

SOHAR ROAD SAFETY GUIDELINE

Issue: 01

November 22

1. Procedure Control & Revision History

Name	Designation	Signature	Date
Drafted by: Humam Al Hinai	HSE Officer		11/09/22
Reviewed by: Sultan Al Mazrouai	Assistant Manager – HSSE Operations		11/09/22
Reviewed by: Waleed Al Siyabi	Assistant Manager – Health, Safety & Emergency Response		11/09/22
Reviewed by: Mohsin Al Jabri	Executive Manager – Corporate Affairs		11/14/22
Approved by: Omar Mahmood Al Mahrizi	DCEO		11/10/22
Approved by: Emile Hoogsteden	CEO		11/09/22

Revision No.	Date	Description
00	07-Nov-2022	Initial issue for implementation

This document is the property of SIPC and intends to serve the needs of the tenants within SIPC. For assistance, contact SIPC, Corporate Affairs Department.

Any printed version or electronic copy downloaded from the website is an uncontrolled copy.

OPAL/SIPC Road Safety Committee, 2019

Name	Job Title	Organization
Dr. Ramesh Sivathanu	QHSE Subject Matter Expert	OPAL
Mohsin AL Jabri	Executive Manager Corporate Affairs	SIPC
Waleed AL Siyabi	Assistant Manager Health Safety Emergency Response	SIPC
Sultan Al Mazrouai	Assistant Manager HSSE Operations	SIPC
Humam Al Hinai	HSE Officer	SIPC
Kimbal Harty	Safety Manager	OQ
Muneer AL Amri	HSE Assistant Manager	OICT
Hassan Ateeq	HSSE Manager	CSO
Said AL Balushi	Corporate Affairs Manager	CSO
Iain Kennedys	HSE Manager	OQ
Mohammed AL Balushi	Planet Protection Representative	SA
Victor W.M	HSE Manager	Tri Star
Danand Tambeka	HSE Manager	Tri Star
Ashly Johnny	L&T MFY - HSE Dept.	L&T
Vinayke	L&T MFY - HSE Dept.	L&T
Dharmender Hans	L&T MFY - HSE Dept.	L&T
Elavarasan.R	Depot Manager.	Joint Tank services

Table of Contents

1.	Procedure Control & Revision History	2
	User Notes	2
	OPAL/SIPC Road Safety Committee, 2019	3
2.	Definitions and Abbreviations	6
2.1	Definitions	6
2.2	Abbreviations	9
3.	Introduction	10
3.1	Purpose	10
3.2	Scope	10
3.3	Application	10
3.4	Legal Requirements	10
3.5	Review and Improvement	10
4.	Roles, Responsibilities & Due Diligence	11
4.1	General Obligations	11
4.2	OPAL and SIPC	11
4.3	SOHAR Tenants and Service Providers	11
	Part A - Driver	12
5.	Driver Roles & Responsibilities	12
5.1	Before Starting the Engine:	12
5.2	After Starting the Engine but Before Driving:	12
5.3	While Driving:	12
5.4	The Driver Must Not:	13
5.5	Parking, Reversing & Maneuvering	14
5.6	In Case of a Motor Vehicle Incident (MVI)	15
5.7	Vehicle Breakdown & Recovery	15
5.8	Towing	15
a)	Uncoupling & Coupling A Semitrailer	15
b)	Semitrailer Uncoupling Procedure:	16
c)	Semitrailer Coupling Procedure:	16
d)	Heavy Drawbar Trailers	16
e)	Light Vehicle Towing a Drawbar Trailer Procedure:	17
f)	Vehicle Towing a Disabled Motor Vehicle:	17
	Part B – Vehicles	19
6.	Requirements For Buses	19
6.1	General Safety:	19
6.2	General Requirements For All Buses:	19
6.3	Requirements For Heavy Vehicles:	19
6.4	Requirements For Trailers & Trucks	21
7.	Requirements For Tankers	22
7.1	General Requirements For All Tankers	22
7.2	Tankers Carrying Flammable / Hazardous Substances	22
7.3	Potable Water Carrying Tankers	25

7.4 Pressurized Tankers25

8. Transport of Hazardous Materials.....25

9. Road Safety Compliance and Consequences Management.....25

10. List of Annexure26

Annex 1: Vehicle Types and Correct Names.....27

Annex 2: SIP Anti-Hazard Traffic Policy and Procedure38

Annex 3: CDA Guidelines.....39

2. Definitions and Abbreviations

2.1 Definitions

Item	Definition
Articulated Vehicle	A combination of vehicles comprising of a motor vehicle and trailer coupled to the motor vehicle which travels on the road as a unit.
Automobile	A motor vehicle used normally for transporting people or materials or both.
Blacktop Road	All asphalted, paved, or concrete surfaced roads, i.e. having a waterproof surface.
Blind Spot	As one is driving a vehicle, blind spots are the areas of the road that cannot be seen while looking forward or through either the rear-view or side mirrors even that the side mirrors are properly adjusted.
Bus	A motor vehicle prepared for transporting passengers and their luggage equipped with 8 seats or more excluding the driver's seat.
Cargo	Any quantity of: goods, burden, mail, foodstuffs, plants, animals, earth, rock, minerals, materials, machinery, equipment, tools, vehicles, liquids, gases, waste, and includes any parts or products of the aforementioned which have been or are to be subjected to a process or treatment, or any other thing of any description.
Commuting	Travel from /to work location.
Company	Company refers to the whole gamut of Employees, Contractors, Subcontractors, Local Community Contractors, Service Providers registered with SIPC.
Convoy	Two or more vehicles on a joint journey which may be provided an escort either by Royal Oman Police or by the arranged services from within the company. It requires the journey to be man- aged in accordance with the convoy driving procedures stipulated in this document.
Department Head	Head of a Company Department.
Driver	Anybody who assumes the driving of a vehicle, i.e. the person having responsibility for the speed, direction, and/or the current position of the vehicle.
Drivers' Identification Key	A personnel identification device in the form of a: Drivers' plug, Smart card, or Pin code, without which the vehicle will not start.
Driving License	An official permit issued by specialized national or security authority which entitles the owner to drive a vehicle of specific type or types.
Emergency Vehicle	A motor vehicle prepared or adapted for attending emergency incidents or situations for the purpose of saving life or property, typically used by police, ambulance, and fire & rescue services.
Fluid Load	Any single or composite mixture of: any liquid, wet cement / wet concrete, mud, pitch, resin, slurry, gel, paste, dust, powder, grains, granules, pellets, or waste, which may be loaded or un- loaded to/from the tank by either: pumping, pouring, blowing, vacuuming, or flowing due to gravity.
Graded Road	A road which has been prepared by compacting loose aggregate material without a waterproof coating, consisting of a solid sur- face which may have a layer of loose material, with definite road edge marked by means of fencing, windrow, or other markings and which may have a safety lane constructed alongside.

