

# **TERMINAL'S INFORMATION AND REGULATIONS**

***PORT OF SOHAR  
VALE OMAN DISTRIBUTION CENTRE'S TERMINAL***

## SUMMARY

<b>CHAPTER I</b> .....	03
General Information about the Terminal .....	03
1. About Vale .....	03
2. Vale in Oman .....	03
3. About Sohar Industrial Port (Sohar Port) .....	04
<b>CHAPTER II</b> .....	04
Sohar Port Information .....	04
1. Arrival ETA Notices .....	04
2. Pilot Boarding Position & Nautical Charts .....	04
3. Approach Channel .....	05
4. Anchorage Areas .....	05
5. About Berthing .....	06
6. Contact Details .....	06
7. Medical .....	07
<b>CHAPTER III</b> .....	07
Terminal Operation.....	07
1. Loading / Unloading Rate .....	07
2. Panoramic view of Vale Oman Terminal & SIPC .....	07
3. The Vale Oman Terminal Jetty Layout & Details .....	08
4. General Dimension of the shore Equipment .....	08
5. Ships Arriving on Ballast .....	09
6. Arrival Laden ships at Berth 22 .....	10
7. Abort Situation .....	11
8. Categorizing Weather Risk Situation .....	11,12
<b>CHAPTER IV</b> .....	13-15
For Ship's Compliance – General Port / Terminal Regulations	
<b>CHAPTER V</b> .....	15-17
For Ship's Compliance – Safety	
<b>CHAPTER VI</b> .....	17-19
For Ship's Compliance – Environment	
<b>CHAPTER VII</b> .....	20
For Ship's Compliance – Security	
<b>CHAPTER VIII</b> .....	20
Use Of Mobile Equipment on board of Unloading ships	
<b>ACKNOWLEDGEMENT FROM SHIP</b> .....	21

# **Vale Oman Welcomes you to Sohar port!**

## **Chapter I : General Information about the Terminal**

### **1. About Vale**

#### **Who We Are?**

Vale is a global mining company headquartered in Brazil with operations in more than 30 countries around the world. Spread over five continents, the company employs a workforce united by a common goal: to transform natural resources into prosperity and sustainable development. Committed to quality of life and environmental preservation in all our regions, we believe that we can grow together sharing value and always respecting the limits of our planet.

With over 70 years of history, Vale is a pioneering mining company that works with passion to transform mineral resources into essential ingredients of people's everyday lives. The result of our work can be found in many things beginning with the cars we drive to the mobile phones we rely on to stay connected with one another. We are leaders in the production of iron ore and pellets, key raw materials for the steel industry and the second largest producers of nickel worldwide. Our portfolio also includes coal, copper, fertilizers, manganese and ferroalloys among other natural minerals. In addition, we operate in the logistics, steel, energy and fertilizers sectors.

### **2. Vale in Oman**

With an initial investment of US\$1.25 billion dollars and an estimated production capacity of 9 million tons of pellets per year, the company employs advanced technologies including an innovative environmental management system which involves control and monitoring actions, all in compliance with local laws and regulations. The project significantly contributes to the socio-economic development, generating more than 1,200 direct jobs.

Operating in Oman, we aim to strengthen our position as a leading mining company and foster our business relations in the region through our people. Vale's multicultural working environment revolves around diversity, acceptance, tolerance, respect and equality. We always seek to understand and respect the local culture and traditions for we believe that this is the only way to bring our mission to life. The essence of the organization is expressed by the people who build it and their approach towards daily events, guiding its activities based on ethical and moral standards.

### **3. About Sohar Industrial Port (Sohar Port)**

Sohar port is a deep sea port in the Middle East situated in the Sultanate of Oman, 220km northwest of its capital Muscat. The management of this industrial port lies with Sohar Industrial Port Company (SIPC), a 50/50 joint venture between the Government of Oman and the Port of Rotterdam. The original agreement between the two parties was signed in 2002 and included a port area of 2100 ha for SIPC to manage and develop the port until 2025. Today, the Sohar Port is fully operational with state-of-the-art facilities.

Located just before the Strait of Hormuz, Sohar Port is within easy reach of the booming economies of the Gulf and the Indian subcontinent and having deep waters to receive large ships for bulk and other trades. Sohar Port houses three clusters: logistics, petrochemicals and metals.

Vale Oman Distribution Centre LLC (Vale Oman) entered in to an agreement with SIPC to build a jetty terminal with exclusive rights to Vale Oman to equip and operate it. In this arrangement SIPC looks after all nautical aspect of the terminal (port marine services) and Vale Oman handles all other operations.

## **Chapter II : Sohar Port Information**

### **1. Arrival ETA Notices**

Laden ship with Vale Oman cargo needs to give 12/ 10/ 8/ 6/ 4/ 3/ 2/ 1 day ETA notices to Vale Oman. Ship calling Sohar port to load Vale Oman cargo needs to give 4/ 3/ 2/ 1 day ETA notices to Vale Oman. Arriving ship's Master or the Ship's Agent shall contact the Harbour Master Office at least four (4) hours prior to arrival with an up-dated ETA for reconfirmation to enter the Sohar Port Area.

### **2. Pilot Boarding Position and Nautical Charts**

Pilot boarding position: 24°33.3'N, 056°37.7'E. (For Valemax/VLOC 24°38'N, 056°40'E). Pilot boarding area is as indicated in the nautical charts. Pilot boards by pilot boat. The approach to Sohar Port is through the approach Channel, marked with buoys as indicated in the nautical charts. Recommended charts: Omani chart no.1, 3505, 257. Admiralty chart 2851 may also be used.

