

DECREE NO. () OF 2009
BY THE MINISTER OF TRANSPORT
CONCERNING
RULES AND REGULATION IN YEMENI PORTS

THE MINISTER OF TRANSPORT,

HAVING DULY REVIEWED:

- THE PRESIDENTIAL DECREE NO. 15 OF 1994 CONCERNING THE MARITIME LAW,
- THE PRESIDENTIAL DECREE NO. 50 OF 2007 CONCERNING FORMATION OF THE GOVERNMENT AND APPOINTMENT OF ITS MEMBERS AND IT AMENDMENTS,
- THE PRESIDENTIAL DECREE NO 61 OF 2007 CONCERNING THE ESTABLISHMENT OF YEMEN GULF OF ADEN PORTS CORPORATION,
- THE PRESIDENTIAL DECREE NO 62 OF 2007 CONCERNING THE ESTABLISHMENT OF YEMEN RED SEA PORTS CORPORATION,
- THE PRESIDENTIAL DECREE NO 63 OF 2007 CONCERNING THE ESTABLISHMENT OF YEMEN ARABIAN SEA PORTS CORPORATION,

IN ORDER TO KEEP HARMONY WITH RULES AND REGULATIONS OF PORTS OF THE GCC COUNTRIES,

AND IN VIEW OF THE POWERS AUTHORIZED TO US,

HAVE DETERMINED:

ARTICLE (1): RULES AND REGULATIONS OF YEMENI PORTS SHALL BE APPLICABLE IN ALL COMMERCIAL PORTS UNDER ANY OF THE YEMENI PORTS CORPORATIONS, AS FOLLOWS:

PART I

REGULATIONS FOR VESSELS AT PORTS

CHAPTER 1

GENERAL PROVISIONS

PRELIMINARY

1.1 AUTHORITY TO ENFORCE PORT REGULATIONS.

1.2 THE JURISDICTION OF THESE REGULATIONS.

1.3 APPLICATION.

1.4 OBLIGATION TO CARRY A COPY OF THE PORT REGULATIONS ON BOARD.

1.5 DEFINITIONS.

1.6 AUTHORIZED PERSONS.

1.7 RESPONSIBILITY OF INDIVIDUALS.

1.8 FORCE MAJEURE

1.1. AUTHORITY TO ENFORCE PORT RULES AND REGULATIONS.

1.1.1 AWAY FROM THOSE FUNCTIONS CHARGED TO OTHER OFFICIAL AUTHORITIES, THESE RULES AND REGULATIONS SHALL BE ENFORCED BY THE COMPETENT PORT AUTHORITY.

1.2 THE JURISDICTION OF THESE RULES REREGULATIONS

1.2.1 THESE RULES AND REGULATIONS ARE VALID FOR AND APPLICABLE TO ALL COMMERCIAL PORTS AND HARBOURS RUN BY ANY OF THE PORT CORPORATIONS IN THE REPUBLIC OF YEMEN.

1.3 APPLICATION

1.3.1 THESE RULES AND REGULATIONS APPLY TO ALL VESSELS, COMPANIES, INDIVIDUALS AND ORGANIZATIONS ENTERING, USING OR MAKING USE OF ANY OF THE COMMERCIAL PORTS IN THE REPUBLIC OF YEMEN REFERRED TO IN ARTICLE 1.2.1. ABOVE.

1.4 OBLIGATION TO CARRY A COPY OF THE PORT REGULATIONS

1.4.1 EVERY VESSEL WHICH ARRIVES IN ANY OF THE PORTS REFERRED TO IN ARTICLE 1.2.1 MUST HAVE A COPY OF THESE REGULATIONS ON BOARD, OR MUST OBTAIN A COPY IMMEDIATELY ON FIRST ARRIVAL IN ANY OF THESE PORTS.

1.4.2 NEITHER NON-POSSESSION NOR IGNORANCE OF THESE REGULATIONS WILL BE CONSIDERED A REASON

FOR NON-IMPOSITION OF A PENALTY FOR VIOLATION OF THESE REGULATIONS.

1.4.2.1 THE RESPONSIBILITY FOR ANY VESSEL WILL NOT ONLY REST WITH THE MASTER AND HIS CREW BUT ALSO WITH THE OWNER AND HIS AGENT.

1.5 DEFINITIONS

FOR THE PURPOSE OF THESE RULES AND REGULATIONS, THE FOLLOWING TERMS AND EXPRESSIONS SHALL HAVE THE MEANINGS NEXT TO EACH ONE OF THEM:

1.5.1 COMPETENT PORT AUTHORITY

MEANS THE PRESIDENT OF THAT YEMENI PORT CORPORATION IN CHARGE OF THE MANAGEMENT AND ADMINISTRATION OF ITS PORTS OR THE AUTHORIZED PERSON TO ACT ON HIS BEHALF

1.5.2 COMPETENT MARITIME AUTHORITY MEANS THE MARITIME AFFAIRS AUTHORITY.

1.5.3 CONCERNED ADMINISTRATION

MEANS ANY GOVERNMENTAL AGENCY OR ANY OTHER AGENCY DEALING WITH ARRIVALS AND DEPARTURES OF PASSENGER, LIVESTOCK AND CARGO VESSELS AT OR FROM SEAPORTS.

1.5.4 PORT MANAGEMENT

MEANS THE PERSON OR PERSONS DESIGNATED TO BE IN CHARGE OF AND RESPONSIBLE FOR THE ADMINISTRATION AND CONTROL OF A PORT, AND INCLUDES HIS DEPUTIES AND ASSISTANTS INSOFAR AS THEY ARE AUTHORIZED TO ACT ON HIS BEHALF.

1.5.5 AUTHORIZED PERSON

MEANS ANY PERSON AUTHORIZED BY THE COMPETENT AUTHORITY, THE PORT MANAGEMENT, THE COMPETENT MARITIME AUTHORITY, OR ANY OTHER CONCERNED AUTHORITY (AS APPLICABLE) TO EXERCISE THE POWERS OR PERFORM THE DUTIES IN RESPECT OF WHICH THE EXPRESSION IS USED THROUGH THESE RULES AND REGULATIONS.

1.5.6. MASTER

MEANS ANY PERSON WHO IS AUTHORIZED TO COMMAND THE VESSEL, EVEN ON TEMPORARY BASIS.

1.5.7 PILOT

ANY PERSON ASSIGNED OR PERMITTED FROM THE CONCERNED AUTHORITY TO PRACTICE VESSEL'S PILOTAGE WITHIN THE PORT ZONE OR THE PILOTAGE ZONES. THE PILOT JOB DOES NOT INCLUDE, UNDER ANY CIRCUMSTANCES, VESSELS COMMANDS EITHER DIRECTLY OR INDIRECTLY. LEGALLY, THE PILOT ASSIGNMENT IS ONLY AS ADVISOR TO THE VESSEL'S MASTER.

1.5.8 OWNER

1.5.8.1 SHIP OWNER

MEANS ANY PART OWNER, BROKER, CHARTERER, AGENT, OR MORTGAGEE IN POSSESSION OF THE VESSEL, OR OTHER PERSON OR PERSONS ENTITLED FOR THE TIME BEING TO THE POSSESSION OF THE VESSEL, WHETHER THE HOLDER OF THE LEGAL TITLE TO THE VESSEL IN ACCORDANCE WITH THE REGISTRATION CERTIFICATE OR OTHERWISE .

1.5.8.2 GOODS OWNER

MEANS ANY CONSIGNOR, CONSIGNEE, SHIPPER, BANK OR AGENT FOR THE SALE, RECEIPT, CUSTODY, LOADING OR UNLOADING AND CLEARANCE OF THOSE GOODS AND INCLUDES ANY OTHER PERSON IN CHARGE OF THE GOODS AND HIS AGENT IN RELATION THERETO.

1.5.9 SHIP'S AGENT

MEANS ANY NATURAL OR LEGAL PERSON DULY LICENSED BY THE CONCERNED AUTHORITY TO PROVIDE THE SHIP'S AGENCY SERVICES, ACTING ON BEHALF OF SHIPOWNER, MASTER, OPERATOR, OR THE GOODS' OWNER, WHETHER FOR PARTICULAR VOYAGES OR ON PERMANENT BASES.

1.5.10 PORT

MEANS ANY OF THE CURRENT AND FUTURE COMMERCIAL PORTS RUN BY ANY OF THE YEMENI PORT CORPORATIONS.

1.5.11 PORT PREMISES

MEANS ALL QUAYS, LOADING/ UNLOADING AREAS, STORAGE YARDS, AND ANY OTHER SITE USED OR CONTROLLED BY THE PORT MANAGEMENT.

1.5.12 BERTH

INCLUDES ANY BERTH, DOCK, PIER, JETTY, QUAY, WHARF, MOORING, ANCHORAGE, FLOATING TERMINAL OR OFFSHORE TERMINAL, OR ANY OTHER PLACE REGULARLY USED FOR BERTHING OR MOORING VESSELS.

1.5.13 VESSEL

THE WORD VESSEL SHALL INCLUDE EVERY DESCRIPTION OF SHIP, BOAT, RAFT, HOVERCRAFT OR WATER CRAFT OF ANY DESCRIPTION, INCLUDING NON-DISPLACEMENT CRAFT AND SEAPLANES, USED OR CAPABLE OF BEING USED AS A MEANS OF TRANSPORTATION ON WATER, IRRESPECTIVE OF ITS MEANS OF POWER, AND SHALL INCLUDE IN ITS MEANING THE TERM "OWNERS, OPERATORS AND MORTGAGEES THEREOF".

1.5.14 HARBOR CRAFT

MEAN TUGS, PILOT BOATS, BARGES, LIGHTERS FOR DISCHARGING AND LOADING, POWER DRIVEN VESSELS, AND OTHER CRAFT AND ANY OTHER THING CONSTRUCTED OR ADAPTED FOR FLOATING ON OR BEING SUBMERSED IN WATER (WHETHER PERMANENTLY OR TEMPORARILY) WHOSE NAVIGATION OR WORKING IS NORMALLY CONFINED TO WITHIN THE PORT LIMITS.

1.5.15 VEHICLE

INCLUDES ANY VEHICLE PROPELLED ON RAILS AND ANY MACHINERY ON WHEELS OR CATERPILLAR TRACKS, TRAILERS, CARAVANS AND MOBILE HOMES AND INCLUDES HOVERCRAFT AND ANY OTHER AMPHIBIOUS VEHICLE.

1.5.16 VALUABLE GOODS

MEANS THE GOODS OVER WHICH A DECLARATION HAS BEEN MADE BY THE SHIPPER OR CONSIGNEE TO CONSIDER SUCH GOODS VALUABLE.

1.5.17 BELOW STANDARD

A VESSEL MAY IN GENERAL BE CONSIDERED, BY VIRTUE OF A DECISION ISSUED BY THE COMPETENT MARITIME AUTHORITY, BELOW STANDARD IN ITS CONSTRUCTION, ENGINES AND OTHER EQUIPMENT SUCH AS SALVAGE, FIRE-FIGHTING AND STEERING EQUIPMENTS, NAVIGATION DEVICES, ETC. WHICH FAIL TO MEET THE REQUIREMENTS OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS) I.E.:-

- A) INSUFFICIENT EQUIPMENT AND SYSTEMS ACCORDING TO SOLAS.
- B) INADEQUATE EQUIPMENT AND SYSTEMS ACCORDING TO SOLAS.
- C) VESSEL AND EQUIPMENT DEFICIENT AS A RESULT OF POOR MAINTENANCE.

SHOULD EITHER ONE OR ALL OF THE ABOVE DEFECTS MAKE A VESSEL UNSAFE TO SAIL ACCORDING TO SOLAS IN A WAY THAT WOULD ENDANGER THE SAFETY OF PEOPLE ONBOARD IF ALLOWED TO PUT TO SEA.

1.5.18 MARINE ENVIRONMENTAL POLLUTION

MEANS THE UNAUTHORIZED DISCHARGE OR DUMPING OF OIL, SLUDGE OR OTHER LIQUIDS IN BULK AND THE DISPOSAL OF RUBBISH OR GARBAGE FROM SOLID MATERIALS SHIPPED IN PACKAGES, TANKS OR CONTAINERS

OR ANY OTHER SUBSTANCES LIABLE TO CAUSE OFFENCE, DAMAGE OR DANGER WITHIN THE POLLUTION-FREE ZONE OR THE ADJACENT AREA AS PER LAW NO.16 OF 2004 ON THE PROTECTION OF MARINE ENVIRONMENT FROM POLLUTION.