Item	Definition
Hazardous Materials (HAZMAT/HAZCHEM)	<p>Materials classified as dangerous to humans and/or the environment (generally explosive, radioactive, flammable, toxic, or corrosive).</p> <p>Hazardous materials can be divided into the following categories as per the European Agreement Concerning the International Carriage of dangerous goods by Road (often referred to ADR):</p> <p>Class 1: Explosive substances and articles.</p> <p>Class 2: Gases</p> <p>Class 3: Flammable liquids</p> <p>Class 4.1: Flammable solids, self-reacting substances and solid desensitized explosives</p> <p>Class 4.2: Substances liable to spontaneous combustion</p> <p>Class 4.3: Substances which, in contact with water emit flammable gases</p> <p>Class 5.1: Oxidizing substances</p> <p>Class 5.2: Organic peroxides</p> <p>Class 6.1: Toxic substances</p> <p>Class 6.2: Infectious substances</p> <p>Class 7: Radioactive material</p> <p>Class 8: Corrosive substances</p> <p>Class 9: Miscellaneous dangerous substances and articles.</p>
Heavy Bus	Any bus having more than 25 passenger seats and a gross weight above 6000 kg.
Heavy Goods Vehicle (HGV)	Any motor vehicle with a gross weight of more than 6000 kg, which is designed specifically to pull a trailer or to carry cargo.
Heavy Truck Rigid	Truck with rigid cargo body fixed to the driver's cab (chassis-cab built as a single unit).
Highly Flammable Substance	Any flammable liquid with a flash point below 32 degrees Celsius. Any flammable gas.
Curb Weight (Dead Weight)	The unladen weight of the vehicle, but fully fuelled and equipped with its repair and maintenance equipment and tools.
Light Bus	Any bus having from 8 up to 25 passenger seats and a gross weight of 6000 kg or less.
Light Vehicle (LV)	Any motor vehicle having a gross weight less than or equal to 6000 kg and having 8 seats or fewer.
Local Commute Bus	Any bus which has a maximum commute distance not exceeding 50 km.
Long Commute Bus	Any bus which has a maximum commute distance exceeding 50 km.
Mobile Crane	A motor vehicle either wheeled or track laying, which is designed primarily as mobile lifting equipment, i.e. mobile equipment.
Mobile Equipment	Any of a range of self-propelled machines that are primarily designed to serve as lifting, earth-moving, or materials-handling equipment, and which may travel on wheels or by track laying. This shall not include any machine that moves only as a trailer.
Motor Vehicle	A vehicle powered by a motor and prepared for the use on the roads.
Motor Vehicle Incident (MVI)	MVI (incident, crash, collision) is an event that happened or started on a road in which at least one moving vehicle participated and has resulted in either: fatality, injury, or asset damage.
Motorcycle	A vehicle with two tires or more equipped with a motor and is not designed in the form of an automobile. It is prepared for transporting the people or

Item	Definition
	materials and can be attached to a separate wagon.
Omani Law	Laws of the Sultanate of Oman.
Passenger	Anybody presents in an automobile or getting in or out of it, with the exception of the driver.
Pedestrian	The persons who walk or stand on the road, or in proximity of the road on foot for any reason.
Pressurized Vessel	A closed container designed to hold gases or liquids at a pressure substantially different from the ambient pressure.
Prime mover (Prime Mover Unit)	A motor vehicle to be attached, or attached, to a trailer or more so that they form one unit.
Professional Driver	A vocational driver, any person employed primarily to drive vehicles.
Right of Way (RoW)	A route alongside a surface or buried pipeline, for the sole purpose of pipeline construction and maintenance. Pipeline routes are restricted from normal use, available for use only by drivers having a permit to use that road for specific pipe- line work.
Road	Any path opened for the public to move along whether for pe-distrains, materials, or livestock, or for transportation or towing means, and includes the roads, streets, yards, passages, and bridges over which vehicles or people may cross.
Rollover Protective Structure	A structural safety cage or roll bar hoop fitted to a vehicle or mobile equipment, to protect the occupants if the vehicle should turn over.
Semitrailer	A trailer which is supported at its rear by wheels and at its front by bearing on a prime mover, prime mover unit, or dolly; drawn as part of an articulated vehicle and which is attached to the prime mover unit by a kingpin locked in the center of a 5th wheel coupling turntable located forward of the prime mover rear axle; at least 20 % of the fully loaded trailer weight must be borne on the turntable of the prime mover unit.
Service Provider	A SOHAR Port and Freezone registered company in the local market in Oman or the GCC with a valid Commercial Registration that provides services within SOHAR's concession ranging from material supply, transportation, catering, custom clearance, cleaning services, manpower supply and other industry-related services.
Special Vehicle	Any motor vehicle or trailer which is prepared permanently for special cases such as the automobiles dedicated for transporting of dead body, television, cinema photographing, manufacturing workshops, forensic laboratory, industrial / construction equipment including lifting, earthmoving, or materials-handling equipment, and agricultural vehicles.
Special Transport Permit	A permit, issued by SPFA to a Tenant, to execute the transportation of a load through the Common Areas not satisfying applicable road design criteria.
Tanker	Any motor vehicle or trailer, fitted permanently or temporarily with any vessel, tank, reservoir, or body, for the purposes of transporting a fluid load equal to or greater than 1,000 liters, regardless of whether it is full, empty, or carrying any partial quantity, including when transporting an ISO shipping container tank.
Tenants	Any entity with which SPFA has entered into a property Right Agreement, or a License Agreement.
Trailer	A vehicle constructed without a propelling engine; designed and manufactured to be drawn or pulled by a motor vehicle; which shall include but not be limited to the following types of trailer: bulk, close coupled, drawbar, flatbed, full, lowbed, oilfield, semi- trailer, skeletal, tipper, and tanker.

Item	Definition
Truck	An automobile prepared for transporting cargo, materials, commodities, and livestock.
Vehicle	One of the transportation or pulling means prepared for moving on tires or chain and it moves with motor or body power. i.e. A mobile contrivance for the land transport of people, goods, or equipment, including a trailer, moving on either wheels or is tracklaying. (A list of generic vehicle types and their graphic representation is given in Annex B-0 of this document.)
Vehicle Gross Weight (Total Weight)	The dead weight of the vehicle in addition to the load and the driver and passengers.
Vehicle User	The company which has in its possession any vehicle by: owner- ship, hire, loan, or lease; the contractor is also responsible for all vehicles in the fleet of their subcontractor.
Vendor	A company that will provide services and or equipment as set out in a contract document.
Work Related Incident	An Incident that involves any person or vehicle travelling on work business or associated with contracted work for Operator/ Company Business.

2.2 Abbreviations

Item	Definition
BS	British Standards
DD	Defensive Driving
CHA	Chemical Hazard Awareness / Hazchem training program
MoH	Ministry of Health
OPAL	Oman Society for Petroleum Services
OSRSC	OPAL/SIPC Road Safety Committee
ROP	Royal Oman Police
ROPS	Rollover Protective Structure
ROSPA	Royal Society for Prevention of Accidents
SHOC	Safe Handling of Chemicals
SIPC	Sohar Industrial Port Company
SOHAR	SOHAR Port and Freezone
SMS	Short Message Service
TRA	Telecommunications Regulatory Authority, Oman

3.Introduction

3.1 Purpose

The purpose of this document is to describe the minimum standards required for the safety of heavy vehicle land transport in SOHAR Port and Freezone (SOHAR).

3.2 Scope

The scope of this standard is divided into Part-A and Part-B specifying the following:

Part – A: Driver

- Driver responsibilities

Part – B: Vehicle

- Requirements for vehicles

3.3 Application

The Operators Road Safety Standard applies within SOHAR's concession, to all staff, systems and heavy vehicles including trailer and mobile equipment, belonging to the following:

- Tenants
- Service Providers including contractors, subcontractors, vendors, etc.

The requirements of this document are mandatory; and come to effect from 1st June 2022. All relevant entities shall progressively comply with the standards within 1 year from the effective date.