### 3. Approach Channel

The approach channel is one-way traffic. Depending on ship size, ship manoeuvrability, shipping traffic or other relevant facts and circumstances, the Harbour Master may designate the Approach Channel for two-way traffic. Vessels leaving Sohar Port shall, in general, have the right of way over Vessels entering Sohar Port.

There is no tidal stream. Weak surface current (generally 0.5 knot or less) may be present but not synchronised with the tide. Sea water density is 1.025 in winter and in summer (April to November) it is a little lower— from 1.022 to 1.024.

LAT	HAT	MHWS	MLWS	MHWN	MLWN	MSL
Chart datum	3.4m	2.9m	0.9m	2.5m	1.5m	2.0m

Following depths at chart datum (CD) are maintained by Sohar Port:

Approach channel	23m
Turning basin outer	23m
Unloading quay (Berth- 22)	25m
Loading quay west part (Berth- 24)	16 m
Loading quay east part (Berth- 23)	19.5 m

### 4. Anchorage Areas

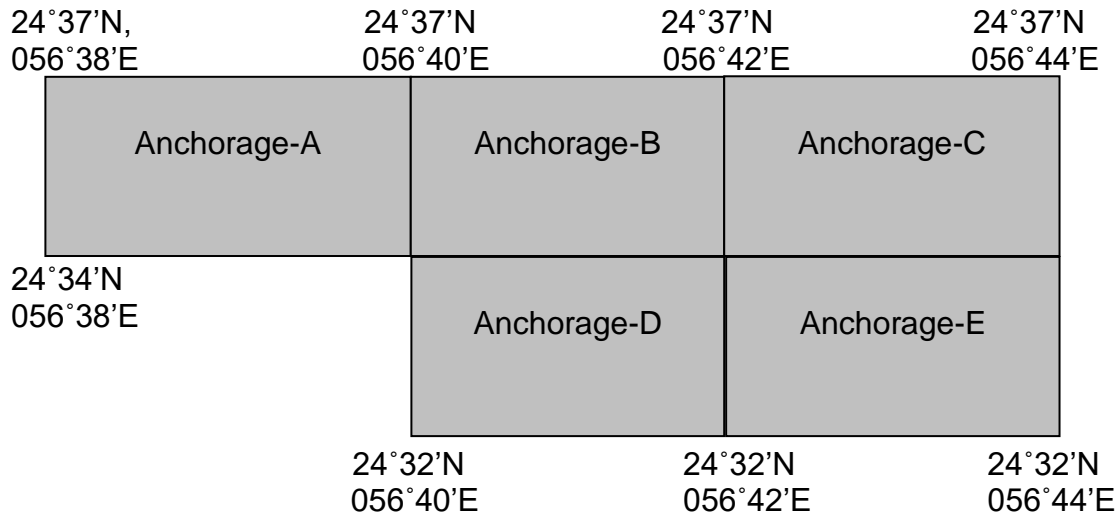
The total area for anchorage is divided into 5 adjacent segments A (west), B (middle), C (east), D (South of B), E (South of C) at locations indicated in the Nautical Charts.

**Area-A** is assigned for ships awaiting berthing instruction. This is for short period stay only.

**Area-B & D** is assigned for long period stay, such as laid up ships, ships under repair or ships being replenished/Crew change etc.

**Area-C & E** is assigned for transshipment (STS) operations, such as double banking operation for oil and dry bulk cargo, bunkering etc.

Following is a co-ordinated arrangement of the anchorage area:



### 5. About Berthing

1. Berthing procedure: When a ship enters Sohar port to Vale Oman Terminal, a mooring plan is made by Vale Oman in accordance with the rules and procedures agreed between Vale Oman & SIPC. The mooring plan is relayed to the ship and Sohar Port through an agent well before pilot boards. Tugboats join the ship near the entrance of the channel. Mooring linesman heave on messenger line using powered capstan mounted over mooring hooks. One mooring boat is available and may be used if pilot requires it.
2. At present, Sohar Port has 5 tugs of 65 BP (Svitzer Endurance, Svitzer Al Khabourah, Svitzer Hormuz, Svitzer Lynx and Svitzer Oryx) at all times. The number of tugs for Vessels shall be determined by the master of the vessel, in coordination with the pilot.

### 6. Contact Details:

- [A] Sohar Port: Port call sign “Sohar Port Control”. Radio: VHF channel 71. Phone: +968 26 852777, 99342699
- [B] Terminal Office: Radio: VHF Ch 16, 71. Phone: +968 26759552.
- [C] Ship loader: In touch with ship inspector on deck, Vale Internal UHF walkie talkie.
- [D] Ship unloader: In touch with ship inspector on deck, Vale Internal UHF walkie talkie.
- [E] Emergency Numbers:

Terminal Emergency: +968 267 59555

Port Captain: +968 91940395

Terminal Foremen: +968 98176711

## 7. Medical

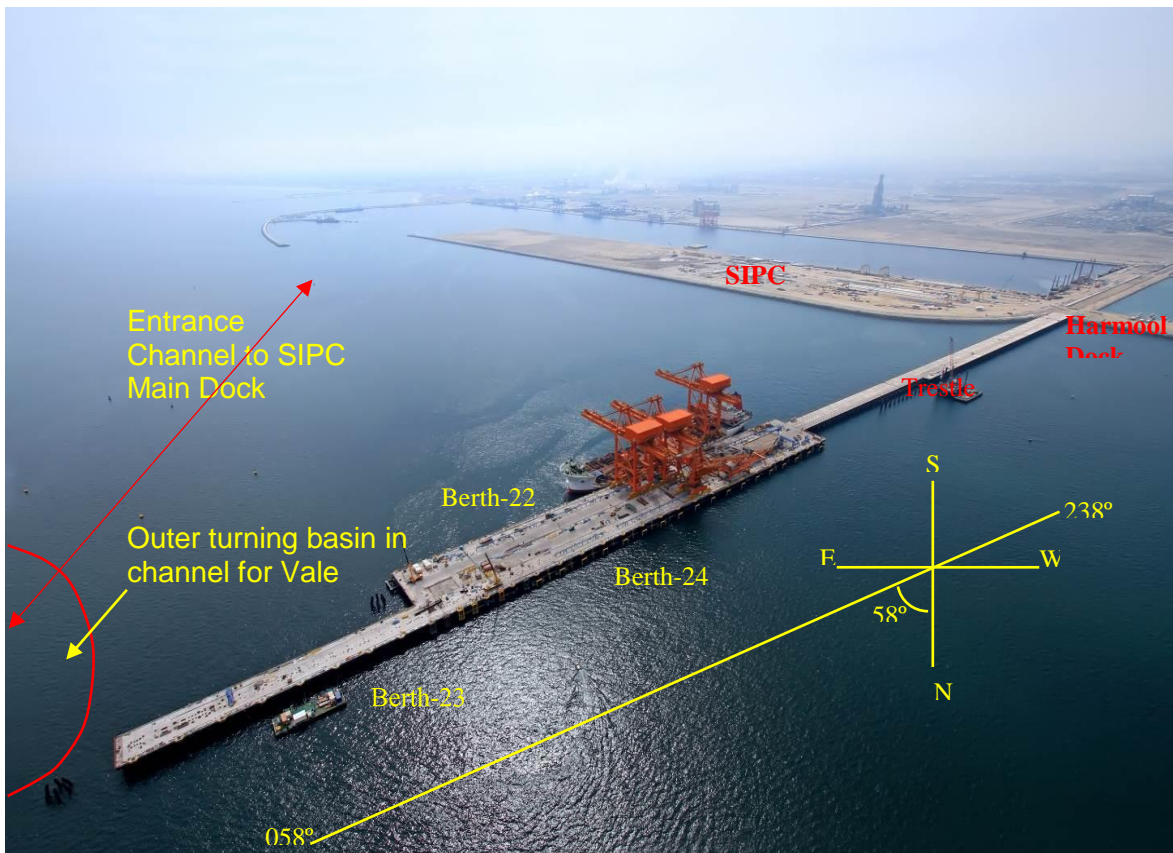
Vale Oman Terminal has its own medical clinic within the project to handle routine and emergency medical issues. SIPC also has a similar clinic. Depending on the severity of a patient's medical needs, they may be transferred to city hospital for further medical care.

## Chapter III : Terminal Operation

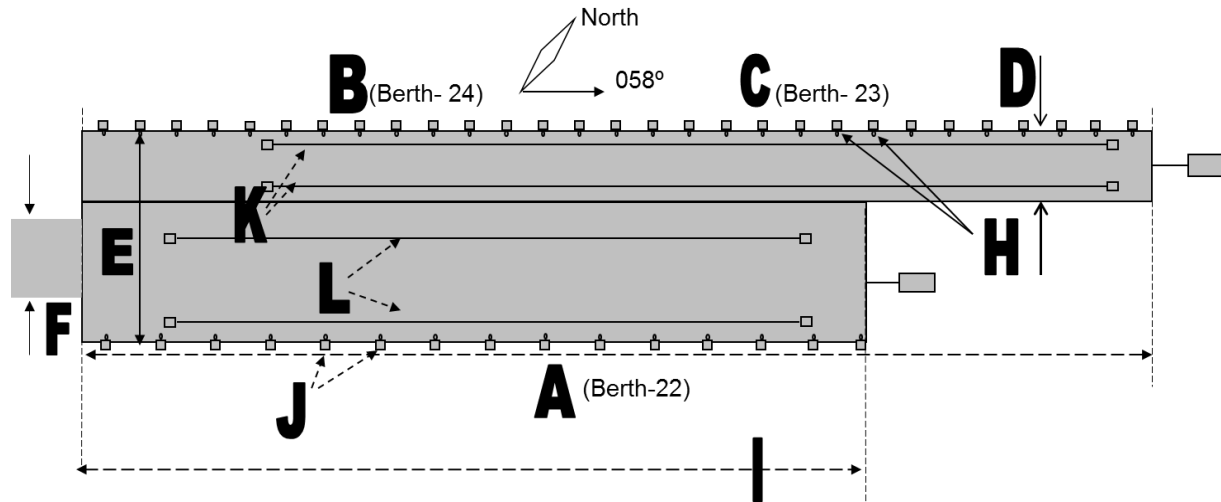
### 1. Loading / Unloading Rate:

Vale Oman Terminal is designed to handle the largest (DWT about 400,000) bulk carriers in the world. Alignment of the jetty platform is  $058^{\circ}$ -- $238^{\circ}$ , and height is 9.5m above chart datum. South side of the jetty is for unloading and the North is for loading. South Quay has 3 unloaders with a maximum rate of 3000TPH each, and North Quay has 1 loader with a maximum rate of 10000TPH.