1.5.18.1 OIL POLLUTION

MEANS ANY KIND OF OIL; CRUDE OIL, HEAVY OIL, SLUDGES, WASTE OIL AND CLEAN PRODUCTS CONTAMINATING THE MARINE ENVIRONMENT (PETROCHEMICAL PRODUCTS ARE NOT INCLUDED).

1.5.19 POLLUTION CAUSED BY OTHER HAZARDOUS LIQUIDS

MEANS ANY UNAUTHORIZED DISCHARGE OR SPILL OF SUBSTANCES OR TRACES OF SUBSTANCES WHICH COULD ADVERSELY AFFECT HUMAN HEALTH OR BE POTENTIALLY HARMFUL TO THE SEA AND ITS NATURAL TREASURES.

1.5.20 POLLUTION CAUSED BY HAZARDOUS CARGO SHIPPED IN PACKAGES, TANKS OR CONTAINERS

MEANS ANY MATERIAL CAUSING EXPLOSION, FIRE, CORROSION, TOXICITY OR RADIATION LISTED IN THE INTERNATIONAL DANGEROUS GOODS CODE (IMDG) OR ANY OTHER SUBSTANCE DETERMINED TO BE DANGEROUS BY THE COMPETENT AUTHORITY AS PER LAW.

1.5.20.1 POLLUTION CAUSED BY HAZARDOUS CARGO SHIPPED IN BULK

MEANS ANY SUBSTANCE WHICH IF DISCHARGED INTO THE MARINE ENVIRONMENT COULD DAMAGE HUMAN LIFE, OR SEA LIFE OR THE SEA BED AND ITS NATURAL TREASURES; OR MAY DAMAGE INFRASTRUCTURE, OR MAY ADVERSELY AFFECT OTHER LEGAL USES OF THE SEA AS PER LAW NO. 16 OF 2004 ON THE PROTECTION OF MARINE ENVIRONMENT FROM POLLUTION.

1.5.21 POLLUTION CAUSED BY DISCHARGE OF LIQUID SEWAGE

MEANS THE DISPOSAL OF:

- A) SEWAGE, WASTE AND OTHER RUBBISH FROM TOILETS.
- B) SEWAGE FROM HOSPITAL, CLINICS, AND SIMILAR MEDICAL ESTABLISHMENTS.
- C) SEWAGE FROM FARMS AND LIVESTOCK ENCLOSURES.
- D) SEWAGE MIXTURE FROM ANY OF THE ABOVE.

IN THE POLLUTION-FREE ZONE OF THE TERRITORIAL WATERS OF THE REPUBLIC OF YEMEN AS DETERMINED BY NATIONAL LAWS.

1.5.21.1 POLLUTION CAUSED BY UNAUTHORIZED DISCHARGE OF GARBAGE

MEANS USING THE TERRITORIAL WATERS OF THE REPUBLIC OF YEMEN (AS DETERMINED BY NATIONAL LAW AND INTERNATIONAL CONVENTIONS) FOR THE DISPOSAL OF GARBAGE WHICH INCLUDES RESIDUE FROM FOOD, BUILDING MATERIALS, OPERATIONS, VESSELS, CREWS OR CARGO.

FRESH FISH OR FISH SCRAPS RESULTING FROM NORMAL FISHING BOAT OPERATIONS ARE EXCLUDED.

1.5.21.2 ACCORDING TO THE PRECEDING SUBSECTION 1.5.21.1 DISCHARGING MEANS DUMPING HAZARDOUS OR DANGEROUS RESIDUE RESULTING FROM THE CLEANING OF THE CONTAINERS IN WHICH THE SUBSTANCES WERE STORED: IT ALSO INCLUDES LEAKING, PUMPING OR JETTISONING MATERIALS FROM SHIPS.

1.5.22 AIR POLLUTION

MEANS THE UNAUTHORIZED DISCHARGE OR LEAKAGE OF MALODOROUS, RESPIRATORY AFFECTING SUBSTANCES IN THE FORM OF SMOKE, FUMES, DUST OR VAPOUR, INTO THE ATMOSPHERE, WITH THE POTENTIAL TO IMPAIR HUMAN, ANIMAL AND PLANT LIFE AND DAMAGE SUPERSTRUCTURE.

1.5.23 TOWAGE

MEANS THE PROCESS OF TOWING A VESSEL FROM ONE PLACE TO ANOTHER WITHIN OR OUTSIDE THE PORT LIMIT BASED ON A PERMIT FROM THE COMPETENT MARITIME AUTHORITY AND APPROVAL OF THE PORT ADMINISTRATION. IT STARTS FROM THE TIME OF RECEIVING A DIRECT ORDER FROM THE VESSEL TO COMMENCE PUSHING, OR TO ATTACH A LINE OR WHICHEVER IS CARRIED OUT FIRST. UPON INSTRUCTIONS FROM THE VESSEL TO STOP AND LET GO IT ENDS WHEN THE LINE IS CLEAR AND THE TUG SAFELY AWAY FROM THE VESSEL.

1.5.24 TOWING CONTRACT

MEANS THE CONTRACT COVERING ALL KINDS OF MOVING AND ASSISTING OF VESSELS OR ANY OTHER FLOATING OBJECTS BY TUG. THE CONTRACT IS CONSIDERED TO COMMENCE AT THE TIME THE TUG'S ROPES ARE RELEASED AND ENDS WHEN THE ROPES ARE PUT BACK.

1.5.25 TUG

MEANS EVERY SHIP, BOAT OR MARINE CRAFT DESIGNED OR CONSTRUCTED TO CARRY OUT TOWAGE AND SALVAGE OPERATIONS.

1.5.26 TOWED OBJECTS

MEANS VESSELS OR OTHER OBJECTS OF A TOWAGE INCLUDING THE CREWS, REGARDLESS OF BEING PROVIDED BY THE OWNER OF THE OBJECT OR THE TUG OWNER.

1.5.27 THIRD PARTIES

WITHIN THE CONTEXT OF A TOWAGE CONTRACT MEANS PROPERTY AND PERSONS BEYOND THE LIMITS OF THE TOWAGE CONTRACT.

1.5.28 GAS-FREE CERTIFICATE

MEANS A CERTIFICATE, ON A SPECIAL FORM FOR THE PURPOSE, ISSUED BY AN AUTHORIZED, DULY QUALIFIED ANALYST CONFIRMING THAT A TANK, COMPARTMENT OR CONTAINER WAS GAS FREE AT THE TIME OF TESTING.

1.5.29 NAKED LIGHTS

MEANS OPEN FLAMES OR FIRES INCANDESCENT MATERIAL OR ANY OTHER UNCONFINED SOURCE OF IGNITION.

1.5.30 HOT OR COLD WORK PERMITS

MEANS A DOCUMENTS ISSUED BY AN AUTHORIZED PERSON PERMITTING HOT OR COLD WORK TO BE CARRIED OUT DURING A SPECIFIC TIME PERIOD IN A CLEARLY DETERMINED AREA WITHIN THE PORT LIMITS.

1.5.31 TONNAGE

1.5.31.1 WEIGHT MEASUREMENTS

A) TONNE (METRIC) = 1000 KG.

B) TONNE (LONG) = 1,016.05 KG.

C) DEADWEIGHT TONNAGE IS THE DIFFERENCE BETWEEN A VESSELS DISPLACEMENT WHEN LIGHT AND WHEN LOADED (IN METRIC TONNAGE).

D) DISPLACEMENT TONNAGE IS THE WEIGHT OF THE SHIP AS BUILT AND EQUIPPED, PLUS THE DEADWEIGHT TONNAGE (METRIC TONNAGE).

1.5.31.2 VOLUME MEASUREMENTS

A) REGISTER TONNE = 100 CU.FT (OR 2.83 CU. MTRS).

B) REGISTERED GROSS TONNAGE* = THE MEASURE OF OVERALL
SIZE OF A SHIP.

C) REGISTERED NET TONNAGE * = THE MEASURE OF THE USEFUL

CAPACITY OF A SHIP.

* MEASURING UNIT PER INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969: THIS MEASURING UNIT IS A NON-DIMENSIONAL VALUE AND IS CALCULATED ACCORDING TO THE CONVENTION.

1.5.32 PERSONS

MEANS ANY INDIVIDUAL ACTING ON HIS OWN BEHALF OR REPRESENTING A CORPORATE BODY, AND SHALL INCLUDE A CORPORATE BODY, COMPANY, ORGANIZATION OR AUTHORITY TO WHICH THESE RULES AND REGULATIONS APPLY AND UPON WHICH THE PORT MANAGEMENT MAY IMPOSE A FINE OR WHOM IT MAY HOLD RESPONSIBLE FOR BREACH OF ANY OF THE SAID RULES AND REGULATIONS.

1.5.33 CONDUCT IN PORT

NO ONE WITHIN THE JURISDICTION OF THESE REGULATIONS SHALL ENDANGER, HINDER OR INTERFERE WITH A VESSEL'S MOVEMENTS OR PORT OPERATIONS OR CAUSE ANY DAMAGE.

1.6 LEGAL ARRANGEMENTS FOR AUTHORIZED PERSONS

1.6.1 ALL OFFICIAL ORDERS AND/OR INSTRUCTIONS ISSUED BY PERSONS AUTHORIZED BY THE CONCERNED AUTHORITY SHALL BE OBEYED AT ONCE. THEY MAY BE GIVEN VERBALLY, IN WRITING OR BY DISPLAYING SIGNS AND NOTICES. AUTHORIZED PERSONS WILL ACT WITHIN THE FRAMEWORK OF THE LAW.

AUTHORIZED PERSONS IN THE EXECUTION OF THEIR DUTY ARE PERMITTED WITHIN PORT LIMITS TO BOARD ALL VESSELS, OR ANY VESSEL, AT ANY TIME.

1.6.1.1 AUTHORIZED PERSONS SHALL BE PROVIDED WITH ANY PERTINENT INFORMATION REQUIRED CONCERNING THE VESSEL INCLUDING, BUT NOT LIMITED TO, ITS CONDITION, CONSTRUCTION, EQUIPMENT, CARGO, CREW OR ANY INCIDENT ON BOARD WHICH IS CONSIDERED AT VARIANCE WITH THE LAWS OF THE COUNTRY TO WHICH THE PORT BELONGS. THEY ARE ALSO ENTITLED TO CHECK THE VESSEL'S DOCUMENTS.

1.6.1.2 AUTHORIZED PERSONS ARE ALLOWED TO ENTER AND EXAMINE ACCOMMODATION ROOMS EVEN AGAINST THE WILL OF THE OCCUPANT SHOULD IT BE NECESSARY FOR THE MAINTENANCE OF SECURITY AND GOOD ORDER, TO FOLLOW-UP ON SMUGGLING OR TO PREVENT ILLEGAL ACTION TO NAVIGATION SAFETY AS WELL AS FOR REASONS OF HEALTH AND LAWFULNESS. THE ENTRY AND EXAMINATION PROCESS AND INSPECTION OF PERSONAL BELONGINGS MUST BE CARRIED OUT WITH DUE REGARD TO THE RELEVANT NATIONAL LAW.

1.6.2 SHOULD THE AUTHORIZED PERSON AFTER BOARDING THE VESSEL SUSPECT THAT IT IS BELOW STANDARD THEN HE HAS THE RIGHT TO CONDUCT A MORE THOROUGH INSPECTION.

1.6.2.1 THE AUTHORIZED PERSONS SHOULD TAKE THE ACTION REQUIRED BY THE APPROPRIATE INTERNATIONAL CONVENTION OR PROTOCOL IF THERE ARE ANY DISCREPANCIES IN THE SHIP'S CERTIFICATES.

1.6.3 THE MASTER IS OBLIGED TO ENSURE SAFE ACCESS TO THE VESSEL AT ALL TIMES. LIKEWISE, PROPRIETORS OR USERS ON NON-PUBLIC UTILITIES OR INSTALLATIONS MUST PERMIT ACCESS OF

AUTHORIZED PERSONS.

1.6.4 NO PERSON SHALL MOLEST, ASSAULT, RESIST, HINDER OR OBSTRUCT AUTHORIZED PERSONS IN THE EXECUTION OF THEIR DUTY, OR ATTEMPT TO DO SO, OR DISOBEY THEIR LAWFUL ORDERS, OR USE ABUSING OR OFFENSIVE LANGUAGE AGAINST THEM, OR AND OR INCITE OTHERS TO DO SO.

1.7 RESPONSIBILITY OF INDIVIDUALS

1.7.1 IT SHALL BE THE DUTY OF THE MASTER OF EVERY VESSEL TO COMPLY WITH THE REQUIREMENTS OF THE REGULATIONS INSOFAR AS THE VESSEL IS CONCERNED, AND WITH THE DIRECTIONS OF ALL AUTHORIZED PERSONS.