3.4 Legal Requirements

- All drivers, vehicles and equipment must first and foremost comply with the road traffic laws of The Sultanate of Oman and Royal Oman Police traffic rules and regulations.
- The Laws of the Sultanate of Oman will supersede this Standard, should there be any conflict of requirement.

3.5 Review and Improvement

The SIPC/OPAL Road Safety Committee (OSRSC) shall review this document as necessary, at least every three years, unless significant changes occur to Laws of Oman related to road safety from governing authorities of the Country or industry best practices.

4. Roles, Responsibilities & Due Diligence

4.1 General Obligations

Any person participating in traffic, either in or on a vehicle as a driver or as a passenger, or as a pedestrian is obligated to:

- Behave in a way that will not disturb, endanger, or harm other people or assets in traffic.
- Take all necessary precautions to avoid or stop dangerous situations initiated by other participants in traffic; without endangering themselves or other people, or where the course of action is intended to reduce the level of danger, or seriousness of the probable harm.
- To help people that are in need of help, if by doing this they will not endanger themselves or other people.

4.2 OPAL and SIPC

- OPAL and SIPC own the custody of this document and are responsible for reviewing and updating with an appointed working committee, represented by relevant entities.
- Review of this document should take place at least once in three years, or as and when required, if change in legal requirements warrant updating.
- Review and maintenance of related standards.
- Liaison and maintenance of channels of communication with Royal Oman Police / Authorities / Ministries on road safety standards and compliance.
- Promotion of relevant road safety initiatives throughout SOHAR Port and Freezone .
- Maintenance of annual road safety reports on KPI statistics, trends and challenges related to road safety.
- Monitoring the compliance of road operators to this document (by SIPC)

4.3 SOHAR Tenants and Service Providers

Relevant entities are responsible and accountable for:

- Implementing standards detailed in this document in their road operations.
- Reviewing the document internally for any applicable changes that affect the industry and notify the custodians (OPAL and SIPC) for updating the Standard as and when required.
- Promoting road safety initiatives and achievements for SOHAR road operators and the local community.
- Liaising with Royal Oman Police in promotion of road safety and monitoring of compliance.
- Producing a yearly road safety report on achievements, statistics and challenges related to road safety and sharing the same with the OSRSC or KPI statistical information of the industry.
- Developing road safety program in accordance with this Standard. This program shall include, at least the following:
 - Commuting policy and requirements
 - Vehicle requirements
 - Motor Vehicle Incident investigation
 - Emergency response specific to road safety Consequence Management
 - Auditing requirements.

Part A - Driver

5. Driver Roles & Responsibilities

5.1 Before Starting the Engine:

Before the driver starts the vehicle, he must do the following:

- a) Ensure he has authorization for using the vehicle.
- b) Ensure he is physically and mentally fit to drive the vehicle (had enough rest, he is not sick, under the influence of alcohol, illegal substances, or medications that can reduce his driving abilities).
- c) Ensure that he has taken sufficient rest and is not fatigued.
- d) Refuse to drive if he is not feeling fit (empowered to stop unsafe act).
- e) Ensure that he has with him his valid ROP driving license for the type of vehicle he is intending to drive.
- f) Ensure that the vehicle he is intending to use has a valid ROP registration card (mulkia).
- g) Ensure the load is secured.
- h) Ensure that the load extremity is marked with retro-reflective chevron markers and illuminated as necessary at the extremity of the load, if any part of the load extends beyond the width or length of the vehicle.
- i) Report any problem with the load security to the terminal or responsible person.
- j) Refuse to drive if the vehicle is in such a condition that it is dangerous to use it, or the load is not secured.
- k) Remove any loose items from the vehicle cab.
- l) Ensure truck load is not exceeding 85% of truck capacity and the load/ material must
- m) adequately secured and covered. e.g., aggregates, soil, coke...etc. must be covered.
- n) Ensure the truck back door is properly closed without any gaps.
- o) Ensure there is no spillage from the loaded material.

5.2 After Starting the Engine but Before Driving:

After starting the engine but before starting to drive, must do the following:

- a) Check the AC is functioning.
- b) Ensure the seat is adjusted correctly.
- c) For heavy vehicles, perform a full air brakes daily check.
- d) If a trailer is to be coupled, the procedure for Coupling shall be followed.
- e) Ensure that all the occupants are wearing the seatbelt properly.

5.3 While Driving:

While the vehicle is in motion the drivers must comply with the following:

- a) Comply with Omani road traffic law.
- b) Drive defensively as taught in the DD training courses.
- c) In the case of driving a light vehicle, maintain a safe distance from the vehicle ahead of not less than 3 seconds behind the vehicle ahead, at all speeds, but increasing the separation to 4 seconds or more in all adverse conditions.
- d) In the case of driving a heavy vehicle, double the distance and allow at least 4 seconds following distance. If conditions are poor, also allow 4 seconds between you and the car in front, more if you are driving a heavy vehicle.
- e) If stopping in a queue of traffic, ensure sufficient distance is kept from the vehicle in
- f) front (tires on tarmac).
- g) Always be attentive to all other road users.
- h) Comply with posted speed limits and road signs.

- i) Always drive at an appropriate speed for the prevailing road and weather conditions.
- j) Give way to other vehicles at junctions in accordance with signs and rules.
- k) Signal / indicate before making any turn or lateral change of position on any road.
- l) Always hold the steering firmly, to prevent a rollover if a tyre blow-out occurs.
- m) Stop the vehicle if passengers' actions endanger the vehicle and inform the concerned person.
- n) Switch on dipped headlights in any bad weather including fog, sandstorm, or heavy rain.
- o) If fog, sandstorm, or heavy rain seriously reduces visibility, park in a safe place away from the road.
- p) Before using a mobile phone, park the vehicle in a safe position away from the road.
- q) Slow the speed and give pedestrians a wide berth when approaching them, particularly when they are walking on the side of the road.
- r) If feeling fatigued or tired, including micro-sleep, constant yawning, sore eyes, or day- dreaming, stop as soon as possible in a safe place off the road and rest.
- s) Ensure to take regular breaks/rest for 15 minutes while driving continuously.
- t) Do not smoke or permit a passenger to smoke, in any vehicle at any time.
- u) Ensure the handbrake is on before exiting the drivers' seat.

5.4 The Driver Must Not:

- a) Drive unless they are medically (physically and mentally) fit.
- b) Drive if they are under the influence of alcohol or drugs including prescription drugs which can cause drowsiness.
- c) Drive their vehicle without ensuring that occupants' seatbelts are fully functional.
- d) Drive if they believe that the vehicle has a fault which presents a risk to their safety,
- e) Drive until they have positioned the seat, mirrors, seatbelt, headrest, and steering wheel to be comfortable and safe whilst driving.
- f) Drive until it is ensured that all loose items have been removed from the passenger section of the vehicle.
- g) Drive until they have ensured and have checked that any load is adequately fastened and secured properly.
- h) Drive until they have checked that all occupants, including rear seat passengers have fastened their seatbelts.
- i) Continue to drive if an occupant removes his seatbelt or behaves in a manner to endanger the safety of the vehicle and occupants. The vehicle shall be stopped and parked in a safe place until the occupant wears the seatbelt.
- j) Overtake:
 - 1. Near a junction,
 - 2. Where overtaking is prohibited by posted sign or continuous central line,
 - 3. Generally, wherever any other hazard warning sign is posted,
 - 4. Over a central reserve,
 - 5. At sharp bends,
 - 6. If it would involve exceeding a speed limit,
 - 7. Eat or drink whilst driving.
 - 8. Light or smoke a cigarette whilst driving, and not allow any passenger to smoke at any time in a vehicle.
 - 9. Read any material in the vehicle when driving.
 - 10. Talk, text, or press any buttons on a GSM phone. If it is necessary to make or answer
 - 11. a call, first the vehicle must be parked in a safe location off the road.
 - 12. Use handheld computers whilst the vehicle is in motion.

