding station is at Latitude 24° 38.0' N, and Longitude 56° 40.0' E.

4.8 | Weather conditions

Generally there are hot summers (35°- 45° degrees Celsius) accompanied by high humidity. Winter is much cooler (20°- 27° degrees Celsius). Winds are between NE and SW, light to moderate. 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 Harbourmaster.

4.9 | Currents and tide

Tidal streams are NNW and SSE.

- Low Astronomical Tide 0.0 meter CD
- Mean Low Low Water + 0.9 meter CD
- Mean High Low Water + 1.5 meter CD
- Mean Sea Level + 2.0 meter CD
- Mean Low High Water + 2.5 meter CD
- Mean High High Water + 2.9 meter CD
- High Astronomical Tide + 3.4 meter CD

Currents are variable and light, mostly 0.25 to 0.5 knots.



Load line zone	tropical
Chart datum used by port	(LAT)
Density of seawater	1,025kg/m ³
Spheroid and datum	WGS84

4.10 | Pilot boarding information

Type of pilot boats (2)	GRP
Marks of pilot boat	"Switzer Pilot 1" and "Sohar Pilot"
Freeboard	Free board of 2 meters
Distance pilot ladder above the water	Pilot ladder has to be 1 - 1.5 meter above the water

4.11 | Tug use information

Specs of tug boat	Two type of tugs are available - forty five (45) and sixty five (65) ton bollard pull, omni- directional (ASD) propulsion vessel
Tug's or ship's line	Tugs line are used
Stand-by VHF channel once the ship is docked	16/71/13
Stand-by in case of incidents	16/71/13

4.12 | Time zone

GMT + 4 hours

4.13 | Announcements

Navigational warnings and announcements will be sent by a Harbourmaster memo signed by the Harbourmaster himself, or by e-mail, to concerned parties and will be published on the website.

4.14 | Drinking water

Water barge is available within the port; the shipping agent to liaise with service provider for supplying fresh water to the vessel.

4.15 | Stores

Ship stores and spare parts can be arranged and delivered to the vessel via shipping agent.

4.16 | Bunkering

Bunkering services are available within the port; the shipping agent to liaise with service provider for this service.

4.17 | Ship-to-ship transfer

STS operations are subject to the Harbourmaster's approval, taking into consideration the weather and technical, operational and safety procedures. STS operations take place at Anchorage "C" and "E".

4.18 | Prohibited activities

Cleaning the exterior, polishing propellers, using incinerators and similar activities are prohibited.

4.19 | Facilities

The shipping agent is responsible for providing facilities such as telephone, transport and medical.

4.20 | Ballast water management

Ballast water exchange should take place outside the special area zone in accordance with regulation b-4 of the ballast water management convention.

Discharge of ballast water must be in accordance with international and national rules and regulations. Regional Organization for the Protection of the Environment (ROPME) guidelines and procedures should be strictly adhered to.

Part 5: Port Safety and Security

At the core of SOHAR Port's objectives is a desire to create the necessary environment for socially responsible business practice, sustainable production and clean and safe operations. SOHAR Port, in its capacity as a Port Authority, is responsible for establishing the framework for health, safety, environment, emergency and security.

5.1 | Vessel safety

The Harbourmaster's office is responsible for ensuring the safety of vessels and operations. By doing so, the Marine Safety Department makes sure that all the required documents and certificates are valid (see section 3.2) in order to know that the vessel is safe and strong enough to go through its required operations here at the port. Addition to this, the Marine Safety Officers will also inspect the vessel upon arrival to make sure that the vessel is complying with all international and national safety standards. In addition to these checks, the terminals also have their own pre-checks and inspections. If however, the vessel is not complying with the required standard; the ship will be detained until Port State Control arrives who inspects the vessel and decides whether the vessel can continue with its operations or not.

Please note that the Port State Control is a government body, which reserves the right to detain or restrict a ship from coming into the port if necessary.

5.2 | Emergency response

The Port Coordination Centre (PCC) is operational 24 hours a day, 7 days a week. If and when there is an emergency or incident, big or small, the PCC must be informed immediately on channels 71/16, or by telephone on +968 2685 2777 or +968 9934 2699.

The PCC will contact the concerned parties such as Royal Oman Police (ROP), Oman Civil Defence, Coast Guard and the terminal operators who are all located within the SOHAR port area. In addition to this, some tenant companies have their own fire-fighting trucks and ambulances also located within the port and can offer help if needed.