1.7.1.1 THE VESSEL'S MASTER SHALL BE RESPONSIBLE FOR ALL DAMAGES THAT MAY HAVE BEEN CAUSED BY HIS VESSEL, CREW, OR OTHER PERSONS IN HIS SERVICE TO ANY PROPERTY OF THE PORT OR OTHER PERSONS OR OTHER PERSONS' PROPERTY. THE PORT MANAGEMENT HAS THE RIGHT TO DETAIN ANY VESSEL WHICH HAS CAUSED DAMAGE TO THE PORT PUBLIC PROPERTY UNTIL SUCH DAMAGE HAS BEEN MADE GOOD, OR A SECURITY HAS BEEN PROVIDED TO THE SATISFACTION OF THE PORT MANAGEMENT.

1.7.1.2 THE VESSEL'S MASTER SHALL BE RESPONSIBLE FOR AND GIVE SPECIAL CARE TO ALL THE REQUIREMENTS OF GOVERNMENTAL AGENCIES AND AGENTS: MARITIME AFFAIRS AUTHORITY CUSTOMS AUTHORITY; POLICE FORCE; COAST GUARD; IMMIGRATION AND PORT HEALTH AUTHORITIES. MASTERS SHOULD CONTACT THEIR SHIPS AGENT FOR A SUPPLY OF THE NECESSARY INSTRUCTIONS.

1.7.2 NOTHING IN THESE REGULATIONS SHALL RELIEVE THE MASTER OF ANY VESSEL ENTERING OR NAVIGATING WITHIN THE LIMITS OF A PORT OF HIS RESPONSIBILITY FOR THE VESSEL UNDER HIS COMMAND.

1.7.3 THE SHIP'S AGENT IS RESPONSIBLE FOR INFORMING THE PORT MANAGEMENT OF ALL RELEVANT INFORMATION AND MESSAGES RECEIVED FROM THE MASTER OF A VESSEL INCLUDING INFORMATION REGARDING ANY ACCIDENTS THAT MAY CAUSE DAMAGE TO PROPERTIES WITHIN THE PORT LIMITS DUE TO CARELESSNESS OR ANY OTHER REASONS.

1.8 FORCE MAJEURE

1.8.1 NO LIABILITY SHALL ATTACH TO PORT MANAGEMENT IF THE TERMS OF THESE RULES CANNOT BE PERFORMED DUE TO FORCE MAJEURE INCLUDING, BUT NOT LIMITED TO, ACTS OF GOD, WAR, FIRE, FLOOD, HURRICANE, EXPLOSION, RADIOACTIVE EMISSION OR LARGE POLLUTION DISASTERS BEYOND THE CONTROL OF THE PARTIES, OR ELECTRICITY BLACKOUT, PROVIDED ALWAYS THAT ANY PARTY RELYING ON FORCE MAJEURE SHALL NOTIFY THE OTHER PARTY WITHIN 7 DAYS OF THE CIRCUMSTANCES ON WHICH HE RELIES, BY CIRCULATING ALL SHIP'S AGENTS OR PUBLIC NOTICE BOARD.

1.8.2 THE PARTY WHICH SUFFERS THE ACCIDENT OR INCIDENT SHOULD BE EXPLICIT IN HIS NOTIFICATION TO THE OTHER PARTY, SEE 1.8.1 ABOVE, WHICH SHOULD INCLUDE CLEAR EVIDENCE OF FORCE MAJEURE IN ORDER TO MAKE THE CIRCUMSTANCES OF THE ACCIDENT ACCEPTABLE AS SUCH.

CHAPTER 2

ARRIVAL AND DEPARTURE OF VESSELS

2.1 NOTIFICATION TO THE PORT MANAGEMENT

2.2 VESSELS FAILING TO GIVE REQUIRED INFORMATION.

2.3 PERMISSION TO ENTER PORT.

2.4 REGISTRATION FOR BERTHING.

2.5 PRIORITY FOR BERTHING.

2.6 DOCUMENTS REQUIRED.

2.7 EXEMPTED VESSELS

2.8 SIGNALS ON APPROACH.

2.9 THE FLAG OF THE PORT STATE

2.10 DISEMBARKATION OF PASSENGERS

2.11 TRAFFIC CONTROL

2.12 VESSELS DRAFT AND STABILITY

2.13 DEPARTURES OF VESSELS.

2.1 NOTIFICATION TO THE PORT MANAGEMENT

2.1.1 THE OWNERS, LEASERS, OPERATORS OF VESSELS BOUND FOR A PORT WITHIN THE JURISDICTION OF THESE RULES MUST GIVE PRELIMINARY NOTICE OF THE VESSEL'S INTENDED ARRIVAL TO THE PORT MANAGEMENT OF THE PORT OR PORTS EITHER DIRECTLY OR THROUGH THE VESSEL'S AGENTS CLARIFYING THE ESTIMATED TIME OF ARRIVAL.

2.1.1.1 WHEN ARRANGEMENTS TO DISCHARGE OR LOAD CARGO IN ANY PORT COVERED BY THESE RULES AND REGULATIONS ARE MADE, THE RELEVANT PORT MANAGEMENT SHOULD BE INFORMED AS SOON AS PRACTICABLE: SUCH INFORMATION SHOULD INCLUDE THE APPROXIMATE QUANTITY AND TYPE OF CARGO TO BE HANDLED.

2.1.1.2 MASTERS OF ALL VESSELS INTENDING TO CALL AT ANY YEMENI PORT WITH CONSIGNMENTS OF AMMUNITION, EXPLOSIVES, RADIOACTIVE MATERIALS, HAZARDOUS CARGO, AND/OR WEAPONS, EITHER FOR DISCHARGE OR TRANSIT, MUST STRICTLY ABIDE BY THE FOLLOWING:

1. PERMISSION FOR LOADING THE TRANSIT CONSIGNMENT MUST BE OBTAINED PRIOR TO LOADING BY SUBMITTING TO THE RELEVANT GOVERNMENT DEPARTMENT FULL DETAILS OF THE TRANSITING CONSIGNMENT. THESE DETAILS TO SPECIFY THE TYPE, CLASS AND QUANTITY OF THE GOODS TO BE LOADED, AND DOCUMENTS MUST SHOW THE ULTIMATE CONSIGNEE, AND THE SEAPORT AT WHICH SUCH GOODS WILL BE DISCHARGED.

2. HAVING OBTAINED THE NECESSARY PERMISSION TO LOAD AS OUTLINED IN 1 ABOVE, THE SHIPS AGENT MUST SUBMIT TO THE PORT MANAGEMENT FULL DETAILS OF ALL THE DANGEROUS TRANSIT CARGO ON BOARD.

3. FAILURE TO COMPLY WITH THE FOREGOING PROCEDURES WILL RESULT IN THE VESSEL BEING DETAINED AND SUED, AS WELL BE THE CASE IF THE VESSEL IS FOUND TO BE CARRYING ANY WEAPONS, EXPLOSIVES, RADIOACTIVE MATERIALS, AND/OR AMMUNITION WITHOUT HAVING OBTAINED PRIOR PERMISSION FROM THE RELEVANT DEPARTMENT.

4. EACH SHIPPING AGENT IS HELD DIRECTLY AND PERSONALLY RESPONSIBLE FOR ANY VIOLATION OF THE FOREGOING PROCEDURES BY ANY VESSEL OF WHICH HE IS THE AGENT.

2.1.1.3 A FURTHER NOTICE OF ETA IS TO BE SENT 3 DAYS, AND 1 DAY PRIOR TO VESSEL'S ARRIVAL AT THE PORT.

2.1.2 NOT LESS THAN 48 HOURS BEFORE THE VESSEL'S ARRIVAL A DETAILED LIST OF ARMS AND AMMUNITION CARRIED ON BOARD FOR PURELY SELF-DEFENCE SHOULD BE SUBMITTED TO THE PORT. FAILURE TO COMPLY WITH THIS REQUIREMENT WILL RESULT IN HEAVY FINES AND SEIZURE OF THE ARMS BY THE CONCERNED AUTHORITY.

2.1.2.1 THE FINE FOR A VESSEL FAILING TO COMPLY WITH THE FOREGOING REQUIREMENT WILL BE IN ACCORDANCE WITH THE APPLICABLE LAWS INCLUDING THESE RULES AND REGULATIONS.

2.1.3 EXCEPT FOR THE TANKERS WHICH ARE EXCLUDED, THE MASTER OF A VESSEL CALLING AT ANY GCC PORT EITHER FOR CARGO HANDLING OPERATIONS OR FOR BUNKERS, IN ADDITION TO THE INFORMATION REQUIRED IN PARAGRAPH 2.1.2, MUST SUPPLY THE FOLLOWING:

1. CALL SIGN
2. VESSEL NAME
3. OWNER (LINER OR LEASER)
4. NATIONALITY
5. AGENT
6. OVERALL LENGTH IN METRES
7. MAXIMUM DRAFT IN METRES

8. NUMBER OF HATCHES
9. GROSS REGISTERED TONNAGE
10. NET REGISTERED TONNAGE
11. DEADWEIGHT
12. FORMER NAMES, IF ANY.
13. TYPE OF VESSEL
- 13.1 TYPE OF PROPULSION AND NUMBER OF PROPELLERS EFFICIENCY
14. TYPE OF CARGO
15. CARGO IN METRIC TONNES
16. CARGO IN CUBIC METRES
17. NUMBER OF CONTAINERS - UNITS AND TYPE
18. NUMBER OF LIVESTOCK
19. ESTIMATED TIME OF ARRIVAL (ETA)
20. DRAFT ON ARRIVAL
21. HATCH DISTRIBUTION
22. YEAR OF BUILD
23. NUMBER OF LCL CONTAINERS
24. FUMIGATION CERTIFICATES (VESSEL AND CARGO)
25. NEXT PORT
26. ECONOMIC SPEED
27. LOCATION 48 HOURS BEFORE ARRIVAL
28. PREVIOUS PORT

- 29. NEXT PORT
- 30. REGISTRATION NUMBER
- 31. PORT OF REGISTRY
- 32. WEAPONS AND AMMUNITION ONBOARD FOR SELF DEFENCE
- 33. TRANSIT CARGO DECLARATION
- 34. LAST THREE PORTS VISITED
- 35. ANY EQUIPMENT FOR DISCHARGING CONTAINERS
- 36. DOES CARGO INCLUDE HAZARDOUS OR POISONOUS WASTE (YES/NO)
- 37. NUMBER, LOCATION AND SAFE WORKING LOAD (SWL) OF CRANES OR DERRICKS AND DETAILS OF ACCOMMODATION LADDERS.
- 38. NUMBER AND NATIONALITY OF PASSENGERS DISEMBARKING AND THOSE IN TRANSIT.
- 39. NUMBER AND NATIONALITY OF PERSONS BOARDING THE SHIP.

2.1.4 TANKERS

THE FOLLOWING INFORMATION MUST BE SENT FROM THE TANKER TO THE PORT MANAGEMENT BEFORE ARRIVAL BY TELEX OR CABLE THROUGH THE VESSEL'S AGENT:

A) NAME OF VESSEL,

TYPE OF PROPULSION, HORSEPOWER, RESTRICTIONS IF ANY.

B) FORMER NAMES, IF ANY.

C) PORT OF REGISTRY, FLAG, CALL SIGN, OWNER/CHARTERER.

D) OVERALL LENGTH IN METRES, GROSS AND NET, REGISTERED TONNAGE

E) DEADWEIGHT TONNAGE ON SUMMER DRAFT AND TONNAGE ON ARRIVAL.

F) FORE AND AFT DRAFT ON ARRIVAL,

THE QUANTITY OF BALLAST AND THE QUANTITY OF DIRTY BALLAST.

G) ETA.,

H) LAST PORT, NEXT PORT.

I) CARGO ON DECK WITH FLASH POINT AND DESTINATION.

J) CARGO REQUIREMENTS.

K) PREVIOUS REQUIREMENTS.

L) CLASS ACCORDING TO IMO CLASSIFICATION.

M) FREE FROM GAS OR ON INERT GAS.

N) IS THE VESSEL EQUIPPED WITH AN INERT GAS SYSTEM.

O) THE PORT WHERE THE BALLAST WAS LOADED AND THE QUANTITY.

P) THE QUANTITY OF SEGREGATED BALLAST ON ARRIVAL.

Q) THE TIME REQUIRED TO DISCHARGE THE BALLAST.

IS IT POSSIBLE TO DISCHARGE BALLAST AND LOAD CARGO SIMULTANEOUSLY.