### 2. Panoramic View of Vale Oman Terminal & SIPC:



### 3. The Vale Oman Terminal Jetty Layout & Details:



- A** Berth 22 for unloading all ship sizes
- B** Berth 24 for loading Handymax, Supramax & Panamax ships
- C** Berth 23 for loading Capesize & smaller ships
- D** Max width of loading quay 21.5m
- E** Max width of jetty platform 64.5m
- F** Trestle width 24.2m
- G** Loading quay 599.7m long
- H** Loading quay mooring hook and fender spacing every 20m
- I** Unloading quay 437.1m long
- J** Unloading quay mooring hook and fender spacing every 30m
- K** Loader rail starts 25.4m from quay head seaside, travels 466.7m.
- L** Unloader rail starts 36.0m from quay head seaside, travels 349.2m

### 4. General dimensions of the shore equipment:

Total grab hoist range:	58 m
Grab hoist above rail:	32 m
Grab hoist below rail:	26 m
Grab reach from outer rail:	46 m
Grab back reach from outer rail:	33 m
Depth at berth-22:	25 m at chart datum
Depth at Berth-23 & Berth-24:	19.5 m & 16 m at chart datum
Air draft of unloader from Jetty platform:	14 m



Air draft of loader from Jetty platform: 14.5 m (boom horizontal position)  
 Ship loader outreach from outer rail: 32.3 m  
 Total width of Jetty platform: 64.5 m

### 5. Ships Arriving on Ballast

- In a regular situation, as established procedure between Vale Oman and SIPC, all ships have to berth on the starboard (stbd) side, except for Cape size ships. Cape size ships will berth nearest to the approach channel port side. Loading is done by **ONE GANTRY LOADER** with telescopic boom and horizontal slew.

	Berth-23	Berth-24
Ship's size	Large Cape size, Post Panamax, Panamax, Supramax, Handy size	Post Panamax, Panamax, Supramax, Handy size
Depth	19.5m at chart datum	16.0m at chart datum
Max. draft	19.0m SW	16.0m SW
Max. air draft	23.0m	23.0m
Min. deadweight Max. deadweight	43500 MT 250000 MT	43500 MT 146000 MT
Loading rate	Average rate 8,000 TPH. Peak rate may reach up to 10,000 TPH sometimes.	Average rate 8,000 TPH. Peak rate may reach up to 10,000 TPH sometimes.
Mooring	Cape: 4+2+2 fwd & aft Post Panamax: 3+2+2 fwd & aft Panamax: 2+2+2 fwd & aft Handy size: 2+2+2 fwd & aft	Post Panamax: 3+2+2 fwd & aft Panamax: 2+2+2 fwd & aft Handy size: 2+2+2 fwd & aft

- Vessels scheduled for loading must present their cargo hold **washed, cleaned** and ready on arrival for inspection and loading. Ships arriving on ballast must have documented evidence that all ballast to be pumped out at Sohar Port has no oil, toxin, pathogen and/or sediment.
- Sohar Port is within Restricted Sea Area (RSA) and ships must produce the ROPME ballast report (**R**egional **O**rganisation for **P**rotection of **M**arine **E**nvironment) prior arrival at Sohar Port, so that pumping out ballast water can be permitted/ approved - refer IMO circular annex: MEPC 60/ INF.2
- Notice of readiness is to be tendered when vessel enters Sohar Port limit.

5. Vessel arriving for loading to send empty/cleaned holds photos to Vale Oman through its agents.
6. Vessel must prepare the loading sequences with loading average rate about 8000 MT.
7. Vessel to arrive with minimum ballast on board so that vessel does not have to stop loading operation for de ballasting.

**6. Arrival Laden Ships at Berth - 22**

1. In a regular situation, as established by joint procedure between Vale Oman and SIPC, laden ship is alongside on starboard side and three gantry type unloaders with grab work simultaneously.

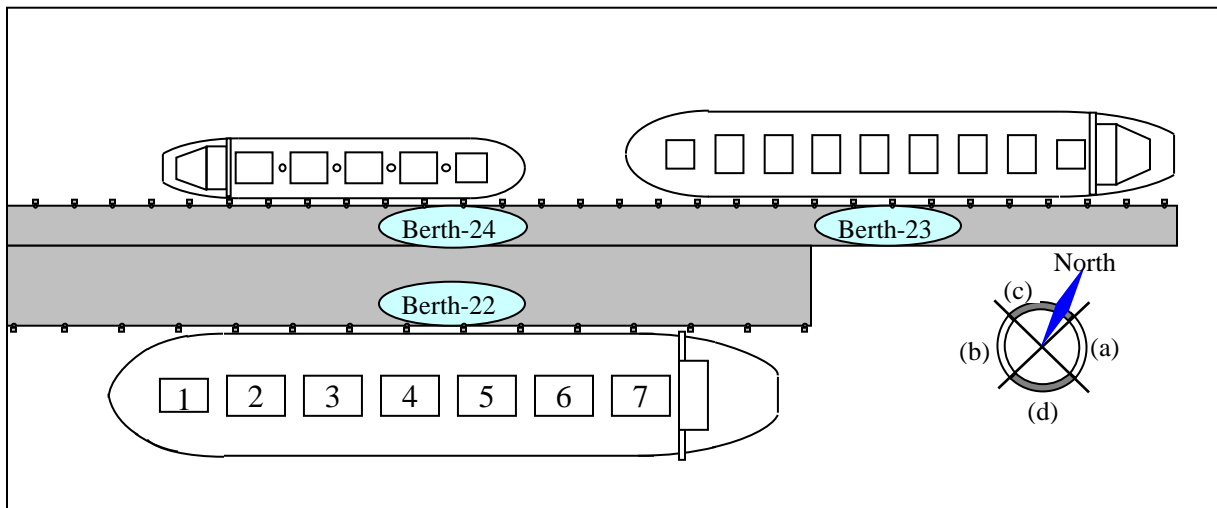
	Berth-22
Ship's size	Valemax, VLOC, Cape size, Panamax, Handy size
Depth	25.0m at chart datum
Max. draft	23.0m
Max. air draft	23.0m
Min. deadweight	43500 MT
Max. deadweight	458600 MT
Unloading rate	Average unloading rate 6000 tph using 3 unloaders for iron ore. For light weight cargo (anthracite & other) average rate 1500 tph using 2 unloaders.
Mooring	Valemax and VLOC: 4+4+2 fwd & aft Cape size: 4+2+2; Panamax & Handy size: 2+2+2 fwd& aft