13. Drive whilst watching any TV or computer screen. Satellite navigation screens are permitted provided the screen is placed within the drivers' forward view but without obstructing the driver's vision of the road ahead.
14. Drive with his leg, or with any passengers' leg on the dashboard.
15. Leave the vehicle and walk for help in the case of a breakdown.

5.5 Parking, Reversing & Maneuvering

- a) To reduce reversing collisions, wherever possible every vehicle shall be parked so its first move is forwards.
- c) Avoid reversing wherever possible by driving into a parking bay and drive out forwards.
- d) You may park at the side of the road where the curb is painted black and white.
- e) Don't park:
 1. Near either side of a pedestrian crossing.
 2. Within 10 metres from a junction.
 3. Where it may cause danger or inconvenience to others.
 4. On a footpath.
 5. Where there is a sign prohibiting parking.
 6. On a road except in a marked bay.
 7. At the side of the road where a yellow line is painted.
 8. At the side of the road where the curb is painted black and yellow.
 9. Wrongly, not even briefly.
- f) Never reverse:
 1. along the shoulder of a highway.
 2. at any type of junction.
 3. onto a busy road.
- g) Always ensure nothing is behind you before reversing, get out to have a look.
- h) Before reversing, open your window to listen, and sound the horn.
- i) Before and during reversing, constantly check all 9 areas around your vehicle:
 1. Left mirror, right mirror, center mirror
 2. Left blind spot, right blind spot, directly through rear window,
 3. Left side window, right side window, front windscreen.
- j) If you can't see clearly behind, get someone to help you, but ensure they NEVER stand or walk behind your vehicle; they must stand at the side in a constant view of the driver.
- k) If you can't see the person helping you to reverse, STOP.
- l) Whilst reversing, always reverse slowly.
- m) Be aware of others who may reverse towards you without looking properly.
- n) Never walk behind a vehicle which is reversing, or which has its white reversing lights illuminated, or its reversing alarm is sounding.
- o) After parking, always check your mirrors before opening a door to avoid conflict
- p) with someone who may be moving alongside.
- q) Turn off the engine and remove ignition key and drivers' identification key from the
- r) vehicle when the vehicle is unattended.
- s) Always ensure the parking brake is properly applied before exiting the driver's seat.
- t) When leaving the vehicle in the common area, a reflective vest should always be worn
- u) Ensure placement of warning signs (to be checked)

5.6 In Case of a Motor Vehicle Incident (MVI)

Motor Vehicle Incidents (MVIs) are stressful events and the driver involved in an MVI, if possible, shall do the following:

- Immediately stop the vehicle in a safe place outside the road; and
- Call and inform the Crisis Management Team about the incident:
 - Within **Sohar Industrial Port** concession:
 - Primary hotline: 26 852 777 (Port Coordination Centre)
 - Secondary hotline: 9991 (ROP – Sohar Industrial Port)
 - Within **Sohar Freezone** concession:
 - Primary hotline: 26 852 777 (Port Coordination Centre)
 - Secondary hotline: 9999 (ROP – National Emergency)
- Be prepared to provide to an Emergency Telephone Operator (ETO) your name & designation, location of the incident, what type of the incident / MVI, your contact number and whether medical or fire response teams are required.
- Place the hazard warning triangle 100 meters before the incident location or use any other means to warn other road users about the incident.
- Avoid using heavy and big stones that may involve approaching vehicles in serious incidents.
- Move off the road wherever possible.

5.7 Vehicle Breakdown & Recovery

When and where practicable, the following steps shall be taken:

- Keep the vehicle moving to a safe place off the road.
- In case of an engine failure or other mechanical problem, try to keep the vehicle moving to a safe place off the road, then inform the Journey Manager.
- Ensure all occupants don their high-visibility vest, exit the vehicle, and move a long distance from the road.

5.8 Towing

a) Uncoupling & Coupling A Semitrailer

Note: both uncoupling and coupling of a semitrailer are “1-man” operations, i.e., the driver alone shall complete all tasks in sequence, and no other persons shall be nearby, or behind, between, or on the prime mover and/or trailer. If the driver sees any person close to the prime mover or trailer, he must stop until the person has moved to a safe place.

b) Semitrailer Uncoupling Procedure:

1. Choose a legal, safe, level, firm, location.
2. Apply the prime mover unit parking brake on.
3. Place a pair of chocks at front and behind a trailer wheel.
4. Apply the trailer brake fully on.
5. Lower the landing legs (use wood supports if necessary).
6. Stow the winding handle.
7. Turn off any taps fitted to the air lines.
8. Disconnect the airlines and stow the lines safely.
9. Disconnect the electric line and stow safely.
10. Disconnect any 'dog-clip' securing the kingpin release handle.
11. Release the kingpin coupling locking bar.
12. Drive the prime mover unit slowly forward, observe (via mirrors) the trailer landing.
13. Take any anti-theft precautions, e.g., kingpin lock etc.
14. Remove the light lenses and bulbs if theft is possible.

c) Semitrailer Coupling Procedure:

1. Ensure you have all correct & valid documents for the prime mover unit, trailer, and load.
2. Check the trailer load is properly secured
3. Ensure trailer wheels are securely chocked.
4. Ensure the trailer parking brake is fully on.
5. Ensure the kingpin and turntable are both clean with sufficient grease.
6. Reverse towards the trailer and check turntable height is correct.
7. Reverse slowly under the trailer until the coupling engages.
8. Select first gear and tug forward TWICE to test and confirm the locking mechanism.
9. Apply the prime mover unit parking brake on.
10. Apply the 'dog clip' or safety catch.
11. Connect the air lines.
12. Open any taps fitted to the air lines.
13. Connect the electric cable.
14. Raise the landing legs.
15. Stow the winding handle.
16. Release the trailer parking brake off.
17. Start the engine, check air pressure is rising in the tanks.
18. Function checks all lights and indicators are operating correctly.
19. Perform a full air brakes check.
20. Remove the trailer wheel chocks.

d) Heavy Drawbar Trailers

Note: for heavy drawbar trailers, the main sequences for uncoupling and coupling both types are similar to above, but some details vary depending upon drawbar height and sup- port, latching mechanism, and "Suzie" connections.