R) SPECIAL CIRCUMSTANCES, DIFFICULTIES, EQUIPMENT OR DAMAGED TOOLS, WHICH MAY PROVIDE DANGERS, DIFFICULTIES OR PROBLEMS WHEN DOCKING OR UNDOCKING OR DURING CARGO OPERATION.

S) NAME OF AGENT.

T) MAXIMUM LOADING RATE.

U) BUNKER REQUIREMENTS.

V) THE MEASUREMENT OF THE PIPE CONNECTIONS FOR LOADING.

W) THE MEASUREMENT OF THE BUNKER PIPE CONNECTIONS.

X) DERRICKS OR CRANES.

2.1.5 STATE PREVIOUS PORT AND NEXT PORT.

2.1.5.1 THE MASTER SHOULD PRESENT TO THE PORT MANAGEMENT INFORMATION CONCERNING THE NAMES OF THE PORTS VISITED BY THE VESSEL BEFORE ARRIVAL.

2.1.5.2 THE MASTER, BEFORE DEPARTURE, SHOULD PRESENT TO THE PORT MANAGEMENT THE NAMES OF THE PORTS TO BE VISITED TO THE CONCLUSION OF THE VOYAGE.

THE ABOVE TWO REQUIREMENTS MUST BE CORROBORATED BY THE VESSEL'S AGENT.

2.1.5.3 SHOULD THE MASTER PRESENT INACCURATE INFORMATION REGARDING THE ABOVE BOTH THE VESSEL AND THE VESSEL'S AGENT WILL BE FINED.

2.2 VESSELS FAILING TO GIVE REQUIRED INFORMATION

2.2.1 ANY VESSEL FAILING TO COMPLY WITH THE REQUIREMENTS OF PARA. 2.1 ABOVE MAY LOSE ITS BERTHING REGISTRATION AND WILL BE HELD RESPONSIBLE FOR ALL EXPENSES INCURRED BY THE PORT MANAGEMENT.

2.2.2 EXEMPTION FROM THE REQUIREMENTS OF REGULATION 2.1 ABOVE MAY BE GRANTED BY THE PORT MANAGEMENT TO VESSELS ENGAGED IN COASTAL TRADE OR WHICH HAVE DEPARTED FROM A PORT OF A NEIGHBORING COUNTRY.

2.3 PERMISSION TO ENTER PORT

2.3.1 THE MASTER OF A VESSEL MUST HAVE PRIOR PERMISSION OF THE PORT MANAGEMENT TO ENTER THE PORT. SUCH PERMISSION MAY BE SUBJECT TO SPECIAL RESTRICTIONS, OR CONDITIONS, IF:

A) THE VESSEL ARRIVES BEFORE OR AFTER THE GIVEN ETA;

B) THE VESSEL IS IN DANGER OF SINKING;

C) THE VESSEL OR CARGO IS ON FIRE OR IF THERE IS THE POSSIBILITY OF A FIRE, OR IF AFTER A FIRE, IT IS UNCERTAIN WHETHER IT IS COMPLETELY EXTINGUISHED.

D) THE VESSEL IS A TANKER;

E) IF ON ACCOUNT OF THE VESSEL'S SIZE OR CONSTRUCTION ITS MOVEMENTS OR THAT OF ANY OTHER VESSELS OR THE PORT OPERATIONS ARE ENDANGERED, HINDERED OR IMPEDED;

F) IF ON ACCOUNT OF THE CONDITION OF THE CARGO, THE VESSEL IS DANGEROUS;

G) IF THE VESSEL ARRIVES UNDER TOW;

H) IF THE VESSEL IS OVER-LOADED; OR ON LIST OR THE CARGO ON BOARD EXTENDED BEYOND THE SHIP'S SIDE.

I) IF THE VESSEL HAS ANY PERSON OR ANIMAL ON BOARD SUFFERING FROM AN INFECTIOUS OR CONTAGIOUS DISEASE, OR IF THE PRESENCE OF SUCH INFECTION, CONTAGIOUS OR EPIDEMIC DISEASE IS SUSPECTED ON BOARD;

J) IF THE VESSEL IS POWERED BY NUCLEAR ENERGY. THE ARRIVAL OF SUCH A VESSEL MUST BE NOTIFIED IN ACCORDANCE WITH THE REQUIREMENTS AS PRESCRIBED IN 2.1 ABOVE;

K) IF THE VESSEL CARRIES DECK CARGO WHICH EXTENDS BEYOND HER SIDE.

2.4 REGISTRATION FOR BERTHING

2.4.1 VESSELS WILL BE REGISTERED FOR BERTHING IN ACCORDANCE WITH THE TIME GIVEN FOR ARRIVAL IN THE REVISED ETA. THE PORT MANAGEMENT RESERVES THE RIGHT TO REFUSE REGISTRATION OR TO CANCEL THE REGISTRATION OF ANY VESSEL ALREADY REGISTERED IF SO REQUIRED BY PORT OPERATIONS, OR FOR ANY INFRINGEMENT OF THESE RULES AND REGULATIONS BY THE VESSEL.

2.5 PRIORITY FOR BERTHING

2.5.1 ALLOCATION OF BERTHS SHALL BE UNDER THE CONTROL OF THE PORT MANAGEMENT WHO, IN CASE OF EXCESS DEMAND ON FACILITIES, SHALL HAVE THE POWER AT THEIR DISCRETION TO GIVE PRIORITY TO:

A) VESSELS CARRYING PASSENGERS OR PILGRIMS;

B) VESSELS CARRYING LIVESTOCK;

C) CONTAINER VESSELS;

C) VESSELS CARRYING ESSENTIAL OR PERISHABLE FOODSTUFFS;

D) VESSELS CARRYING REFRIGERATED CARGO;

E) ANY OTHER VESSEL FOR SPECIAL REASONS.

SUBJECT TO THE SPECIALTY AND CONVENIENCE OF EACH INDIVIDUAL PORT.

2.6 DOCUMENTS REQUIRED

2.6.1 ALL DOCUMENTS, PERMITS AND CERTIFICATES REQUIRED BEFORE AND ON ARRIVAL IN A YEMENI PORT TO WHICH THESE RULES AND REGULATIONS APPLY ARE LISTED IN SCHEDULE "A".

2.7 EXEMPTED VESSELS

2.7.1 EXEMPTED FROM THE PROVISION OF REGULATIONS 2.1, 2.2 AND 2.4 ARE VESSELS ENTERING IN CASE OF:

A) DISTRESS;

B) EMERGENCY REFUGE;

C) FORCE MAJEURE;

D) NEED OF MEDICAL ASSISTANCE.

2.8 SIGNALS ON APPROACH

2.8.1 EVERY VESSEL APPROACHING THE LIMITS OF A PORT MUST HOIST THE FOLLOWING FLAGS:

A) SHIP'S SIGNAL LETTERS (IN CASE OF VHF FAILURE)

B) INTERNATIONAL CODE "Q"-FLAG/FLAGS IN ACCORDANCE WITH INTERNATIONAL HEALTH SAFETY REGULATIONS.

C) INTERNATIONAL CODE 'B'-FLAG IF THE VESSEL IS CARRYING DANGEROUS GOODS OR HAZARDOUS MATERIALS.

D) THE NATIONAL FLAG OF THE COUNTRY TO WHICH THE VESSEL BELONGS.

E) INTERNATIONAL CODE "G" IF THE VESSEL REQUIRES A PILOT.

2.9 THE FLAG OF THE STATE OF THE PORT

2.9.1 EVERY VESSEL ENTERING THE TERRITORIAL WATERS OF YEMEN MUST HOIST THE FLAG OF THE REPUBLIC OF YEMEN AND KEEP IT FLYING AT ALL TIMES THROUGHOUT THE STAY IN THE PORT.

2.10 DISEMBARKATION OF PASSENGERS

2.10.1 PASSENGERS ARE NOT ALLOWED TO DISEMBARK BEFORE HEALTH PROCEDURES ARE COMPLETED AND PERMISSION GRANTED BY THE RELEVANT AUTHORITIES.

2.11 TRAFFIC CONTROL

2.11.1 THE TRAFFIC CONTROL AREA IS THAT AREA WHICH IS DETERMINED AND DECLARED AS SUCH BY THE PORT MANAGEMENT.

2.11.2 AT ALL TIMES WHILE WITHIN THE TRAFFIC CONTROL AREA VESSELS MUST CONFORM TO THE REGULATIONS CONCERNING TRAFFIC CONTROL WHICH MAY FROM TIME TO TIME BE PROMULGATED BY THE PORT MANAGEMENT. NO VESSEL IS ALLOWED TO MOVE WITHOUT PRIOR CONTACT WITH, AND THE APPROVAL OF, THE PORT CONTROL SIGNAL STATION.

MASTERS OF SAMBUKS, SCHOONERS OR YACHTS WITHOUT RADIO TRANSMITTING EQUIPMENT SHALL CONTACT THE PORT CONTROL SIGNAL STATION (HARBOUR MASTER) BEFORE MOVING THE VESSEL OR LEAVING THE BERTH.

2.12 DRAFT AND TRIM OF VESSELS

2.12.1 NO VESSEL WILL BE ALLOWED TO ENTER PORT UNLESS HER DRAFT CONFORMS WITH THE REQUIREMENTS FOR SAFE MANOEUVRING. SHE SHOULD ALSO BE TRIMMED IN A MANNER CONSISTENT WITH THE PORT RULES .

2.12.2 THE DRAFT AND TRIM OF TANKERS WHICH HAVE SEGREGATED BALLAST SHOULD CONFORM WITH THE RULES IN APPENDIX I, RULE 13, PARTS 2A, B AND C FROM IMO AND THE RULES AND REGULATIONS FROM THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF OIL POLLUTION FROM SHIPS, MARPOL '73 AND '87 STATING THAT THE DRAFT AMIDSHIPS IN METRES = $2 + 0.02L$, TRIM SHOULD NOT EXCEED $0.015L$ WHEN THE PROPELLER IS SUBMERGED. (L= LENGTH OF VESSEL IN METRES).

2.13 DEPARTURE OF VESSELS

2.13.1 THE PORT MANAGEMENT OR THE COMPETENT MARITIME AUTHORITY HAS THE RIGHT TO PREVENT A VESSEL FROM LEAVING PORT WHEN THE VESSEL, IN THE OPINION OF THE PORT MANAGEMENT, IS:

- BELOW STANDARD ACCORDING TO PART 1, 1.5.17

- OVERLOADED ACCORDING TO THE LOADLINE AS SHOWN IN THE VESSEL'S INTERNATIONAL LOAD LINE CERTIFICATE, 1969, RETAINED ON BOARD.

2.13.2 A VESSEL IS NOT PERMITTED TO LEAVE PORT:

- BEFORE COMPLETING ALL FORMALITIES FOR THE VESSEL AND HER CARGO.

- BEFORE PAYING ALL THE DUES FOR THE SERVICES RENDERED DURING HER STAY IN PORT OR WHEN THE PORT MANAGEMENT HOLD A GUARANTEE FROM THE VESSEL'S AGENT TO PAY THE DUES.

- IF A COURT ORDER HAS BEEN ON HER.

- IF BANNED FROM SAILING BY THE COMPETENT MARITIME AUTHORITY,

- WITHOUT THE REQUIRED PERMITS FROM THE AUTHORITIES CONCERNED AND THE PORT MANAGEMENT.

REGULATIONS FOR VESSELS AT PORTS

CHAPTER 3

PILOTAGE

3.1 PILOTAGE COMPULSORY

3.2 EXEMPTED VESSELS

3.3 PILOT SIGNALS

3.4 APPROACHING PILOT BOAT AND BOARDING A PILOT

3.5 INFORMATION TO THE PILOT

3.6 RESPONSIBILITY DURING PILOTAGE

3.7 OVERCARRYING PILOTS

3.8 EQUIPMENT REQUIREMENTS

3.9 CERTIFICATE FOR EXEMPTED SHIPS.

3.1 PILOTAGE COMPULSORY

3.1.1 PILOTAGE IS COMPULSORY FOR ALL VESSELS ENTERING, NAVIGATING WITHIN OR LEAVING THE PILOT ZONES IN EVERY PORT AND WATERWAY WITHIN THE PORT LIMITS.

3.2 EXEMPTED VESSELS

3.2.1 THE FOLLOWING VESSELS ARE EXEMPTED FROM THE PROVISIONS OF REGULATION 3.1.

A) YEMENI WARSHIPS;

B) GOVERNMENT OWNED VESSELS REGISTERED IN THE GCC STATE IN WHICH THE PORT IS LOCATED AND WHICH ARE NOT DESIGNATED FOR COMMERCIAL USE.

C) VESSELS UNDER 200 NET REGISTERED TONS, UNLESS THE PORT MANAGEMENT DECIDES OTHERWISE.