2. Laden ships are requested to pump out their cargo bilge water en route so that the bottom cargo is dry and maintain a record of pumped out water quantity. Same is required to be submitted upon arrival.
3. All ships are requested to provide their cargo sequence and stowage plan at least 7 days prior to arrival. Vessels on short voyages must provide the same at least 1 working day prior to arrival. Notice of readiness is to be tendered when the vessel enters SIPC jurisdiction.

## 7. Abort Situation

1. It may be necessary for a ship to leave the berth in case of any contingency. The main contingency recognized is wind and related sea and swell. The risk situation is categorised as normal, alarm level-1, and alarm level-2.
2. In normal conditions, weather, sea and mooring rope tensions will be sensed and recorded by Mampaye system.
3. At alarm level-1, Vale Oman will closely monitor the weather parameters and mooring rope tension readings. Vale Oman will evaluate the chance of further deterioration of weather conditions and whether the ship has to stop its cargo operations and leave berth.
4. At alarm level-2, abort situation is confirmed. Accordingly, Vale Oman terminal will stop all cargo operations and the ship must leave the berth with the assistance of port services.

## 8. Categorizing weather risk situation:



1. Direction of wind and wave are divided into 4 sectors:
  - a) 90° sector on seaside end of terminal.
  - b) 90° sector on landside end of terminal.
  - c) 90° sector on loading side of terminal.
  - d) 90° sector on unloading side of terminal.

2. Wind and wave from any sector will differently affect the loading and unloading sides, as shown in below tables. In the table on the next page, “*Real risk, cargo work OK, no berthing, consult for aborting*” correspond to alarm level-1. “*High risk, abort all operation, clear off the ship*” correspond to alarm level-2.

<b>UNLOADING QUAY CONDITION</b>	<b>SECTOR- A</b>	<b>SECTOR-C</b>	<b>SECTOR-B</b>	<b>SECTOR-D</b>
No risk, safe for cargo work & manoeuvre	Wind force 1 to 3, Sea & swell <1m	Wind force 1 to 3, Sea & swell <0.5m	Wind force 1 to 4, No swell in this sector	Wind force 1 to 4, Sea & swell <1m
Potential risk, continuous monitor, cargo work & shipping manoeuvre OK	Wind force 4, Sea & swell about 1.5m	Wind force 4, Sea & swell about 1m	Wind force 5, No swell in this sector	Wind force 5, Sea & swell about 2m
Real risk, cargo work OK, no berthing, consult for aborting	Wind force 5,6, Sea & swell >2m	Wind force 5, Sea & swell 1m to 2m	Wind force 6, No swell in this sector	Wind force 6, Sea & swell >2m
High risk, abort all operation, clear off the ship	Wind force more than 6	Wind force 6, Sea & swell 2m	Wind force 7 & above	Wind force 6, Sea & swell 2m

<b>LOADING QUAY CONDITION</b>	<b>SECTOR- A</b>	<b>SECTOR-C</b>	<b>SECTOR-B</b>	<b>SECTOR-D</b>
No risk, safe for cargo work & manoeuvre	Wind force 1 to 3, Sea & swell <1m	Wind force 1 to 4, Sea & swell <1m	Wind force 1 to 4, No swell in this sector	Wind force 1 to 3 Sea & swell <0.5m
Potential risk, continuous monitor, cargo work & shipping manoeuvre OK	Wind force 4, Sea & swell about 1.5m	Wind force 5, Sea & swell about 1.5m	Wind force 5, No swell in this sector	Wind force 5, Sea & swell 1m
Real risk, cargo work OK, no berthing, consult for aborting	Wind force 5,6, Sea & swell >2m	Wind force 5 to 6, Sea & swell <2m	Wind force 6, No swell in this sector	Wind force 6, Sea & swell 1.5m
High risk, abort all operation, clear off the ship	Wind force more than 6	Wind force 6+ Sea & swell >2m	Wind force 7 & above	Wind force 6+ Sea & swell >2m