Please see further information on emergency response procedures on <http://www.soharportandfreezone.com/en/customerlounge/downloads>

5.3 | Medical

Should a seaman need urgent medical assistance from a clinic or hospital, the PCC will coordinate with the agents to take him/her to Sohar Hospital, or to one of the private hospitals or clinics in the area, depending on the urgency of the case.

5.4 | Security

SOHAR Port has several terminals. Each terminal has their own Port Facility Security Officer (PFSO) who makes sure that the security standards at the terminal are maintained. Regular ISPS inspections are carried out within the terminals. ISPS inspections are also carried out by the Port State Control Officers on board vessels, to check if they are in compliance with ISPS rules and regulations. These inspections happen if and when needed, without prior notice.

5.5 | Guide Lines

The guidelines below will ensure you are in line with SOHAR Port and Freezone's rules and regulations.

All guidelines are available for download at:

<http://www.soharportandfreezone.com/en/customer-lounge/downloads>

- Guidelines for Permit System
- Guidelines for HSSE Framework
- Guidelines for Security
- Guidelines for Gate Pass

These will be amended from time to time so please ensure that you check the website regularly.

Part 6: Port Dues



6.1 | Port tariffs

The government of the Sultanate of Oman entered into a concession agreement with Sohar Industrial Port Company SAOC (SIPC), dated 23 July 2002, pursuant to which the government granted a concession up to the year 2043, to SIPC, for the purpose of the development, management and operation of SOHAR Industrial Port area pursuant to Royal Decree 80/2002.

<http://www.soharportandfreezone.com/en/customer-lounge/downloads>

Pursuant to concession agreement, SIPC is entitled to charge port dues for every vessel entering SOHAR Port area. Port dues will be assessed on all vessels (except those exempted) entering the SOHAR Port area after crossing inside the breakwaters. Charges will apply when vessels arrive for discharging or loading cargo, passengers, or for any other purpose.

Port dues will be charged from the time the vessel arrives, until the time it leaves the port limits and sails out.

The charges will be based on the gross registered tonnage (GRT) of the vessel as found in the Lloyds register of shipping, or other recognized register at the option of SIPC.



The agent of the vessel is obliged to prove the GRT of a vessel to SIPC by showing the original certificate of the GRT of the vessel. Where a vessel has dual GRT's the higher GRT will be applied.

Effective from 1 July 2011, indexation is applicable for all port tariffs and is subject to the average CPI of Oman and United States for each financial year.

6.2 | Payment

Port dues shall be paid in US Dollars (US\$) or Omani Rial (OMR) by the agents of the vessel. Payment of the port dues must take place before the departure of the vessel or the agents of the vessel must have given a bank guarantee for the payable port dues. Payment of the port dues will take place in Muscat, Sultanate of Oman, at the Oman Arab Bank, Ruwi Main Branch, on SIPC's account number 3101-007970-500 mentioning the invoice number (vessel call number).

6.3 | Project cargo surcharge

There is a project cargo surcharge per freight ton (w/M) on project cargoes destined for projects inside SOHAR Port and Freezone concession area. The surcharge will be levied via the shipping agent. Project cargoes are defined as all material and equipment that will be used for the construction of projects inside SOHAR Port and Freezone concession area. Pipes and related equipment for pipelines outside SOHAR Port and Freezone concession area will not be affected by the surcharge. Cargoes for receivers/shippers outside SOHAR Port and Freezone concession area will also not be affected by the surcharge. For more information please refer to:

<http://www.soharportandfreezone.com/en/shipping/port-tariffs>

6.4 | Procedure

Shipping agents are requested to submit cargo and receiver details to SIPC, for all vessels calling at SOHAR Port, by sending a certified copy of the vessel's cargo manifest to SIPC SOHAR Office, attention of the Harbourmaster, at least 24 hours prior to ETA. The agent is requested to accompany the cargo manifest with a letter on their own company letterhead stating the freight tons and full consignee/receiver details.

In case shipping agents are in doubt whether the cargo is subject to the surcharge, SIPC's Commercial Manager can be contacted, in writing only and at least 72 hours prior to ETA, stating the full details of the consignee and/or full details of the notifying party according to the bill of lading.

Commercial Manager contacts:

anders.kron@soharportandfreezone.com

Or: <http://www.soharportandfreezone.com/en/contact/contact-info>

If applicable, SIPC will raise the project cargo surcharge invoice to the vessel through the agents. In principle, this invoice is payable prior to the vessel's departure but a deposit arrangement can be discussed.