D) YACHTS AND PLEASURE CRAFT.

E) VESSELS OPERATED BY THE PORT MANAGEMENT.

F) OTHER VESSELS WHICH THE CONCERNED AUTHORITY EXEMPT FROM PILOTAGE.

3.3 PILOT SIGNALS

3.3.1 EVERY VESSEL SUBJECT TO COMPULSORY PILOTAGE AS PER 3.1.1 ABOVE AND WHICH REQUIRES A PILOT SHALL:

A) FROM SUNRISE TO SUNSET HOIST THE INTERNATIONAL CODE FLAG "G".

B) FROM SUNSET TO SUNRISE GIVE THE LETTER "G" (---) BY SIGNAL LAMP;

C) IN THE EVENT OF POOR VISIBILITY CAUSED BY RAIN, FOG OR DUST, SOUND THE SIGNAL "G" (---)

3.3.2 VESSELS EQUIPPED WITH VHF SHOULD CALL THE PORT CONTROL SIGNAL STATION ON FREQUENCIES PUBLISHED BY THE PORT AS SOON AS THE VESSEL IS WITHIN VHF RANGE.

3.3.3 VESSELS HAVING A PILOT ON BOARD MUST HOIST THE INTERNATIONAL CODE FLAG "H".

3.4 APPROACHING PILOT BOAT AND BOARDING OF PILOT

3.4.1 THE MASTER OF EVERY VESSEL WHEN APPROACHING THE PILOT BOAT FOR THE PURPOSE OF PICKING UP A PILOT MUST REDUCE SPEED TO THE MINIMUM REQUIRED TO MAINTAIN STEERAGE WAY, MAINTAIN VHF CONTACT WITH THE PILOT BOAT AND PROVIDE A GOOD LEE IF NECESSARY.

3.4.2 TO SECURE THE SAFETY OF PILOTS WHEN EMBARKING AND DISEMBARKING, MASTERS OF VESSELS MUST PROVIDE A PILOT LADDER ACCORDING TO THE SPECIFICATIONS STATED IN SOLAS 1974 AND ITS AMENDMENTS.

3.4.2.1 THE LADDER MUST BE WELL ILLUMINATED BETWEEN SUNSET AND SUNRISE: A LIFEBOUY WITH A LIFELINE MUST BE AVAILABLE ADJACENT TO THE LADDER FOR EMERGENCY USE.

3.5 INFORMATION TO THE PILOT

3.5.1 ONCE THE PILOT IS ON BOARD, THE MASTER SHALL ADVISE HIM OF:

A) THE DRAUGHT, LENGTH, BEAM, NUMBER OF MAIN ENGINES, AND MANOEUVRING SPEEDS OF THE VESSEL. SUCH INFORMATION IS ALSO TO BE DISPLAYED IN A CONSPICUOUS PLACE IN THE WHEEL HOUSE;

B) ANY PECULIARITY, DEFECT OR FACTOR WHICH MAY EFFECT THE MANOEUVRABILITY OF THE VESSEL;

C) ANY DANGEROUS AND/OR HAZARDOUS CARGO ON BOARD.

3.6 RESPONSIBILITY DURING PILOTAGE

3.6.1 THE PORT MANAGEMENT SHALL NOT BE HELD RESPONSIBLE FOR ANY LOSS OR DAMAGE TO THE VESSEL, OTHER VESSELS, PERSON OR PERSONS AND PROPERTY INCURRED DURING PILOTAGE OPERATIONS.

3.6.2 THE VESSEL SHALL BE HELD RESPONSIBLE FOR ANY LOSS OR DAMAGE CAUSED TO THE PILOT BOAT, INJURIES TO OR DEATH OF ITS CREW OR THE PILOT, DURING THE PILOT'S EMBARKATION OR DISEMBARKATION FROM THE VESSEL.

3.7 OVERCARRYING PILOTS

3.7.1 IN THE EVENT OF THE PILOT REMAINING ON BOARD AFTER THE VESSEL HAS LEFT A PORT BECAUSE OF BAD WEATHER CONDITIONS OR AT THE REQUEST OF THE MASTER, OR FOR ANY OTHER REASON, THE VESSEL MUST PAY ALL EXPENSES RESULTING THEREFROM.

3.8 EQUIPMENT REQUIREMENTS

A VESSEL IS NOT ALLOWED TO SAIL WITHIN PORT LIMITS UNLESS SHE IS EQUIPPED WITH THE FOLLOWING:

- A HIGHLY EFFICIENT VHF RADIOTELEPHONE ON PORT FREQUENCIES.
- A SUITABLE AUTOMATIC TELEGRAPH AND RUDDER INDICATORS.
- A HIGHLY EFFICIENT RADAR IN GOOD CONDITION.
- IT IS PREFERABLE TO HAVE A BOW THRUST IN THE VESSEL AND INDICATOR SHOWING SPEED AND REVOLUTIONS PER MINUTE FOR THE MAIN ENGINES IN GOOD CONDITION.
- WINDLASS IN GOOD CONDITION FOR RELEASING ANCHORS.
- SUFFICIENT QUALIFIED DECK OFFICERS AND CREW FOR SAFE NAVIGATION.
- ALL MAIN AND STANDBY GENERATORS IN GOOD CONDITION AND READY FOR USE IF NEEDED.

3.8.1 SHOULD A VESSEL BE UNABLE TO FULFILL THE ABOVE REQUIREMENTS EITHER BEFORE ARRIVAL OR DEPARTURE, PORT CONTROL MUST BE INFORMED WHEN THE VESSEL BE REQUIRED TO SUBMIT TO AN EXAMINATION BY A MARITIME AFFAIRS AUTHORITY SURVEYOR WHICH WILL CAUSE A DELAY.

SHOULD THE VESSEL BE UNABLE TO FULFILL THESE REQUIREMENTS AND FAILED TO INFORM THE PORT CONTROL OF HER DEFECTS FINE WILL BE IMPOSED OR SHE MAY BE REFUSED PORT ENTRY, OR BOTH.

3.9 VESSEL'S EXEMPTION CERTIFICATE

3.9.1 THE PORT ISSUES CERTIFICATES TO MASTERS OF VESSELS FOR WHICH PILOTAGE IS NOT COMPULSORY AND WHO MAY NAVIGATE WITHIN PORT LIMITS WITHOUT ONE. SUCH VESSELS MUST INFORM PORT CONTROL BEFORE MAKING ANY MOVEMENT AT THE SAME TIME COMMUNICATING THE NUMBER OF THE MASTER'S EXEMPTION CERTIFICATE.

REGULATIONS FOR VESSELS AT PORTS

CHAPTER 4

TOWAGE

4.1 TUGS COMPULSORY

4.2 NOTICE REQUIRED

4.3 TOWING LINES

4.4 CONDITION OF TOWAGE

4.5 TOWAGE CONTRACT

4.6 SPECIAL SERVICES IN EMERGENCIES OR DISTRESS.

4.1 TUGS COMPULSORY

4.1.1 TUGS ARE COMPULSORY FOR ALL SHIP MANOEUVRES IN PORT EXCEPT WHEN SHIFTING ALONG THE QUAY OR BERTH. PORT CONTROL MUST BE INFORMED BEFORE INITIATING THE LATTER MOVE TO ENSURE THAT SAFETY WILL NOT BE COMPROMISED. THE NUMBER OF TUGS USED IN BERTHING AND UNBERTHING OPERATIONS SHALL BE IN LINE WITH THE RULES OF PROCEDURES AND BE BASED ON GENERAL USAGE, AFTER PAYING APPLICABLE FEES.

4.1.2. TOWAGE OUTSIDE THE PORT LIMITS MUST BE PERMITTED BY MARITIME AFFAIRS AUTHORITY, FOR WHICH APPLICABLE FEES SHALL BE PAID.

4.2 REQUIRED NOTICE

4.2.1 THE NUMBER OF TUGS REQUIRED TO BERTH OR UNBERTH A VESSEL MUST BE MADE KNOWN TO THE PORT THROUGH THE PILOT WHILE DOCKING AND UNDOCKING.

4.3 TOWING LINES

4.3.1 A VESSEL OR A BODY BEING TOWED MUST PROVIDE GOOD TOWING LINES OF ADEQUATE LENGTH AND STRENGTH FOR THE PROPOSED TOWING OPERATION AS DETERMINED BY THE PILOT.

4.4 CONDITIONS OF TOWAGE

4.4.1 THE TUG USED TO ASSIST A SHIP OR A BODY BEING TOWED IS CONSIDERED TO BE UNDER THE CONTROL OF THE MASTER OF THAT VESSEL.

4.4.2 THE PORT BEARS NO RESPONSIBILITY, INCLUDING DAMAGE, WHICH A THIRD

PARTY MAY SUSTAIN.

4.4.2.1 THE PORT SHALL NOT BE ACCOUNTABLE FOR ANY DELAY, STOPPAGE OR INADEQUATE POWER OF THE TUG, HOWEVER OCCASIONED OR FOR WHATEVER PURPOSE.

4.5 TOWAGE CONTRACTS

4.5.1 A TOWAGE CONTRACTS ACTIVATED AT THE COMMENCEMENT OF OPERATIONS AS DEFINED IN PART 1.1.5.23 OF THESE RULES AND REGULATIONS. THE CONTRACT SHOULD BE SIGNED BY THE OWNER OF THE TUG AND THE MASTER, OWNER, CHARTERER OR MANAGER OF THE VESSEL OR BODY TO BE TOWED.

4.6 SPECIAL SERVICES IN EMERGENCIES OR DISTRESS

4.6.1 THE TOWAGE PRICE AS PER TARIFF DOES NOT INCLUDE ANY SPECIAL SERVICES RENDERED BY THE TUG TO STRANDED VESSELS, OR TO VESSELS IN DISTRESS OR IN AN EMERGENCY.

4.6.2 THE TUG MASTER MAY STOP ANY TOWAGE OPERATION TO ASSIST ANOTHER VESSEL IN DISTRESS WHICH HE CONSIDERS MIGHT CAUSE DAMAGE TO PORT PROPERTY AND THE ASSISTING OPERATION WILL NOT CAUSE ANY DAMAGE TO PORT PROPERTY OR THE TUG ITSELF, TAKING INTO CONSIDERATION THAT THE STOPPAGE OF TOWING OPERATIONS WOULD NOT AFFECT THE TOWED VESSEL. IN GENERAL THE PORT BEARS NO RESPONSIBILITY IN SUCH CASES.

REGULATIONS FOR VESSELS AT PORTS

CHAPTER 5

BERTHING, UNBERTHING AND SHIFTING OF VESSELS

5.1 ALLOCATION OF BERTHS.

5.2 MOORING OF VESSELS.

5.3 RAT GUARDS.

5.4 ACCESS TO AND EGRESS FROM VESSELS.

5.5 CHANGING THE BERTH.

5.6 ENGINE REPAIRS.

5.7 MINIMUM NUMBER OF CREW.

5.8 OPERATIONS NOT ALLOWED ALONGSIDE BERTHS.

5.9 TRAFFIC CONTROL.

5.10 ACCIDENTS AND DAMAGE.

5.11 RESPONSIBILITY.

5.1 ALLOCATION OF BERTHS

5.1.1 A VESSEL SHALL OCCUPY ONLY THE QUAY, JETTY, PIER OR ANCHORAGE BERTH ALLOCATED TO HER BY THE PORT MANAGEMENT.

5.1.2 THE PORT IS EMPOWERED TO ISSUE SPECIAL ADDITIONAL REGULATIONS TO CHANGE THE ALLOCATION OF BERTHS, TO SAVE TIME, OR TO REVOKE OR CHANGE AN ALLOCATION ALREADY MADE. (SEE PART 1, 5.5.2 AND 8.2.3)

5.1.3 THE MASTERS OF VESSELS MOORING AT A BERTH OR ALONGSIDE ANOTHER VESSEL MUST ENSURE THAT THE VESSEL IS UPRIGHT AND THAT THERE ARE NO OVERSIDE PROJECTIONS. HE MUST ALSO SEE THAT THE VESSEL IS PROVIDED WITH FENDERS.

5.1.4 PORT HARBOUR CRAFT WILL MOOR AT BERTHS ALLOCATED FOR SUCH PURPOSE WHICH SHOULD DISPLAY SUITABLE NOTICES, VISIBLE DAY AND NIGHT, SPECIFYING THEIR PURPOSE.

5.2 MOORING OF VESSELS

5.2.1 THE MASTER SHOULD ENSURE THAT HIS VESSEL IS PROVIDED WITH SUFFICIENT FENDERS TO ADEQUATELY PROTECT THE VESSEL AND PORT PREMISES WHEN BERTHING AND UNBERTHING.