## **Chapter IV: For Ship’s Compliance – General Port / Terminal Regulations:**

1. All Vessels calling at the Sohar Port must have proper insurance that sufficiently covers any third-party liability, including liabilities resulting from Dangerous Goods or oil spills, spills of chemicals or other toxic or hazardous materials. The vessel must have on board written proof of such insurance which shall be provided to the harbour master upon request.
2. All vessels shall have valid original certificates on board. After berthing, Vale Oman will collect copies of certificates from the ship as per the standard list of Vale Oman. (e-copies preferred). Original certificates may be inspected by Vale Oman, SIPC or any other Sohar Port authority, if deemed necessary.
3. The Master of a vessel shall be held responsible for the behaviour of the crew and for the strict observance of Omani Law, particularly during Ramadan; and those laws concerning the sale, possession or consumption of drugs or alcohol.
4. For departure, the master or the ship's Agent must give at least 2hour notice to port control for sailing. Outbound pilot will board after port clearance is issued by the harbour master. Such port clearance may be withheld in case of any violation of rules and regulations applicable to Sohar Port, or any legal cause or restraint duly ordered by a competent authority in Oman, or for non-payment of Port Dues.
5. SIPC provides all rules and regulations applicable to Sohar Port on its website ([www.soharportandfreezone.com](http://www.soharportandfreezone.com)). This has the same effect of Omani Law as enforced by Royal Decree of Oman. Compliance is mandatory.
6. When in Sohar port, ships must be correctly moored and kept in same position, Movement of vessel in FWD / AFT (longitudinal) direction is strictly not allowed and it may damage terminal gantry loader and/or ships structure/cranes etc. and if any damages the ship master/owners will be held responsible.
7. Trying out main engine is not allowed at Vale Oman Terminal while loading / unloading operation in progress, Permission must be obtained from Vale Oman/SIPC in advance.
8. During darkness, the gangway, holds and accesses to the holds must be sufficiently illuminated. If not so, any resulting delay will be noted on the statement of facts.

9. During loading / unloading operations the hatch covers must be completely opened and effectively secured.
10. If, during loading / unloading operations, any damage caused by the stevedores, occurs to the ship, the duty vessel inspector is to be informed immediately.
11. Upon completion of cargo operation, ship to close the holds immediately and prepare the vessel for departure and confirm to the agent as soon as possible. Pilot should be booked upon completion and POB should be within one hour after completion. Master to make sure vessel unmoored and sailed immediately.
12. Cranes to park at sea side, well clear from loaders movement, and not to be used / operate without prior permission of Vale Oman.
13. **FINAL TRIMMING** – Vessel to make sure final trimming quantity has been calculated and requested to terminal at once, after loading final trimming quantity terminal will not load anymore cargo within difference of **100 MT** from ship's offer due to big size loading system installation and operational practicality.
14. If vessel requesting less than above quantity then consequences arise for loading such cargo including delay / cancelling of pilot etc will be on ships account.
15. Only 1 ladder will be cleaned/removed cargo by stevedores in each cargo hold of unloading vessel. 2nd ladder to be cleaned by ships staff.
16. Protruding objects: Stevedores reject all liability for any costs and consequences arising from damage made by our personnel/equipment to:
  1. Parts situated inside the holds, in and outside the frames (Australian ladders, railings, platforms, straight ladders etc.)
  2. Non, and poor guarded pipes inside the holds.
  3. Any other parts extending / protruding in the holds.
  4. Unsecured, or inferior secured parts which are removed/missing (bilge covers etc.) As all the above damage are considered unavoidable.
  5. Naturally the stevedores will do their utmost to avoid any damages at all.
  6. Ship to provide drawings of hatch configuration to show ladder positioning, protrusions, ladder platform and any other parts which need to be highlighted.
17. Neither Vale Oman, SIPC nor any other Sohar Port authority will be responsible for any delays, expenses, costs and damages to owners, shipowners, operators, charterers, ship masters due to their failure to comply with this Terminal's Information and Regulations or any other rules applicable to Sohar port.

18. All vessel visiting Vale Oman Terminal are requested to read, understand and comply with the Rules and Regulations of Sohar Industrial Port in addition to this document: [www.soharportandfreezone.com](http://www.soharportandfreezone.com)
19. Before arriving at Sohar Port, all ships must acknowledge receipt of this document “Terminal’s Information and Regulations”. The acknowledgement will imply the Master’s assurance for seaworthiness, cargo worthiness, adequacy of performance and safe operational conditions. This assurance covers the main and auxiliary engines, cargo holds, hatch covers (including opening closing) and other necessary fittings in the cargo space, ballast system, deck gears, oil spill control systems including SOPEP, crew training, pumps, pipes, valves and that coverage apply to any loss, damage and delay directly and/or indirectly related with any operational deficiency that it may arise from the ship.

## **Chapter V: For Ship’s Compliance – Safety**

1. The master of vessel shall retain on board sufficient crew to operate the vessel in a safe manner always.
2. The vessel is responsible for providing a safe and well secured access ladder. Ladder must be attended round the clock and adjusted from time to time by the ship’s staff.
3. A vessel shall use adequate mooring ropes to the satisfaction of harbour master. Mooring ropes must be in good condition (in the opinion of the harbour master). Upon mooring of any vessel, the vessel shall be responsible for placing the appropriate number of traps on the hawsers to prevent ingress and egress of rats. Mooring lines must be attended round the clock and adjusted time to time by ship’s staff.
4. Written permission is a must for carrying out any work/ test/ survey/ inspection/ drill involving safety issues while alongside. There is a standard work permit of Sohar Port that is jointly endorsed by SIPC, Ship, Vale Oman and Agent before commencing such work. The work permit can be arranged through Agent.
5. In addition to the above written report, ship must communicate the following issues to the Sohar Port Control:

Issues to be reported	Via
Lowering boats and rafts	VHF Ch 71/16
Under water inspection	VHF Ch 71/16
Spills	VHF Ch 71/16 or telephone
Collision/Grounding	VHF Ch 71/16 or telephone
N.U.C. in situations that may endanger safety of shipping	VHF Ch 71/16 or telephone