If a person is deployed to guide the driver by arm signals for coupling, he MUST stand at the side of the truck where he is visible in the driver's mirror.

e) Light Vehicle Towing a Drawbar Trailer Procedure:

1. Towing must only be conducted where both vehicle and trailer are coupled with
2. matching towing apparatus, e.g., a "Rockinger" coupling, or "Pintle" hook, etc., both must be designed and approved by the respective manufacturer.
3. The use of "D" shackles to tow any equipment is prohibited.
4. Must only be conducted after reference is made to the manufacturers' handbook to confirm the trailer does not exceed the maximum towing weight for the vehicle, and
5. recommendations for towing.
6. The weight of the trailer shall not exceed the weight of the towing vehicle.
7. If a person is deployed to guide the driver by arm signals for coupling, he MUST stand at the side of the vehicle where he is visible in the drivers' mirror, i.e., NEVER stand between vehicle and trailer.
8. Any towed equipment must be fitted with position lights, direction indicators, brake lights, and reversing lights, powered via 7pin automotive plug / socket, powered by the towing vehicle; such trailer lights can be mounted on a temporary lighting board which is transferable between towed equipment.
9. Any trailer greater than 750 kg gross weight must have a braking system that operates automatically, or can be operated by the driver of the towing vehicle, and must have an independent parking brake.
10. Speed is restricted to a maximum 70 km/h.
11. Towing is confined to "in-field" journeys only.
12. If 5 or more vehicles are queued behind the towing vehicle, or when a vehicle has been following the towing vehicle for more than 10 minutes the towing vehicle shall move off the road to let the traffic behind to pass, but only when it is safe to do so. This does not apply to rig moving convoys.

f) Vehicle Towing a Disabled Motor Vehicle:

1. Towing of a loaded vehicle is permitted only until such place where the load can be unloaded and transferred to another vehicle.
2. It is not permitted to tow the vehicle on a government dual carriageway, except for removing the towed vehicle off the dual carriageway to the first off-ramp.
3. It is not permitted to tow a motorcycle.
4. It is not permitted to tow a vehicle which has a higher curb weight than the towing vehicle, except for purpose-built breakdown recovery trucks.
5. While towing, hazard lights of towing vehicle may be turned on, as well as on the vehicle being towed if they are working.
6. When approaching a junction and turning, hazard lights must be switched off and the direction indicators used instead, so other drivers can understand where the vehicles are going.
7. Towing can be done by nylon rope, webbing, steel chain, or rigid tow bar. Steel rope shall not be used because it can cause damage.
8. If the towed vehicle doesn't have fully functioning brakes, the towing must only be done by tow bar.
9. If towed by rope, webbing, or chain, the distance between the towing and the towed vehicle

- must be longer than 3 meters, but not longer than 5 meters.
10. If towed by a tow bar the distance between towing and the towed vehicle must not be longer than 5 meters.
 11. The maximum speed permitted for the vehicle while towing is 50 km/h.
 12. If a queue of 5 or more vehicles accumulates behind, the towing & towed vehicles shall move off the road briefly to let the others overtake.

Part B – Vehicles

6. Requirements For Buses

6.1 General Safety:

- Signage at emergency exits, with advice on how to open.
- Tools and spares for easy repairs and changing tires.
- Two-wheel chocks, size to match tires diameter.
- First aid box.
- High visibility vests for the driver and drivers' assistant.
- Fire extinguishers: 2 dry powder, 4 kg, located near the front.
- Flat floor covered with fire-resistant anti-slip floor covering in the center aisle.

6.2 General Requirements For All Buses:

- Wooden floors are not permitted in buses.
- Every bus shall be fitted with a means for the driver to see the road surface directly behind the bus using:
 - A convex mirror mounted outside the rear window,
 - or Fresnel lens mounted on the rear window.
- No bus shall be fitted with a foldable seat.
- All seats shall be adequately upholstered for passenger comfort.
- All seats shall be provided with adequate seat belts (2-point lap seatbelts for passengers).
- Have a sign indicating emergency exit at the rear (where applicable).
- Have a sign in Arabic and English stating:

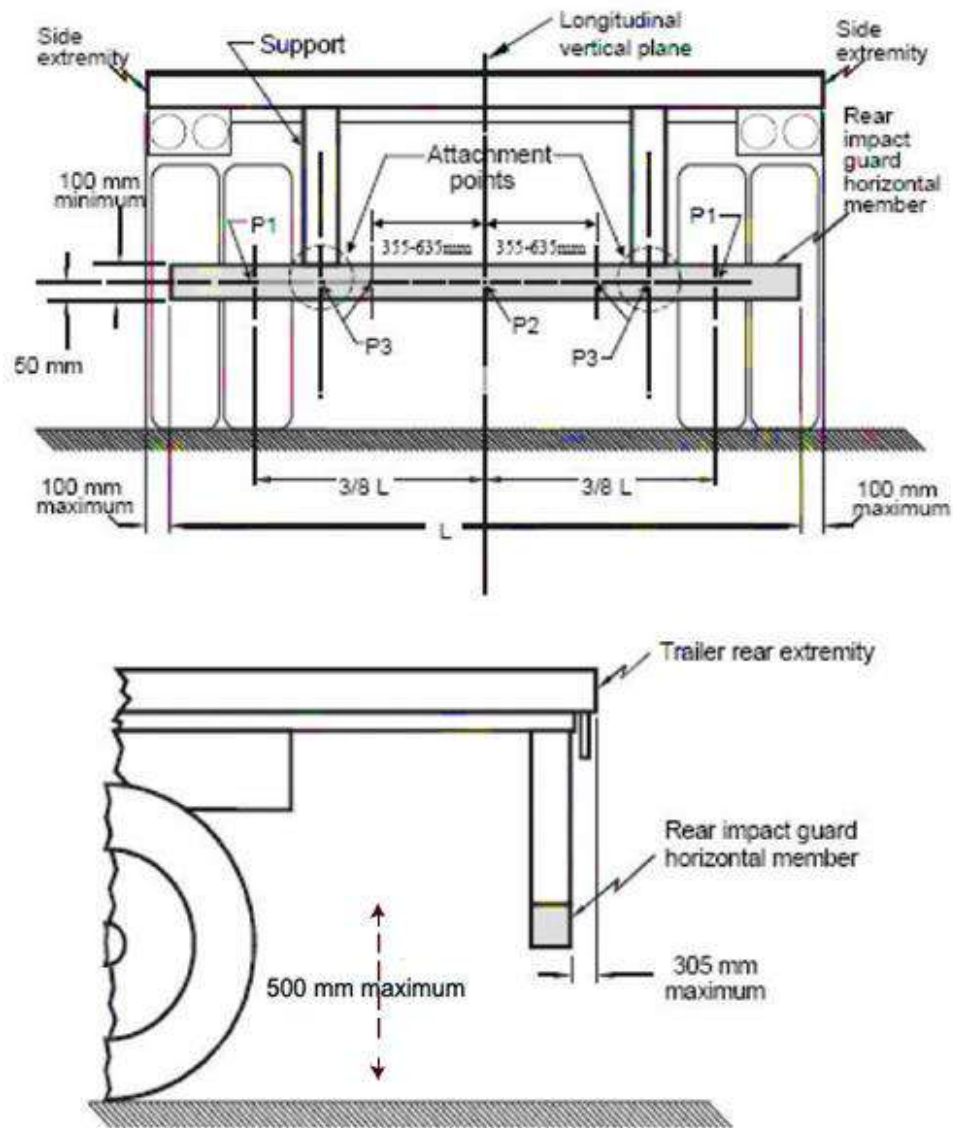
Arabic	"خطرا! لا تقف أو تتحرك من مقعدك حتى تتوقف الحافلة."
	"للتعليق على القيادة، يرجى الاتصال هاتفيا برقم هاتف مدير الرحلات / ادارة الشركة."
English	«Danger! Do not stand up or move from your seat until the bus has stopped»
	«To comment on the driving, please telephone: *insert Journey Manager / Management telephone number*»