5.2.2 WHEN BERTHED AT OR WHILE ALONGSIDE ANY QUAY THE MASTER OF A VESSEL SHALL AT ALL TIMES KEEP THE VESSEL PROPERLY AND EFFECTIVELY MOORED TO THE SATISFACTION OF THE PORT MANAGEMENT.

THE MOORINGS MUST BE KEPT TAUT AND ADJUSTED FROM TIME TO TIME TO ALLOW FOR THE CHANGE IN DRAUGHT AND RISE AND FALL OF THE TIDE. THE MOORINGS MUST ALSO BE SO ARRANGED THAT THEY CAN BE QUICKLY AND EASILY RELEASED.

5.2.3 DURING BERTHING AND UNBERTHING THE MASTER SHOULD NOT USE HIS ENGINES IN SUCH A MANNER AS TO CAUSE DAMAGE TO THE BED OR BANKS OF THE HARBOUR OR TO ANOTHER VESSEL.

5.2.4 ONLY THE SPECIAL EQUIPMENT INSTALLED AT THE BERTH, SUCH AS BOLLARDS OR RINGS MAY BE USED FOR MOORING.

5.2.5 MOORING MEN ARE COMPULSORY FOR THE HANDLING OF MOORING LINES.

5.2.6 THE KNOTS OF THE HEAVING LINES SHALL NOT BE LOADED IN SUCH A MANNER AS MAY CAUSE INJURY TO THE MOORING MEN OR THIRD PARTIES.

5.2.7 OWNER'S RISK

ALL VESSELS WITHIN THE PORT LIMITS ARE THERE AT THE RISK OF THEIR MASTERS OR OWNERS WHO SHALL BE HELD RESPONSIBLE FOR ANY LOSS OR DAMAGE WHICH MAY ARISE IN CONSEQUENCE OF THEIR FAULTY NAVIGATION, OR BY VESSELS BREAKING ADRIFT FROM THEIR ANCHORS OR MOORINGS, OR THROUGH NEGLIGENCE ON THE PART OF THEIR CREW.

5.3 RAT GUARDS

5.3.1 ALL VESSELS SECURED ALONGSIDE ANY QUAY, JETTY OR PIER MUST AFFIX EFFICIENT RAT GUARDS ALONG EVERY LINE AND WIRE CONNECTED TO OR REACHING TO SHORE.

5.4 ACCESS TO AND EGRESS FROM VESSELS

5.4.1 THE MASTER OF A VESSEL BERTHED ALONGSIDE A QUAY MUST PROVIDE A PROPER GANGWAY OR ACCOMMODATION LADDER FOR THE ACCESS AND EGRESS OF ALL PERSONS HAVING LAWFUL BUSINESS ON THE VESSEL, AND SHALL DURING THE HOURS OF DARKNESS PROVIDE SUFFICIENT LIGHTING TO ILLUMINATE THE WHOLE LENGTH OF THE GANGWAY. THE GANGWAY MUST OF ADEQUATE WIDTH AND MUST BE PROVIDED ON EACH SIDE WITH A RAIL OR ROPE, AND IT MUST BE FITTED WITH AN ADEQUATE SAFETY NET. THE MASTER SHALL ENSURE THAT THE GANGWAY DOES NOT HINDER OR ENDANGER WORKING OR TRAFFIC ON THE QUAY.

5.4.2 WHEN A VESSEL IS BERTHED ALONGSIDE ANOTHER VESSEL WHICH IS SECURED TO THE QUAY, THE OUTSIDE VESSEL SHALL PROVIDE A SAFE MEANS OF ACCESS TO THE INSIDE VESSEL. THE MASTER OF THE VESSEL SECURED TO THE QUAY SHALL ALLOW FREE ACCESS TO THE OUTSIDE VESSEL.

5.4.3 NO BOARDING OR LEAVING TO THE SHORE IS ALLOWED UNTIL SAFE ACCESS IS PROVIDED IN ACCORDANCE WITH THE ABOVE REQUIREMENTS.

5.4.4 THE MASTER OF A VESSEL AT ANCHOR OR SECURED TO A BUOY MUST PROVIDE AN ACCOMMODATION LADDER OR A PILOT LADDER ADEQUATELY LIGHTED FROM SUNSET TO SUNRISE. IN ADDITION, A BOAT ROPE

MUST BE PROVIDED LEADING FORWARD.

5.4.5 A LIFEBOUY MUST BE SUPPLIED NEAR THE LADDER FOR SAFETY PURPOSES ACCORDING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS) 1974 AND AMENDMENTS.

5.5 CHANGING OF BERTH

5.5.1 THE MASTER OF A VESSEL MUST NOT CHANGE HER BERTH, QUAY, JETTY OR ANCHORAGE WITHOUT PERMISSION OF THE PORT MANAGEMENT EXCEPT WHERE THE SAFETY OF THE VESSEL OR OTHER VESSELS OR PERSONS OR PROPERTY IS ENDANGERED.

5.5.2 ANY VESSEL MAY BE TAKEN OFF ANY QUAY, JETTY OR ANCHORAGE AND SHIFTED TO ANOTHER BERTH AS REQUIRED BY THE PORT MANAGEMENT AT THE OWNER'S EXPENSE.

5.5.3 SHOULD THE PORT WISH TO MOVE A VESSEL, THE ENGINES OF WHICH ARE BROKEN DOWN, (PART 1.5.6.1) THE PORT RESERVES THE RIGHT TO SUPPLY TUGS TO MOVE THE VESSEL AT THE VESSEL'S EXPENSE AND UNDER THE MASTER'S RESPONSIBILITY.

5.6 ENGINE REPAIRS

5.6.1 THE MASTER OF A VESSEL SHALL ENSURE THAT THE VESSEL IS READY AT ANY TIME TO LEAVE THE BERTH. THE MASTER OF ANY VESSEL WISHING TO CARRY OUT ENGINE REPAIRS OR ADJUSTMENTS WHICH MAY AFFECT THE MOBILITY OF THE VESSEL MUST FIRST OBTAIN THE PERMISSION OF THE PORT MANAGEMENT, AND MUST NOT COMMENCE THE REPAIRS OR ADJUSTMENTS UNTIL SUCH PERMISSION HAS BEEN GRANTED.

5.7 MANNING OF THE VESSEL

5.7.1 THE MASTER OF EVERY VESSEL AT ANCHOR OR SECURED TO A BUOY WITHIN A PORT, OR SECURED TO ANY QUAY, JETTY OR PIER IN A PORT MUST AT ALL TIMES RETAIN ON BOARD SUFFICIENT CREW TO WORK OR MOVE THE VESSEL.

5.8 OPERATIONS PROHIBITED WHEN ALONGSIDE A BERTH

5.8.1 VESSELS HAVING COMPLETED DISCHARGE OR LOADING, OR FINISHED THE MOVING OF PASSENGERS SHALL LEAVE THE BERTH WITHOUT DELAY AFTER COMPLETING ITS DEPARTURE PROCEDURES. VESSELS ON WHICH THE GEAR IS NOT READY FOR WORK SHALL LEAVE THE BERTH IF REQUIRED TO DO SO BY THE PORT MANAGEMENT.

5.9 TRAFFIC CONTROL

5.9.1 NO VESSEL IS ALLOWED TO MOVE IN THE PORT AREA WITHOUT INFORMING THE PORT CONTROL SIGNAL STATION OF ITS ROUTE IN THE PORT AREA AND WITHOUT HAVING RECEIVED THE NECESSARY INSTRUCTIONS FOR SUCH MOVEMENT FROM THE SIGNAL STATION.

5.9.2 A VESSEL WHOSE MASTER INTENDS MOVING WITHIN PORT LIMITS WITHOUT A PILOT MUST HOLD AN

EXEMPTION FROM PILOTAGE CERTIFICATE AND SHOULD SUPPLY THE PORT CONTROL SIGNAL STATION WITH THE NUMBER OF THAT CERTIFICATE BEFORE MOVING.

5.10 ACCIDENTS AND DAMAGE

5.10.1 THE MASTER OF A VESSEL IS OBLIGED TO INFORM THE PORT MANAGEMENT IMMEDIATELY OF ALL DAMAGE CAUSED TO HIS VESSEL OR TO PORT INSTALLATIONS OR OTHER PROPERTY DURING BERTHING OPERATIONS WITHIN THE PORT LIMITS OR DURING DEPARTURE.

5.11 RESPONSIBILITY

5.11.1 THE PORT MANAGEMENT SHALL NOT BE HELD RESPONSIBLE FOR ANY LOSS OR DAMAGE CAUSED TO THE VESSEL, OR OTHER VESSELS OR PERSONS OR PROPERTY, DURING BERTHING AND UNBERTHING OPERATIONS OR WHEN THE VESSEL IS NAVIGATING WITHIN A PORT.

5.11.2 THE VESSEL WILL BE HELD RESPONSIBLE FOR ANY LOSS OR DAMAGE CAUSED TO PROPERTY OF THE PORT MANAGEMENT DURING BERTHING OPERATIONS OF WHEN THE VESSEL IS NAVIGATING WITHIN A PORT.

REGULATIONS FOR VESSELS AT PORTS.

CHAPTER 6

SAFETY CONDUCT AT THE BERTH

- 6.1 TURNING OF PROPELLERS**
 - 6.2 SIGNS ON THE SHIPSIDES**
 - 6.3 LOST EQUIPMENT OR CARGO**
 - 6.4 DIVING OPERATIONS**
 - 6.5 DISPOSAL OF VESSEL'S GARBAGE**
 - 6.6 DISPOSAL OF GARBAGE**
 - 6.7 LAID UP OF VESSELS**
 - 6.8 FUMIGATION**
 - 6.9 PREVENTING POLLUTION**
 - 6.10 OIL POLLUTION DEFENSE PLANS**
 - 6.11 MARINE CRAFT OPERATIONS WITHIN PORT LIMITS**
 - 6.12 ACCIDENTS**
 - 6.13 DISTRESS AND OTHER SOUND SIGNALS**
 - 6.14 USE OF WIRELESS EQUIPMENT**
 - 6.15 CONDUCT OF THE CREW**
 - 6.16 LIFE-SAVING APPLIANCES**
 - 6.17 BOARDING A VESSEL**
 - 6.18 PHOTOGRAPHY PROHIBITED**
 - 6.19 SWIMMING AND FISHING PROHIBITED**
 - 6.20 RESTRICTIONS ON USE OF LAUNCHES**
 - 6.21 SMOKING PROHIBITED.**
-

6.1 TURNING OF PROPELLERS

6.1.1 THE MASTER OF A VESSEL MOORED IN THE PORT SHALL NOT TURN HER PROPELLERS AND BOW THRUSTER WITHOUT THE PERMISSION OF THE PORT MANAGEMENT.

6.1.2 WHILE THE PROPELLERS ARE TURNING, COMPETENT PERSONS SHALL BE ON THE BRIDGE AND IN THE ENGINE-ROOM TO ENSURE THAT THE ENGINES CAN BE STOPPED IMMEDIATELY.

6.1.3 THE MASTER IS RESPONSIBLE FOR ADVISING A VESSEL AHEAD, ASTERN OR ALONGSIDE, OF HIS INTENTION TO USE HIS ENGINES. IN ADDITION TO .6.1.2 ABOVE, CREW MEMBERS SHALL BE STATIONED AT THE BOW AND THE STERN TO SUPPLY THE NECESSARY COMMUNICATIONS TO THE BRIDGE.

6.2 SIGNS ON THE SHIPSIDES

6.2.1 VESSELS WITH EITHER A BULBOUS BOW OR TWIN-SCREW OR BOTH SHALL BE MARKED TO THIS EFFECT ON EACH SIDE OF THE VESSEL, CLEARLY AND VISIBLY. IN PLACE OF MARKS, IT IS PERMISSIBLE TO HAVE NOTICES WHICH ARE LOWERED TO THE WATER LEVEL ON THE OFF-SHORE SIDE. ALL MARKS AND NOTICES MUST BE ILLUMINATED FROM SUNSET TO SUNRISE.

6.2.2 ELECTRIC WIRING

ALL ELECTRIC WIRES WHICH ARE UNSAFE MUST BE DISCONNECTED BEFORE ENTERING OIL OR PETROCHEMICAL PORTS.

6.3 LOST EQUIPMENT OR CARGO

6.3.1 ANY CARGO, OR EQUIPMENT WHICH MAY FALL OVERBOARD DURING CARGO OPERATIONS MUST AT ONCE BE REPORTED BY THE MASTER OR ONE OF HIS OFFICERS TO THE PORT MANAGEMENT.