6. Shipmaster must submit a full report in writing within 24hr and in any case before departure, for any accident/incident involving loss of life, serious injury to any person, grounding, collision, pollution or any other damage to property, or if such vessel sustains any material damage affecting her seaworthiness or efficiency.
7. “NO”s:
  - a. No naked light on deck and other exposed area.
  - b. No spark from funnel.
  - c. No walking under working equipment or running machinery on the jetty (loader, unloader, conveyor).
8. Ship’s crew is required to use PPE while on Vale Oman Terminal: - safety shoes, helmet, safety goggle. Additionally, life jacket in case of reading draft at jetty or by using boat.
9. Vessels moored in the dock must readily fulfill the orders given by the Vale Oman Terminal, especially in case of abnormal situations which may compromise the safety of the personnel, facilities and the vessels themselves or which may hinder the good functioning of the port.
10. If adverse weather or sea condition whatsoever, including, without limitation, rain, tide, waves or swell and winds arises during the berthing, mooring, loading or unloading operations and the vessel is unable to remain securely moored by its own means, the master of the vessel must request pilotage and towage services in order to immediately remove the vessel from berth. In the event master fails to proceed accordingly, the Vale Oman terminal shall request the pilotage and towage services in order to avoid any risk to the Vale Oman terminal, ship and/or crew of the vessel, in which case all costs related to such pilotage and towage services shall be for the account of and paid directly by the vessel/ship-owner.



11. Ship's husbandry: Vale Oman Terminal has no provision of handling oil on jetty. Ship can receive bunker, lubrication oil and other oils only from sea side while at Vale Oman Terminal berth. Stores, spares, fresh water supply etc. can be arranged at jetty through various agents. However, any transport vehicle related to these activities must follow the safe practices at Vale Oman Terminal. The organising agent is familiar with the safe practices and will coordinate accordingly. For crew repatriation terminal approved vehicles will be used, which are conversant with safe practices.

## **Chapter VI: For Ship's Compliance – Environment**

1. No operational pollution from ship is allowed. The discharge or spill, intentionally or unintentionally, of any substance in the Sohar Port Area is prohibited. Any incident of pollution will be deemed as an act of deliberation by the ship.
2. The ship will not emit black smoke or suspended particles while alongside.
3. Every incidence and violation of this prohibition must be immediately reported to the harbour master. The person or entity responsible for any pollution will be held responsible for all costs of the clean-up operations and any resulting damage within Sohar Port area.
4. Environmental control is very strict. Utmost care must be taken at all times. Any environmental incident, however small, must be reported immediately to Vale Oman and SIPC. Shipowner / master will be held fully responsible for all costs and consequences resulting from violating environmental legislation due to guilt or neglect of ship's crew.
5. All ships are required to make sure that deck scuppers were properly plugged and secured, no brown water / coloured water from deck spilled cargo to go overboard due to any reason (i.e. due to rain or overflowing of ballast water tank etc). Vessel must keep ready their weldon pump and transfer the deck water to ships slop tanks on board.
6. Suspected pollution of any kind, whether from a vessel or sighted in the vicinity, must be immediately reported to the harbour master with a full written report.

7. All contents of machinery bilge and cargo area bilge to be retained on board. A future shore reception facility for oily water waste and sludge is under consideration by Sohar Port.
8. All ships can dispose of their garbage (Annex V items) at appropriate locations on the jetty. There is a mandatory service charge by Sohar Port for garbage clearing. Vale Oman urges all ships to make use of it.
9. All ships calling at the Sohar Port are allowed to discharge only “clean ballast”—No oil, No toxin, No pathogen, No sediment. Sohar Port is within the Restricted Sea Area (RSA) as per IMO as well as Gulf Cooperation Council (GCC) Authority.
10. All vessels shall comply with IMO Marine Environment Protection Committee Guidelines to implement Ballast Water Management Program (Ballast Water Exchange in the open sea) IMO Res. A 868 (20). If deemed necessary, Vale Oman, SIPC or any other Sohar Port authority may refer to documentary evidence on board and collect ballast sample from ship for laboratory analysis.

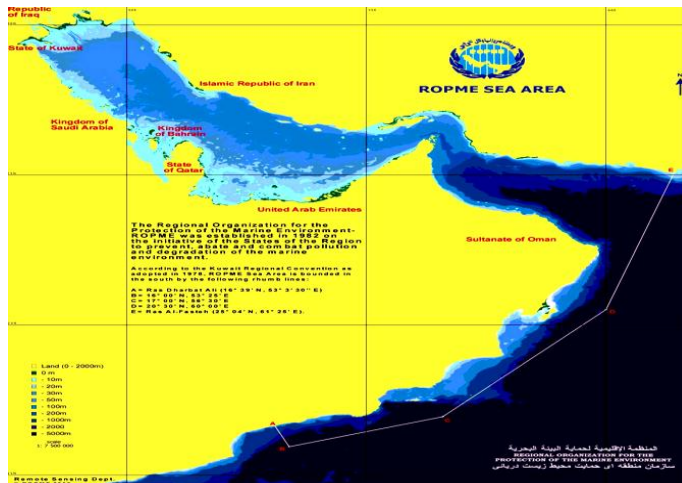
All vessel calling Sohar port/Vale Oman Terminal must comply with MEPC 60/INF.2 – ballast water exchange regulations in ROPME sea area.