6.5 | Tariffs

An updated tariff list can be found here:

<http://www.soharportandfreezone.com/en/shipping/port-tariffs>

Please note that all costs are mentioned in US\$ and Omani Rial/OMR.

Structure of Costs

SOHAR Port is managed according to the landlord-port model.

Visiting vessels have to consider the following dues:

- Marine services (tugs and pilot boats) are provided by Svitzer, and these are charged by SIPC
- AMNAS (Arabian Maritime and Navigational Aids Services Co. LLC) levies for navigational aids; every vessel is obliged to pay AMNAS a fee for navigational aids in the territorial waters of Oman (Royal Decree 81/2003; Ministerial Circulation No 218/2003) and these will be levied in the first port of call in Oman
- Linesmen are charged by SIPC on behalf of Al Batinah International
- Every stevedoring company charges separately for its activities

Part 7: Important Contact Information

7.0 | Contact information

Directorate of Customs Al Batinah

Tel: +968 2684 9959

Fax: +968 26849915

http://www.rop.gov.om/english/customs_services.html

Coast Guard Al Batinah in Shinas

Tel: +968 2684 7141

Fax: +968 2684 7141

Emergency number within the Port

9991

Sohar Industrial Port (Port Coordinator Centre)

Tel: +968 2685 2777

Mobile: +968 9934 2699

Royal Oman Police Ambulance

Tel: +968 9986 4645

General alarm number of the Royal Oman Police (and Fire Brigade)

Tel: 9999

Civil Defence Station Sohar (Fire Brigade)

Tel: +968 2686 4497

Svitzer Sohar LLC:

Tel: +968 2554 7801

Fax: +968 2554 7800

PO Box 1671, PC 130, Azaiba, Muscat, Oman

Svitzer is responsible for the marine towage services and pilot boats

Linesmen and household waste reception

Al Batinah International Engineering and Services LLC

PO Box 105, PC 322, Sohar, Sultanate of Oman

Tel: +968 9933 1214 / 2675 1112

Fax: +968 2684 46564

Dues are per visit. Every vessel is obliged to pay the garbage collection charges to the service provider directly.

Ship-to-Ship (STS) Transfer

Fendercare Marine Sohar LLC

Tel: +44 1508 482 666

Fax: +44 1508 482 710

Mobile: +44 791 752 5275

E-mail: fc-me@fendercare.com and/or sts@fendercare.com

Website: www.fendercare.com

Freshwater supplies, lubricants and provisions

Tristar Marine Services LLC

PO Box 534, PC 322

Falaj Al Qabail, Sultanate of Oman

Tel: +968 9923 6815 or +968 9534 4871

Email: TRISTARMARINE@tristar-transport.com

or aneesh@tristar-transport.com

SIPC- SOHAR Port Financial Department

Tel: +968 2685 2700

Fax: +968 2685 2701

Email: financedept@soharportandfreezone.com

Stevedores and Terminal Operators

C. Steinweg Oman LLC

P.O. Box 338, P.C. 325

Liwa, Sultanate of Oman For more information please contact:

Email: info@om.steinweg.com

Oiltanking Oman LLC

PO Box 369, P.C. 322

Falaj Al Qabail, Sultanate of Oman

For more information please contact: ootsohar@oiltanking.com

Hutchison Ports SOHAR (previously OICT)

PO Box 82, P.C. 327

Sohar Industrial Area, Sultanate of Oman

For more information please contact: info@oict.com.om

Sohar Aluminum Company

PO Box 111, PC 118

Al Harthy Complex, Muscat, Sultanate of Oman

Tel: +968 2457 3800

Fax: +968 2457 3801

Email: info@sohar-aluminium.com

L&T Modular Fabrication Yard

PO Box 236, PC 322

Falaj Al Qabail, Sohar, Sultanate of Oman

Tel: +968 9287 7585

Fax: +968 92871707

VALE OMAN Pelletizing Company LLC

PO Box 208, PC 322

Falaj Al Qabail, Sohar, Sultanate of Oman

Tel: +968 2685 9700

Fax: +968 2685 9799

Jindal Shadeed Iron & Steel LLC

PO Box 312, PC 321

A'tareef, Sohar, Sultanate of Oman

Tel: +968 2685 0459

Fax: +968 2685 0438

SIUCI - Suhail Bahwan Group (Holding) LLC

PO Box 169, PC 100

Muscat, Sultanate of Oman

Tel: T. +968 2465 0000

Government security officer

The Government of the Sultanate of Oman (GSO) has a Government Security Officer who is the contact person for anything concerning security in Omani waters.