6.3. 2 THE MASTER IS RESPONSIBLE, UNDER THE SUPERVISION OF THE PORT FOR THE RETRIEVAL OF EQUIPMENT OR CARGO. IF NOT THE PORT IS AUTHORIZED TO TAKEOVER OPERATIONS AND FINISH THEM AT THE EXPENSE OF THE VESSEL.

6.4 DIVING OPERATIONS

6.4.1 NO PERSON IS AUTHORIZED TO SEND DIVERS DOWN TO PERFORM ANY HULL INSPECTION FOR EXAMPLE OR ANY SUBMERGED PART WITHOUT PERMISSION FROM THE COMPETENT MARITIME AUTHORITY OR FROM PORT MANAGEMENT OR OTHER CONCERNED DEPARTMENTS, IN CASE OPERATIONS ARE TO TAKE PLACE WITHIN THE PORT LIMITS.

6.4.2 ALL DIVING OPERATIONS SHOULD BE EFFECTED IN ACCORDANCE WITH THE SAFETY RULES MENTIONED IN PART 3 AND ACCORDING TO THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISION AT SEA.

6.5 DISPOSAL OF SHIP'S GARBAGE

6.5.1 PENALTIES WILL BE APPLIED , AS PER APPLICABLE LAW, TO THOSE WHO DISPOSE OF SHIPS GARBAGE AT SEA OR QUAY WITHIN PORT LIMITS. SUCH GARBAGE WILL BE REMOVED BY THE PORT AT THE VESSELS EXPENSE.

6.6 DISPOSAL OF GARBAGE

6.6.1 DISPOSAL OF GARBAGE; BULK MATERIAL, WOODEN DUNNAGE, ETC. ANYWHERE IN THE PORT IS PROHIBITED. NEITHER ARE ANY LIQUIDS WHICH MAY DAMAGE THE

MARINE ENVIRONMENT OR AFFECT CLEANLINESS, ALLOWED TO BE PUMPED FROM VESSELS INTO THE SEA.

6.7 LAID UP VESSELS

6.7.1 NO PERSON SHALL LAY UP WITHIN THE PORT LIMITS ANY VESSEL OR MARINE CRAFT WITHOUT PRIOR WRITTEN PERMISSION OF THE PORT AND IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE PORT MANAGEMENT.

6.8 FUMIGATION

6.8.1 NO PERSON SHALL FUMIGATE ANY VESSEL IN THE PORT EXCEPT WITH THE PERMISSION AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE PORT MANAGEMENT. THE VESSEL HAS TO APPLY FOR PERMISSION AT LEAST 24 HOURS PRIOR TO STARTING SUCH FUMIGATIONS.

6.8.2 ON THE REQUIREMENT OF THE PORT MANAGEMENT, THE VESSEL SHALL SHIFT FOR THE ACCOUNT OF AND AT THE RISK OF THE OWNER TO ANY BERTH ALLOCATED FOR THE PURPOSE OF FUMIGATION. PRIOR TO FUMIGATION ADEQUATE TOWING WIRES MUST BE SUSPENDED FROM THE BOW AND STERN.

6.8.3 IT IS FORBIDDEN FOR ANY PERSON TO BOARD A VESSEL (EXCEPT PERSONS ENGAGED IN THE FUMIGATION OPERATION) FROM THE BEGINNING OF FUMIGATION UNTIL COMPLETION.

6.8.4 NOTICES FORBIDDING ENTRY TO THE VESSEL AND DANGER SIGNS SHALL BE CONSPICUOUSLY PLACED AT THE GANGWAY. THEY SHALL BE ADEQUATELY ILLUMINATED AT NIGHT.

6.8.5 A WATCHMAN SHALL BE POSTED AT THE GANGWAY TO PREVENT ENTRY EXCEPT TO THOSE CONCERNED WITH THE FUMIGATION, AND TO KEEP WATCH ON THE MOORINGS, AND FOR OVERALL SAFETY.

6.9 PREVENTING POLLUTION

6.9.1 DISCHARGING WATER BALLAST AND GARBAGE:

6.9.1.1 THE DISCHARGE OF DIRTY WATER BALLAST INTO THE SEA IS FORBIDDEN. VESSELS MUST ENSURE THAT SCUPPERS AND WATER OUTLETS ARE BLOCKED-UP SO AS TO PREVENT POLLUTION OR DAMAGE TO PORT PREMISES OR PROPERTY.

6.9.2 THE DISCHARGE OR DEPOSIT OF ANY OIL, OIL-WATER MIXTURE, HARMFUL SUBSTANCES, GARBAGE, CARCASSES IS STRICTLY FORBIDDEN WITHIN THE PORT LIMITS, ON LAND OR SEA.

6.9.3 IN THE EVENT OF ANY LEAKAGE OF OIL OR ANY DERIVATIVE FROM A VESSEL INTO THE SEA, THE MASTER MUST IMMEDIATELY REPORT THE ACCIDENT TO THE COMPETENT MARITIME AUTHORITY, EITHER DIRECTLY OR THROUGH THE PORT, WITH THE CIRCUMSTANCES WHICH CAUSED IT AND HE SHOULD TAKE IMMEDIATE STEPS TO STOP THIS LEAK AND KNEW ITS CAUSES.

6.9.4 ALL VESSELS VISITING SHALL BE SUBJECT TO INSPECTION BY THE COMPETENT MARITIME AUTHORITY TO ENSURE THAT THERE ARE SPECIAL CERTIFICATES CONCERNING OIL POLLUTION AND OIL RECORDS WHICH IS CONTINUALLY UPDATED IN ACCORDANCE WITH THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION OF THE SEAS (73 + 78 AND AMENDMENTS).

6.9.5 DURING BUNKERING OPERATIONS OR OTHER HANDLING OF OIL ALL SCUPPERS ON DECK SHALL BE CLOSED TO PREVENT SPILLAGE OR LEAK INTO THE WATER.

6.9.6 ACCORDING TO INTERNATIONAL PROCEDURES, POLLUTED LIQUIDS ON BOARD VESSELS WHICH MAY BE HARMFUL TO THE CREW, THE VESSEL OR THE MARINE ENVIRONMENT SHOULD BE DISCHARGED INTO TANKS ASHORE AT THE VESSEL'S EXPENSE.

6.9.7 EXCESSIVE SMOKE FROM THE FUNNELS OR EXHAUST GAS LINES OF VESSELS IS PROHIBITED WITHIN THE PORT LIMITS.

6.9.8 THE PARTY RESPONSIBLE FOR THE NUISANCE/ POLLUTION WITHIN THE PORT LIMITS OR THE YEMENI POLLUTION-FREE ZONE HAS TO BEAR CONSEQUENCES AS TO REPAIRS OF ANY DAMAGED INSTALLATIONS AND/OR OTHER PREMISES, CLEAN-UP, AND ANY COMPENSATION THAT MAY ARISE PURSUANT TO LAW NO 16 OF 2004 ON THE PROTECTION OF MARINE ENVIRONMENT FROM POLLUTION .

6.10 OIL POLLUTION DEFENCE PLANS

6.10.1 ACCORDING TO INTERNATIONAL PROCEDURES, EVERY TANKER WITH A GROSS TONNAGE IN EXCESS OF 150 TONNES AND EVERY OTHER VESSELS, EXCEPT TANKERS, WITH A GROSS TONNAGE IN EXCESS OF 400 TONNES MUST HAVE AN OIL POLLUTION DEFENCE PLAN AUTHORIZED BY CONCERNED AUTHORITY OF THE COUNTRY WHOSE FLAG SHE FLIES.

6.10.2 OIL POLLUTION DEFENCE PLANS MUST BE PREPARED IN ACCORDANCE WITH THE RULES PROMULGATED BY IMO.

OIL POLLUTION DEFENCE PLANS SHOULD HIGHLIGHT THE SCOPE OF WORK TO ENABLE THE CREW TO EFFECTIVELY DEAL WITH AN ACCIDENT IN THE FOLLOWING WAY:

A) PROCEDURES MUST BE APPLIED BY THE MASTER AND HIS OFFICERS IN WHICH

INFORMATION ABOUT OIL POLLUTION ACCIDENTS IS PROMULGATED IN ACCORDANCE WITH INTERNATIONAL CONVENTIONS (MARPOL 1973 AND PROTOCOL 1978) WHEN IT WAS DECIDED THAT IMO INSTRUCTIONS WOULD BE APPLIED.

B) THE DEFENCE PLAN SHOULD INCLUDE A LIST OF GOVERNMENTAL AGENCIES AND SPECIALISTS WHO SHOULD BE INFORMED ABOUT OIL POLLUTION WHEN IT OCCURS.

C) SPECIAL PROCEDURES SHOULD BE TAKEN WITH REGARD TO NATIONAL AND LOCAL COMPETENT AGENCIES TREATING THE PROBLEM.

6.10.3 THE FOLLOWING APPENDIX SHOULD BE ATTACHED TO THE DEFENCE PLAN:

A LIST OF AUTHORIZED PORT STAFF (SEE PART 1.2.4.4).

A PLAN OF THE PORT APPROACHES (SEE PART 1.2.5.4) TO WHICH THE FOLLOWING INFORMATION SHOULD BE ATTACHED:

AN OIL PUMPING PLAN OF THE TANKER (A COPY SHOULD BE FIXED IN A PROMINENT POSITION ON BOARD THE VESSEL).

THE SPECIAL INFORMATION RELATING TO THE AUTHORIZATION WITH WHICH THE LOCAL AND NATIONAL AUTHORITY ARE EMPOWERED.

ANY OTHER REFERENCE THAT MAY BE USEFUL.

6.11 HARBOUR CRAFT

6.11.1 MARINE CRAFT OPERATING WITHIN PORT LIMITS

MARINE CRAFT OPERATING WITHIN PORT LIMITS MUST OBTAIN A NAVIGATION PERMIT FROM THE COMPETENT MARITIME AUTHORITY AND ALSO HAVE A CERTIFICATE OF SEAWORTHINESS.

6.11.2 MARINE CRAFT OWNERS SHOULD MAKE THE FOLLOWING DECLARATION:-

- THE VESSEL'S NAVIGATIONAL ABILITY.
- THE MINIMUM NUMBER OF CREW TO OPERATE THE VESSEL.
- THE PROVISION OF MARINE SAFETY EQUIPMENT ON BOARD.
- ANY OTHER INFORMATION ABOUT THE VESSEL AND THE PURPOSE FOR WHICH IT WAS DESIGNED.

6.11.3 THE NAME AND/OR REGISTRATION NUMBER SHALL BE PAINTED CLEARLY AND PERMANENTLY ON BOTH SIDES OF BARGES AND ON BOTH SIDES OF THE BOWS AND ON THE STERN OF TUGS AND OTHER CRAFT.

6.11.4 THE PERMIT IS VALID FOR ONE YEAR. A HARBOUR CRAFT WITHOUT A WORK PERMIT IS CONSIDERED UNSEAWORTHY AND SHALL NOT NAVIGATE IN THE PORT.

6.11.5 IN ADDITION TO THE INITIAL SURVEY REQUIRED BEFORE GRANTING OPERATION PERMIT, A MARINE CRAFT MUST HAVE A COMPLETE INSPECTION IMMEDIATELY FOLLOWING AN ACCIDENT. SHOULD IT BE FOUND UNSAFE IT SHOULD BE REPAIRED WITHIN TWO MONTHS OF THE ACCIDENT OTHERWISE PERMISSION TO WORK WILL BE CONSIDERED EXPIRED FROM THE DATE OF THE ACCIDENT.

6.12 ACCIDENTS

6.12.1 IN THE EVENT OF ANY ACCIDENT CAUSING LOSS OF LIFE OR INJURY TO A PERSON, THE MASTER MUST DO EVERYTHING WITHIN HIS POWER TO KEEP THE SITUATION UNDER CONTROL, AND SUBMIT, AS SOON AS PRACTICABLE, TO THE PORT MANAGEMENT A FULL WRITTEN REPORT DULY SIGNED, AND ENABLE THE COMPETENT MARITIME AUTHORITY TO CARRY OUT NECESSARY INVESTIGATIONS AS REQUIRED BY LAW.

6.13 DISTRESS AND OTHER SOUND SIGNALS

6.13.1. A CONTINUOUS SOUNDING OF EITHER LONG OR SHORT BLASTS BY THE VESSEL'S SIREN OR WHISTLE MEANS THAT THE VESSEL REQUIRES IMMEDIATE ASSISTANCE. THIS SIGNAL IS NOT TO BE SOUNDED BY ANY VESSEL OR ON ANY OCCASION WHATSOEVER UNLESS THE VESSEL REQUIRES IMMEDIATE ASSISTANCE.