Vessels shall always be in compliance with the International Convention for the Control and Management of Ships' Ballast Water and Sediments (“BWM Convention”) and any and all applicable implementing measures. Should the vessel be accepted by SIPC and/or Vale Oman and/or any other Sohar Port authorities and subsequently be found to not comply with the terms of the BWM Convention applicable to it and any and all applicable implementing measures, SIPC and/or Vale Oman and/or any other Sohar Port authorities shall have the right to reject the berthing and shipowners shall be responsible for and indemnify SIPC and/or Vale Oman and/or any other Sohar Port authorities for all costs and any time lost as a result of such non-compliance. Shipowners, upon written request from SIPC and/or Vale Oman and/or any other Sohar Port authorities, shall provide as promptly as possible electronic copy of a valid International Ballast Water Management Certificate for the nominated ships.

Vessel shall always have sufficient ballasting/deballasting capability in relation to loading/unloading capacity. Master to ensure that the loading/unloading and ballast/deballasting are adequately synchronised at all times to maintain the vessel

within her limits of stress and stability. In case loading/unloading has to be interrupted or delayed continuously for more than six (6) consecutive hours due to insufficient deballast capacity in relation to cargo loading capacity, noncompliance to the BWM Convention or to any other reason attributable to the vessel, SIPC and/or Vale Oman and/or any other Sohar Port authorities shall have the right to order the vessel to vacate the pier and shift from and back to the berth, at the shipowners' responsibility, time and expenses.

*Below map for ROPME sea area for guidance.*



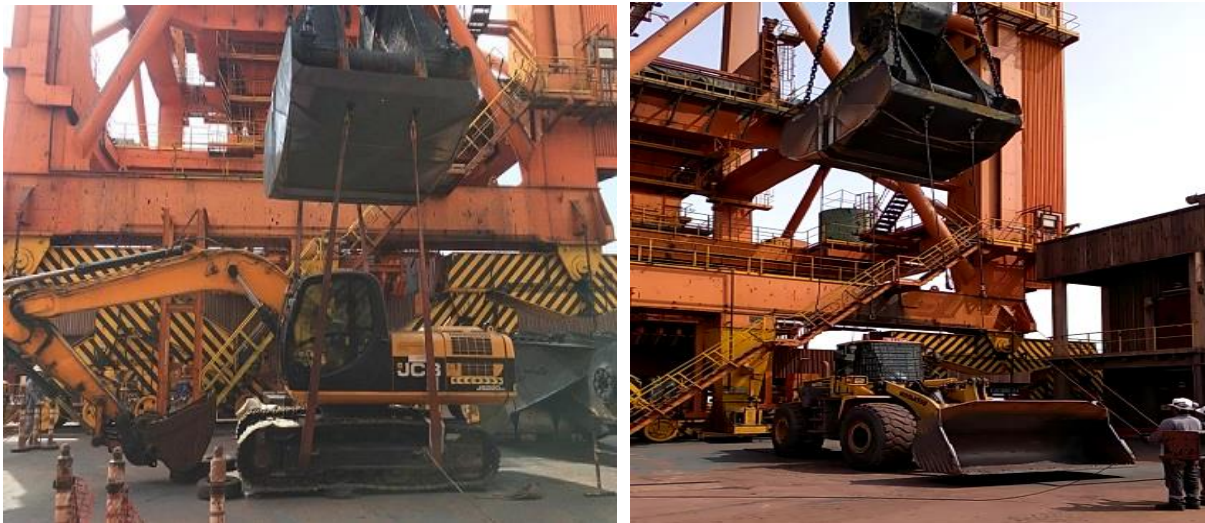
11. Sewage disposal—not permissible without an approved treatment plant in operational condition. Documentary evidence is essential.
12. In the unfortunate situation of any ship violating environmental norms, it will be applicable monetary penalty imposed by SIPC, in addition to all costs of the clean-up operations and any resulting damages within the Sohar Port area, including Vale Oman Terminal.
13. Vale Oman Terminal has an “Oil Pollution Emergency Plan” and maintains a stock of oil spill gears. SIPC as a landlord also has its own oil pollution plan and, accordingly, has appointed Oman Petro Environmental Services Company LLC (OMAN PESCO) as a specialized service provider regarding oil spill control, containment, clean up and disposal, including any technical expertise. OMAN PESCO provides service to individual industries within Sohar Port on chargeable basis.

## **Chapter VII: For Ship's Compliance – Security**

1. All vessels must comply with and observe all ISPS Code requirements for vessels and port facilities. A vessel shall have its certificate of security available on board for inspection by the Vale Oman.
2. Sohar Port complies with ISPS code. There is an overall PSO for total area of jurisdiction of SIPC. There is also individual PFSO for Vale Oman Terminal.
3. All Parties shall co-operate in an overall SIPC Security Plan, as well as in an SIPC Emergency Plan according to Good International Practices.
4. Vale Oman will not consider a declaration of security except for the situations prescribed in ISPC code.

## **Chapter VIII: Mobile Equipment's may use on ships for unloading operations**

Payloaders/excavators may be used in unloading vessel as required. Time to time units will be shifted between holds as required and unit may have to be kept on deck of vessel with due care. And request vessel to co-operate in this regard.



# ***VALE OMAN DISTRIBUTION CENTRE L.L.C***

## ***PORT OF SOHAR***

**I, the undersigned Master/Ch. Officer of the vessel:**

.....

**Acknowledge the receipt of the “Terminal’s Information and Regulations” related to Vale Oman Distribution Centre’s terminal in the Port of Sohar.**

**Date** ..... - ..... - .....

**Signature** .....

**Rank** .....