GSO Security Officer

Sultanate of Oman

Ministry of Transport and Communications

Sultanate of Oman

PO Box 684, PC 113

Tel: +968 2469 3530

Fax: +968 2468 4224

Oil Spills

Oman Pesco L.L.C

Tel: +968 2449 7774

Fax: +968 2449 9123

Mobile: +968 977 7005

Email: info@omanpesco.com

Emergencies (Police, Fire Brigade and Ambulance)

The emergency number within the port is: 9991

Port Coordination Centre

Tel (+968) 2685 2777

The general alarm number to Royal Oman Police and the Fire Brigade is: Tel 9999

The Al Batinah Region Operation Centre (Police)

Tel: +968 2684 0099

Fax: +968 2684 0286

Civil Defence Station Sohar (Fire Brigade) Tel: +968 2686 4497

Civil Defence Port Station Tel: +968 2675 0320

Oil & Gas Installation Security Police Headquarter

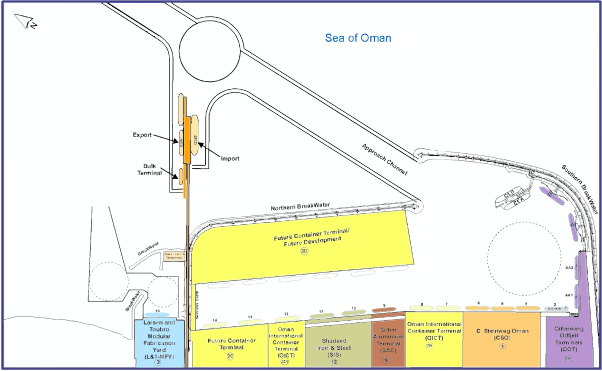
Tel: +968 2676 2679

Fax: +968 2676 2541

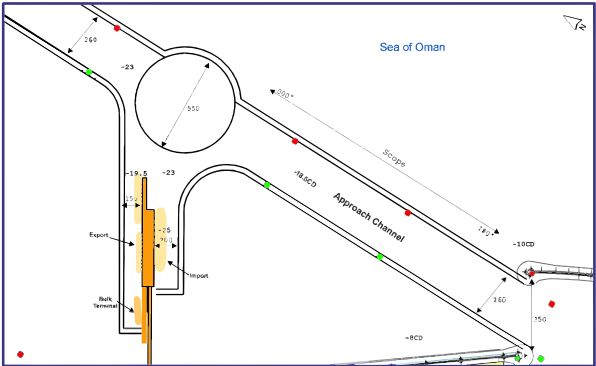
8.0 | Annex A (Berth information)