6.3 Requirements For Heavy Vehicles:

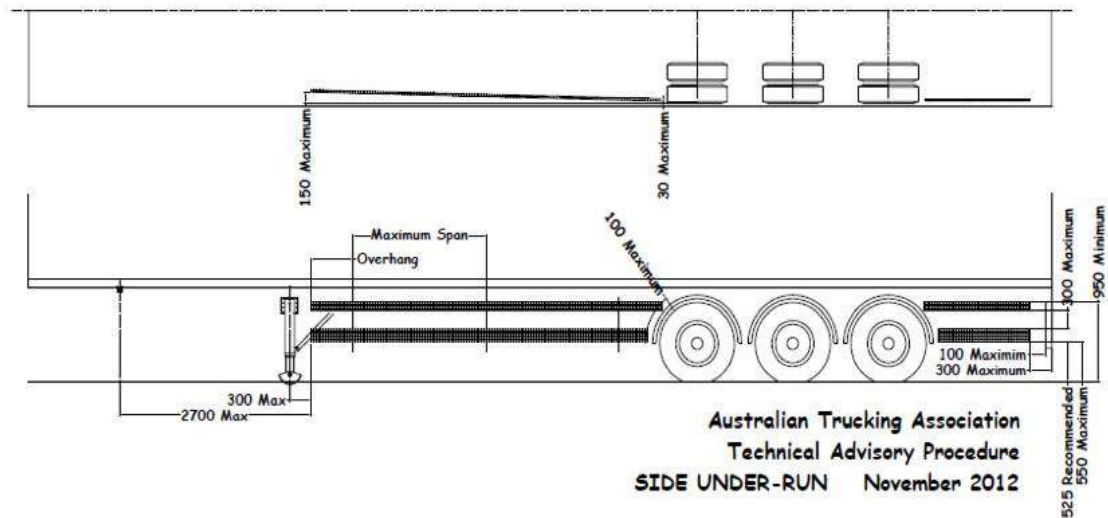
The following points are the minimum requirements for heavy vehicles in this standard:

- Each prime mover shall be fitted with a metal grid catwalk between rear of the cab and 5th wheel, across the whole width of the vehicle, sufficient to provide safe access.
- In the case of any heavy vehicle carrying a load that is wider than the vehicle, or which is oversize in terms of width, height, length, or weight shall be subject to a Special Transport Permit application.
- All heavy vehicles must have a retroreflective band of alternate yellow and black chevrons, 150 mm high, across the entire width at the rear of the vehicle. Prime movers must have similar across as much of the rear width including rear mudguards, as is reasonably feasible.

All heavy vehicles should have under-ride protection placed as per the following:



It is also advisable to install side under-run protection, as per the following:



6.4 Requirements For Trailers & Trucks

In addition to the vehicle general requirements, and requirements for heavy vehicles, all trailers must also comply with the following:

- All trailers and trucks must have a current valid RAS inspection certificate.
- Semitrailers shall have a king pin size of 3.5"
- Have a -7pin automotive electrical socket for electrical system compatible with the prime mover.
- Every trailer must always have in a working condition all necessary lights, including:
 - Side (amber color) and rear position lights (red color), and registration plate light (white color).
 - Brake lights,
 - Direction indicators,
 - Reversing lights
 - Two high-intensity rear-facing red lights, located as rearward, and as high, and as far apart as practicable, wired from the headlight switch but also with an override switch.
- If the body of the trailer is wider than the body of the prime mover, the forwards facing projecting parts of the trailer body must display a white light facing forwards.
- Have a manual securing device to lock the trailer brakes while the trailer is not coupled.
- Any suitable trailer may carry an ISO shipping container, but each ISO container shall be restrained by not less than 4 twist locks and shall not deploy any other securing devices for such container.
- Truck load shall not exceed %85 of truck capacity and the load/ material must adequately secured and covered (Weight and/or volume will be considered).
- Flatbed trailers for general cargo use must be equipped with:
 - A smooth cargo deck with no holes or protruding parts. Use of metal cargo decks is discouraged.
 - A solid headboard at the front of the load bed, capable of restraining 0.5 times the weight of the maximum payload and configured so that all forces imposed by the load are transmitted to the main chassis.
 - The headboard must extend to the height of the roof of the cab and must not have any cut-out or opening.
 - An access ladder fitted to safely access the trailer bed, where the bed is more than 1 meter above ground level; the access ladder must not interfere with the prime mover unit when turning.
 - Load securing anchorage points of adequate design and sufficient number to restrain any carried load, and so that all forces imposed by the load are transmitted to the main chassis.
 - Side stanchions of sufficient number, design, and strength, to restrain the load from side- ways movement off the load bed. Such flatbed trailers may also be equipped with sufficient twist-locks for the transport of ISO shipping containers, such twist locks should be retractable.
 - All trucks must be well maintained to ensure all components are in good condition including tires, hydraulic, pressure system, etc. (preventive maintenance plan should be implemented).

7. Requirements For Tankers

Exceptions:

- Tanks built to ISO shipping container standards,
- Skid parts of drilling rigs e.g., mud tanks, are exempt from the tank design and construction requirements, but not excluded from driving rules and driver training requirements given in Part A: Driver.

In addition to complying with the vehicle general requirements, requirements for heavy Vehicles, trailers, all tankers including trailer tankers must also comply with the requirements listed below.

7.1 General Requirements For All Tankers

- All tankers must have a current valid RAS inspection certificate.
- Tanker access must be such that:
 - Tankers must be fitted with a non-slip walkway a minimum of 600 mm wide for access to the tank top and a non-slip ladder must be fitted to enable access to the walkway. The ladder should be designed so that the lowest rung is between 40 cm and 90 cm from the ground.
 - All water tankers must be fitted with handrails on the tank top. Although not mandatory on hydrocarbon tankers (due to terminal loading restrictions) folding handrails are recommended.
 - The handrail needs to be around 1,100 mm to be effective in preventing a fall over it.
- All tanker vehicles must comply with the following color coding:
 - Potable Water: Blue
 - Brackish Water: Green
 - Sewage sludge: Yellow
 - Hydrocarbon tankers (including vacuum tankers required to haul hydrocarbons): predominantly white with a red stripe along the sides of the tank.
 - Chemical tankers (e.g., chlorine): Predominantly white with a yellow stripe along the sides of the tank
 - Bitumen: Predominantly black, with or without a red stripe.
- All tanker vehicles equipped with a PTO operated pump must also be equipped with an air valve control which interlocks the power take-off engagement with the braking system, so that the brakes are applied, and the vehicle cannot be moved when pumping.
- No tanker vehicle shall have an auxiliary discharge driven by a petrol engine.
- All hoses carried whilst the vehicle is in motion shall be carried securely such that they cannot move, hang, or sag such that it can obscure the rear lights.
- Discharge control valves:
- The discharge control valves shall be mounted to the side of the vehicle and not centrally mounted at the back. This is to ensure that the driver can see in his mirrors when anyone is operating these control valves.

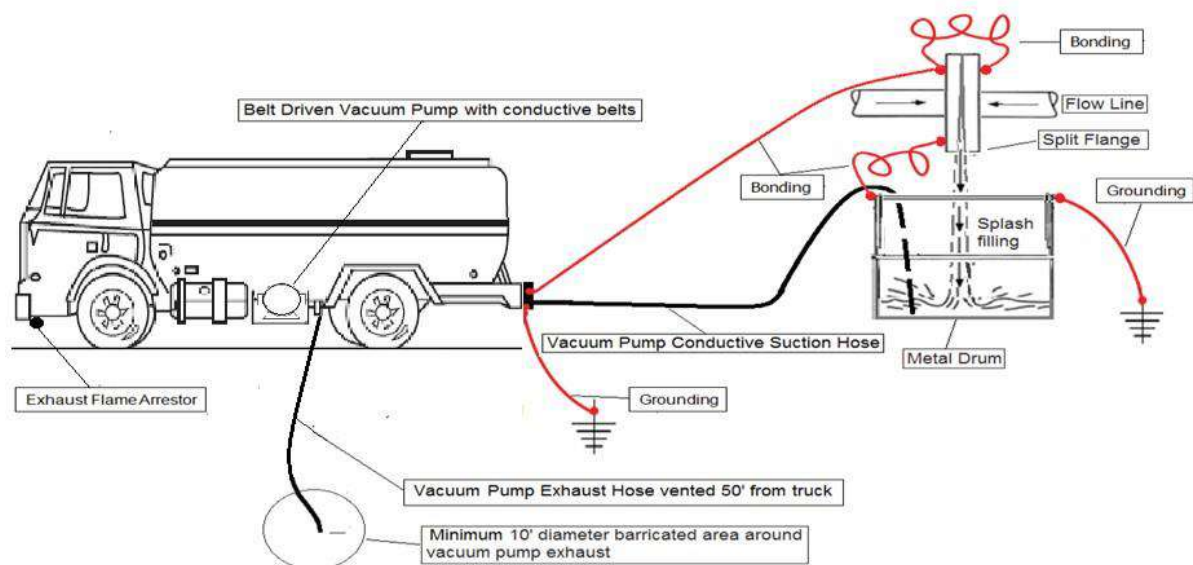
7.2 Tankers Carrying Flammable / Hazardous Substances

Tankers carrying flammable / hazardous substances including Class 3 flammable substances must:

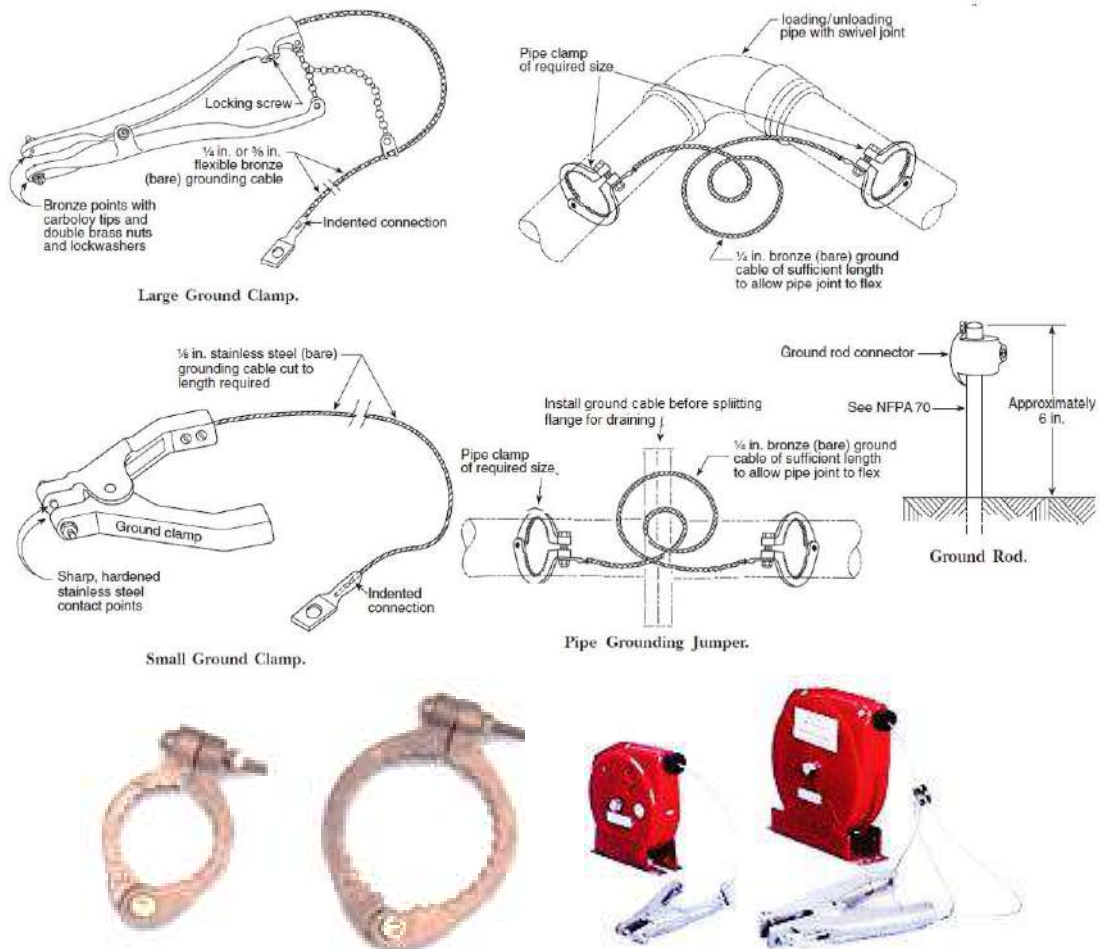
- Display the appropriate Hazchem placards at front, rear, and both sides, according to the actual load.
- Carry all necessary SHOC and/or TREM Cards as necessary according to the actual load.
- Carry fire extinguishers, quick release mounted.
- Rigid tanker: 2 extinguishers located externally: 1 near the front of the tank on the drivers' side, and 1 near the rear of the tank on the opposite side; each to be dry powder 6 kg. o Trailer or

semitrailer tanker: 3 extinguishers located externally: 1 located near the front of the tank on the drivers' side, 1 located near the rear of the tank on the opposite side, and 1 located externally on the prime mover unit; each to be dry powder 6 kg.

- Have exhaust systems forward of the front axle, below the chassis on the driver's side, with discharge directed away from the tank on the driver's side of the vehicle, or an exhaust system fitted with a flame/spark arrester.
- Have anti-static tyres i.e., tyres which will conduct electricity, with a maximum resistance of $(1 \times 10^6 \text{ ohms})$ i.e., one-million ohms.
- Have a master isolation switch outside the cab to isolate all electrical circuits, except the IVMS.
- The switch must be clearly marked in Arabic and English «Electrical Isolation Switch» in red letters on a white background. The «ON» and «OFF» positions of the switch itself must be clearly marked in Arabic and English. A sign in Arabic and English reading «In Case of an Accident or Fire Put this Switch to OFF» must be fitted next to the switch. The sign must be red text on a white background, readable at a distance of 5 metres.
- If the engine fuel feed is via a mechanical pump, there must be a clearly marked (as above) and easily operated, fuel isolation valve.
- Have battery terminals that are covered to prevent accidental shorting.
- Have the loading and discharge pipe/valve so designed in such a way that when in transit, the flammable substance is only carried within the body of the tank, not within the piping external to the tank.
- Have electrical wiring complying with BS 6862 or equivalent and protected by solid drawn tubing suitable for bulk vehicles carrying Class 3 petroleum products.
- Have a fire-resistant shield, screening the engine from the body of the vehicle if the engine protrudes behind the rear of the cab, or if the engine is open to the rear. The fire screen must cover any unenclosed part of the engine above or to the rear of the cab and extend down to the top of the chassis side members.
- Where the rear of the cab acts as the fire-resistant shield, the cab shall not have any rear.
- Have at least one means of earthing and bonding with continuity to earth shall be established with the tanker for use during loading and unloading operations.