1. Overview
2. Approach channel
3. Breakwater
4. Berth area 1a
5. Berth area 2
6. Harmool harbour
7. Berth capacities

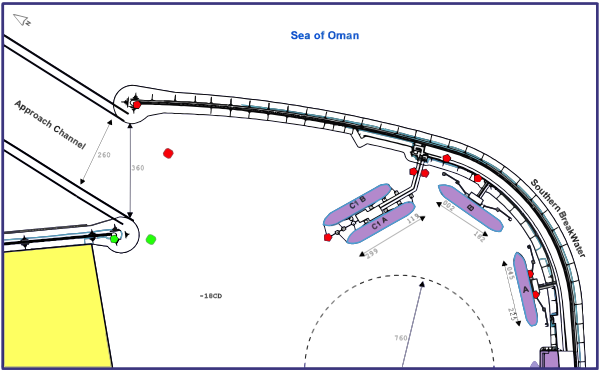
1 | Overview



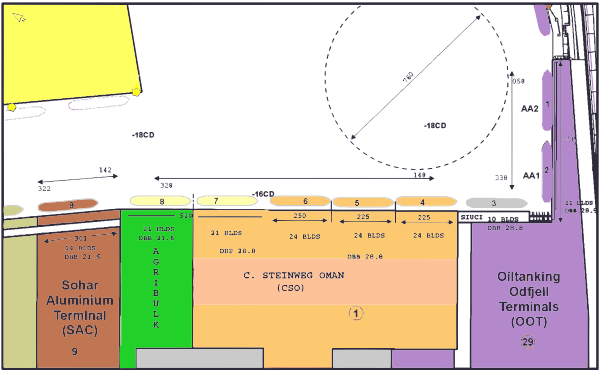
2 | Approach channel



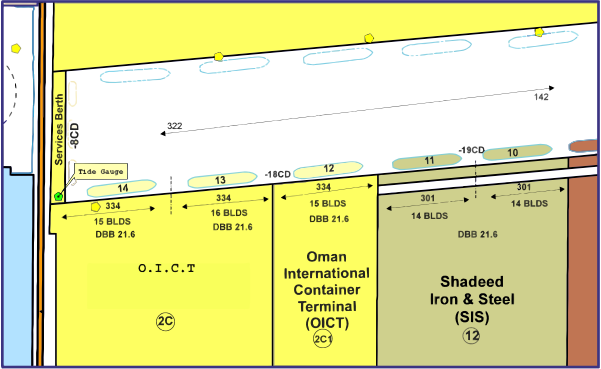
3 | Breakwater



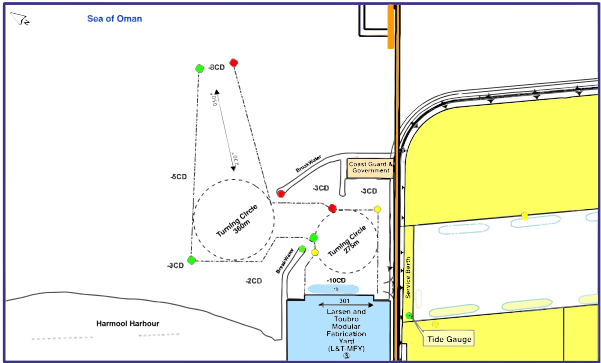
4 | Berth area 1a



5 | Berth area 2



6 | Harmool harbour







7 | Berth capacities

No	Berth	Vessel Deadweight (tonnes)		Vessel Displacement (tonnes)	
		Max	Min	Max	Min
1	Jetty - A	120,000*	1,000	140,000*	1,300
2	Jetty - B	120,000*	1,000	140,000*	1,300
3	Jetty - C1	107,000	1,000	137,500	1,300
4	Berth - 1	70,000	20,000	94,000	27,000
5	Berth - 2	70,000	20,000	94,000	27,000
6	Berth - 3	65,000	10,000	85,000	13,500
7	Berth - 4	80,000	2,500	120,000	4,000
8	Berth - 5	80,000	2,500	120,000	4,000
9	Berth - 6	80,000	2,500	120,000	4,000
10	Berth - 7	100,000	7,200	135,000	10,000
11	Berth - 8	100,000	7,200	135,000	10,000
12	Berth - 9	70,000	10,000	84,000	13,000
13	Berth - 10	170,000	10,000	201,800	13,000
14	Berth - 11	170,000	10,000	201,800	13,000
15	Berth - 12	168,200	7,200	197,000	10,000
16	Berth - 13	168,200	7,200	197,000	10,000
17	Berth - 14	168,200	7,200	197,000	10,000

Vessel Draft (m)		Vessel Beam (m)		Vessel Length (m)		hooks/ bollards capacity (tonnes)
Max	Min	Max	Min	Max	Min	Max
15.0	4.2	53.0	8.9	262	61	100
15.0	4.2	53.0	8.9	262	61	100
15.5	4.2	43.0	8.9	268	61	150
13.5	9.3	35.0	23.5	220	160	150
13.5	9.3	35.0	23.5	220	160	150
14.5	9.0	35.0	20.0	250	140	150
13.5	5.0	45.0	13.0	325	80	150
13.5	5.0	45.0	13.0	325	80	150
13.5	5.0	45.0	13.0	325	80	150
14.5	6.7	42.8	18.5	325	121	150
14.5	6.7	42.8	18.5	325	121	150
13.5	7.5	35.0	18.0	220	130	120
17.7	7.5	45.2	18.0	289	130	150
17.7	7.5	45.2	18.0	289	130	150
17.0	6.7	55.0	18.5	380	121	150
17.0	6.7	55.0	18.5	380	121	150
17.0	6.7	55.0	18.5	380	121	150

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For queries related to the contents of this document:

Info@soharportandfreezone.com

Subject: Port guide

SOHAR Port website:

www.soharportandfreezone.com



101