Bonding / earthing ground jumpers are illustrated in the below picture:



- All grounding and bonding connections must be bare metal to bare metal. Remove all dirt, paint, rust, or corrosion from points of contact.
- Tankers loading and/or unloading where a vapour recovery system is installed, must be fitted with a vapor recovery system and it must be functional.
- Have vacuum relief valve, with suitable flame/spark arrester, which may be fitted within the manhole.

7.3 Potable Water Carrying Tankers

Tankers transporting portable water must:

- Have valid municipality permits.
- Be designed, constructed, internally coated, and certified for the sole purpose of transporting potable water.
- Have all hoses, pump, and fittings suitable for potable water.
- Never have been previously used for holding or transporting any other substance. d)Not be merely cleaned or adapted after carrying any other substance, regardless of any certification.

7.4 Pressurized Tankers

Pressurized Tankers (vacuum tankers, bulk cement tankers, LPG/LNG tankers) must comply with the additional requirements:

- All Pressurized Tankers must be pressure tested annually by a qualified third-party inspector.
- A certificate of compliance must be prominently displayed inside the vehicle cab indicating the next inspection due date.

Note: A Special Transport Permit is necessary prior to transporting loads in the Common Areas that do not meet the applicable road design criteria (WB-20 and higher than six point five (6.5) metres and to obtain the permit from SPFA in accordance with the Guideline Permit System.

8. Transport of Hazardous Materials

For transport of hazardous materials, please refer to Annex 3: Guidelines to the Authority for Civil Defense & Ambulance Procedures.

9. Road Safety Compliance and Consequences Management

For road safety compliance, the Omani Law and the SPF Anti Hazardous Driving Policy is applicable (as published by SPFA on www.soharportandfreezone.com). SPFA has delegated authority regarding the enforcement of traffic regulations in SOHAR Port and Freezone area. Refer to Annex 2: SIP Anti-Hazard Traffic Policy and Procedure.








10. List of Annexure

Annex 1	Vehicle types and correct names
Annex 2	SIP Anti-Hazard Traffic Policy and Procedure
Annex 3	Guidelines to the Public Authority for Civil Defense & Ambulance Procedures.

Annex 1: Vehicle Types and Correct Names

This Annex describes the major vehicle categories and some sub-types that are found generally in Oman. This is to avoid confusion when describing or naming various vehicles. This Annex does not attempt to include every sub-type, only the most common.

In some cases, similar vehicles are known by different names in different parts of the world; for clarity, this document uses the correct English name to identify each type.

Vehicle type	Picture(s)	
Cycle	bicycle 	motorcycle 
Saloon (sedan) (2 or 4 doors) boot opens but rear window is fixed		
Hatchback (3 or 5 doors) rear window opens with the boot lid		
Coupé (2 doors) (pronounced 'Koo PAY')		

Estate (5 doors) rear window is almost vertical		
SUV sport utility vehicle (various configurations of rear door(s))		
MPV multi-purpose vehicle (<8 seats)		
Minibus (Light bus) (<16 seats)		
Light bus (8<25 seats)		
Heavy bus coach (≥26 seats)		

Pickup single cab		
Pickup crew cab		
Pickup 1. dropsied pickup 2. flatbed pickup		
Light truck (curb weight <4,000 kg) 1. single cab 2. crew cab		
Panel van body made by the vehicle manufacturer. (No side windows behind the driver)		
Box van body made separately		




Heavy truck Rigid (curb weight > 4000 kg)		
Heavy truck Rigid with self-loading HIAB crane		
Heavy truck Rigid tipper		
Heavy truck Rigid tanker (including cement / concrete mixer)		
Tractive unit (Prime mover)		
Oilfield winch truck prime mover (With trailer winch, tail roller, & Cab protection)		

<p>Flatbed semitrailer (for cargo not equipment) (bed height approx. 1.5 m)</p>	
<p>Low-bed semitrailer (for equipment not cargo) (bed height approx. 0.5 m)</p>	
<p>Oilfield semitrailer (with tail roller, without headboard)</p>	
<p>Tipper semitrailer</p>	
<p>Tanker semitrailer (for various liquids)</p>	





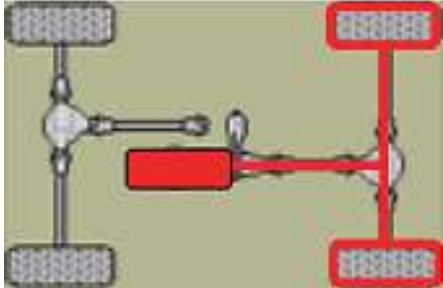
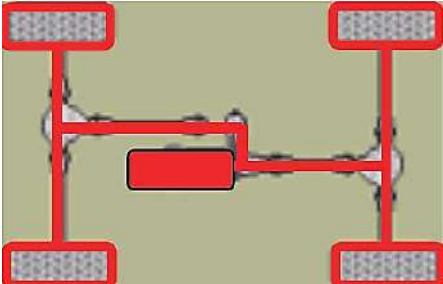
Bulk tanker semitrailer (banana trailer) (For dry cement powder, etc.)		
Full trailer (drawbar trailer) (axles at each end, with steering)		
Close-coupled trailer (Drawbar trailer) (axles in the center, no steering)		
Articulated vehicle (rigid truck & full trailer)		
Articulated vehicle (rigid truck & close-coupled trailer)		
Articulated vehicle (tractive unit & semitrailer)		

Special vehicles	Picture(s)
Concrete pump	
Wireline trailer	
Drilling rig	
Mobile crane	
Rough terrain mobile crane (only 4 wheels, off-road tyres)	

Crawler crane tracklaying crane												
Mobile elevating work platform MEWP (Vehicle mounted)												
Mobile elevating work platform MEWP (self-powered)	<table><tr><td></td><td></td><td></td><td></td></tr><tr><td>scissor</td><td>knuckle boom</td><td>telescopic</td><td>Mast</td></tr></table>								scissor	knuckle boom	telescopic	Mast
												
scissor	knuckle boom	telescopic	Mast									
Side-boom (Pipe-line crane)												
Forklift												

Telescopic handler (tele-handler) (May be fitted with forks or various tools)		
Tool carrier (May be fitted with forks or various tools)		
Loader		
Backhoe loader (JCB)		
Skid-steer loader (or may be fitted with a variety of tools)		

Excavator (tracklaying) (Or may be fitted with a variety of tools)			
Dozer bulldozer (Tracklaying)			
Grader			
Roller 1. Pedestrian 2. Tandem 3. Tricycle			
Roller 1. Pneumatic 2. Vibratory			
Asphalt planer (On wheels or tracklaying)			

<p>Paver (On wheels or tracklaying)</p>		
<p>Tracklaying (Caterpillar track)</p>		
<p>4x2 = 2wd (2-wheel drive) (Engine power connected to only 2 wheels)</p>		
<p>4x4 = 4wd (4-wheel drive) (Engine power connected to all 4 wheels)</p>		

Annex 2: SIP Anti-Hazard Traffic Policy and Procedure

Refer to SOHAR Port and Freezone's website www.soharportandfreezone.com)

Annex 3: Civil Defense Authority (CDA) Guidelines

Refer to SOHAR Port and Freezone's website www.soharportandfreezone.com)