6.13.2 NO STEAM SIREN, WHISTLE OR FOGHORN SHALL BE SOUNDED WITHIN A PORT EXCEPT FOR THE PURPOSE OF NAVIGATION OR THE GIVING OF AN ALARM AND/OR DISTRESS SIGNAL.

6.14 USE OF WIRELESS EQUIPMENT

6.14.1 THE USE OF TELEGRAPHIC TRANSMITTING EQUIPMENT ON A VESSEL IS STRICTLY FORBIDDEN DURING HER STAY IN A PORT, WITH THE EXCEPTION OF THOSE USING VHF SYSTEMS THAT ARE PERMITTED BY THE CONCERNED AUTHORITIES.

6.14.2 THE USE OF VHF MARINE FREQUENCIES WITHIN THE PORT SHALL BE LIMITED TO: REPORTING TO THE PORT MANAGEMENT, TRAFFIC INFORMATION, EMERGENCY CALLS AND ANY OTHER INFORMATION NECESSARY FOR THE PORT OPERATION.

6.14.3 RADIO TRAFFIC IS ONLY ALLOWED ON THE FREQUENCIES ISSUED BY THE PORT

MANAGEMENT.

6.14.4 (SEE PARAGRAPHS FROM 4.1 TO 4.7.2 ABOVE).

6.15 CONDUCT OF THE CREW

6.15.1 THE MASTER OR OWNER OF EVERY VESSEL IS HELD DIRECTLY RESPONSIBLE OF THE CONDUCT AND BEHAVIOUR OF THE CREW OF HIS VESSEL WHILE IN A PORT AND FOR THE STRICT OBSERVANCE OF THE YEMENI LAWS. SPECIAL ATTENTION IS DRAWN TO THOSE LAWS CONCERNING THE SALE, TRANSFER, OR CONSUMPTION OF ANY NARCOTICS OR OF ALCOHOLIC DRINKS OF ANY KIND.

6.16 LIFE-SAVING APPLIANCES

6.16.1 SHIPS MASTERS MUST MAINTAIN THEIR LIFESAVING APPLIANCES ACCORDING TO TYPE AND QUANTITY FOR THE NUMBER OF PERSONS ON BOARD, CONFORMING WITH SOLAS 1974 AND PROTOCOL AND WITH ANY OTHER INSTRUCTIONS FROM IMO CONCERNED WITH EVALUATION, TESTING AND ACCEPTANCE OF THIS EQUIPMENT.

6.16.2 NO PERSON SHALL WILFULLY DAMAGE OR MISUSE ANY LIFE-SAVING APPLIANCES OR THE LINES ATTACHED THERETO OR REMOVE THE SAME FROM THEIR POSITIONS EXCEPT FOR THE PURPOSE OF MAINTENANCE WORK.

6.17 BOARDING OF VESSELS

6.17.1 NO PERSON OTHER THAN A MEMBER OF THE CREW OR A PASSENGER IS TO BOARD ANY VESSEL IN A PORT WITHOUT THE SPECIAL PERMISSION OF AUTHORIZED BODIES.

6.18 PHOTOGRAPHY PROHIBITED

6.18.1 NO PHOTOGRAPHY SHALL BE TAKEN IN A PORT EXCEPT WITH THE WRITTEN PERMISSION OF THE AUTHORIZED BODIES..

6.19 SWIMMING AND FISHING PROHIBITED

6.19.1 NO PERSON SHALL SWIM OR FISH WITHIN A PORT.

6.20 RESTRICTION ON USE OF SHIP'S BOATS

6.20.1 IN ANY PORT OF THE GCC, VESSELS ARE NOT TO USE THEIR OWN BOATS OR LAUNCHES EXCEPT IN CASE OF EMERGENCY OR WITH THE APPROVAL OF THE PORT MANAGEMENT.

6.21 SMOKING PROHIBITED

6.21.1 NOTICES WILL BE DISPLAYED IN ALL THOSE PLACES WITHIN THE PORT AND ON BOARD WHERE SMOKING IS PROHIBITED.

6.21.2 VESSELS CARRYING DANGEROUS GOODS OR MATERIALS SHALL PROMINENTLY DISPLAY AT THE GANGWAY OR OTHER QUAY ACCESS POINT BOARDS OR NOTICES INSCRIBED:

DANGEROUS GOODS ON BOARD

SMOKING STRICTLY FORBIDDEN.

THIS WARNING SHALL BE WRITTEN IN BOTH ENGLISH AND ARABIC, AND ACCOMPANIED BY THE INTERNATIONAL PROHIBITION PICTURE SIGN.

6.21.3 SMOKING IS PROHIBITED IN THE HOLDS OR ON DECK OF VESSELS WITH OPEN HATCHES, OR IN THE VICINITY OF DECK CARGO.

REGULATIONS FOR VESSELS AT PORTS.

CHAPTER 7

FIRE PRECAUTIONS AND FIRE FIGHTING

7.1 NAKED LIGHTS AND OPEN FIRE

7.2 FIRE DETECTION

7.3 POWER OF THE PORT AUTHORITY

7.4 ORDERS TO BE OBEYED

7.5 VESSEL'S FIRE FIGHTING EQUIPMENT

7.6 FIRE PRECAUTIONS: ELECTRICAL EQUIPMENT

7.7 OTHER FIRE PRECAUTIONS

7.8 FIRE ON VESSELS

7.9 EMERGENCY PRECAUTIONS

7.10 PERMISSION FOR REPAIR WORKS\

7.11 ENTERING AND REPAIRING OF VESSELS' TANKS

7.12 PORT FIRE HYDRANTS AND APPLIANCES.

7.1 NAKED LIGHTS AND OPEN FIRES

7.1.1 NO NAKED LIGHT IS PERMITTED IN ANY HOLD OR ON DECK OF A VESSEL WITH OPEN MATCHES (SEE PARA 7.6.4 OF THIS CHAPTER).

7.1.2 THE USE OF OPEN FIRES AND NAKED LIGHTS IS GENERALLY PROHIBITED IN THE PORT AREA. BUT MAY BE USED AFTER SECURING PERMISSION FROM THE AUTHORIZED AGENCY IN THE PORT. PERMISSION WILL ONLY BE GRANTED FOR SAFE LOCATIONS WITH TECHNICALLY APPROVED EQUIPMENT PROVIDING CONSTANT PRECAUTIONS AGAINST FIRE HAZARDS ARE TAKEN.

7.1.3 SMOKING IN THE PORT AREA

NO SMOKING SIGNS MUST BE OBSERVED ESPECIALLY WHEN CLOSE TO DANGEROUS CARGO AND BUILDINGS. (SEE PARA 1.6.21 OF THIS PART).

7.2 FIRE ALARM

7.2.1 THE PORT SAFETY INSPECTOR SHALL PROVIDE THE MASTER WITH COMPREHENSIVE INFORMATION CONCERNING THE LOCATION OF THE NEAREST MEANS OF SUMMONING THE EMERGENCY SERVICES.

7.2.2 THE VESSEL SHALL IMMEDIATELY REPORT THE OUTBREAK OF FIRE ON BOARD TO THE PORT MANAGEMENT AND SUMMON ANY EMERGENCY SERVICE REQUIRED.

7.2.3 IF ON A VESSEL,, THE REPORT SHOULD INDICATE THAT PART OF THE VESSEL INVOLVED.

7.2.4 VESSELS WITHOUT ANY QUAY ACCESS OR VESSELS WITH LIMITED MEANS OF COMMUNICATIONS SHALL SOUND THE DISTRESS SIGNAL AS STATED IN THIS PART 1, PARA. 6.13 OR USE THE VHF DISTRESS CHANNEL.

7.3 POWER TO EXCLUDE PUBLIC

IN THE EVENT OF A MAJOR OUTBREAK OF FIRE OR OTHER DISASTER, THE PORT MANAGEMENT MAY EXCLUDE THE PUBLIC FROM THE VICINITY OF SUCH FIRE OR DISASTER AND MAY CLOSE THE WHARF OR ANY SECTION OF A PORT AREA.

7.4 ORDERS TO BE OBEYED

7.4.1 NO PERSON IN A PORT AREA SHALL DISREGARD THE ORDERS OF A POLICE OFFICER, A CIVIL DEFENCE OFFICER OR OTHER AUTHORIZED PERSON IN THE EVENT OF AN OUTBREAK OF FIRE, OR OBSTRUCT OR IN ANY WAY IMPEDE FIRE FIGHTING OPERATIONS.

7.5 VESSEL'S FIRE FIGHTING EQUIPMENT

7.5.1 THE MASTER SHALL ENSURE THAT PROPERLY TESTED FIRE FIGHTING FACILITIES AS PER SOLAS 1974 AND PROTOCOLS ARE AVAILABLE ON BOARD THE VESSEL.

7.5.1.1 ALL FIRE FIGHTING APPLIANCES ON BOARD THE VESSEL SHALL BE IN GOOD CONDITION AND REGULARLY TESTED. VESSEL'S CREW SHOULD BE REGULARLY TRAINED SO THAT THEY ARE CAPABLE OF USING THEM WITH EASE.

7.5.2 THE FIRE HYDRANTS AND HOSES SHALL BE READY FOR FIRE FIGHTING AT ALL TIMES AND THE VESSEL'S PUMPS SHALL NOT BE PLACED OUT OF COMMISSION WITHOUT THE PERMISSION OF THE PORT MANAGEMENT.

7.5.3 FIRE HYDRANTS AND FIRE EXTINGUISHERS MUST AT ALL TIMES BE KEPT FREE FROM OBSTRUCTION AND READILY ACCESSIBLE.

7.5.4 THE MASTER OF THE VESSEL SHALL ENSURE THAT THERE ARE SUFFICIENT CREW OR OTHER COMPETENT PERSONS TRAINED IN FIRE FIGHTING ON THE VESSEL AT ALL TIMES TO

PERATE THE VESSEL'S FIRE FIGHTING EQUIPMENT.

7.6 FIRE PRECAUTIONS: ELECTRICAL EQUIPMENT

7.6.1 ELECTRIC LIGHTS AND OTHER ELECTRICAL EQUIPMENTS IN PARTS OF THE VESSEL WHERE DANGEROUS GOODS OR OTHER EASILY INFLAMABLE MATERIAL ARE STOWED OR LOADED MUST COMPLY WITH THE INTERNATIONAL SAFETY REGULATIONS, IN PARTICULAR SAFETY OR LIFE AT SEA.

7.6.2 ELECTRICAL INSTALLATIONS FIXED IN THE HOLDS MUST BE SAFELY INSTALLED SO THAT WHEN IF DAMAGED THERE IS NO RISK OF FIRE. LAMPS MUST BE SECURED BY STRONG WIRE PROTECTIVE GRATINGS.

7.6.3 PORTABLE ELECTRIC LIGHTS SHOULD NOT BE USED UNLESS THEY ARE SAFE TO USE.

7.6.4 ALL LIGHTS IN HATCHES AND OTHER WORKING AREAS SHALL BE OF AN EXPLOSION-PROOF TYPE. PORTABLE CARGO CLUSTERS MUST BE FITTED WITH SAFETY PLUGS/SOCKETS.

7.6.5 NO PERSON SHALL USE ELECTRICAL EQUIPMENT WHICH MAY SPARK OR PARTS OF WHICH COULD BE HEATED TO THE EXTENT OF CAUSING A PRIMARY FIRE.

7.7 OTHER FIRE PRECAUTIONS

7.7.1 THE VESSEL'S OFFICERS SHALL CONSTANTLY EXERCISE STRICT SUPERVISION OVER EACH HOLD OR COMPARTMENT OR PLACE USED FOR THE STOWAGE OF DANGEROUS GOODS AND TAKE NECESSARY MEASURES TO DEAL PROMPTLY WITH ANY OUTBREAK OF FIRE. A CREW MEMBER SHALL BE ON STANDBY WITH A FIRE EXTINGUISHER IN EACH OPEN AND WORKING HATCH LOADED WITH DANGEROUS GOODS OR OTHER COMBUSTIBLE GOODS.

7.7.2 FUNNELS AND EXHAUST GAS LINES AND VENTILATORS OF VESSELS, WHICH ARE LOADING OR UNLOADING DANGEROUS GOODS OR COMBUSTIBLE MATERIALS MUST BE ADEQUATELY COVERED BY SPARK ARRESTORS.

7.8 FIRE ON VESSELS

7.8.1 IN THE EVENT OF A FIRE ON BOARD A VESSEL THE MASTER OR RESPONSIBLE OFFICER IN CHARGE OF THE VESSEL MUST TAKE IMMEDIATE STEPS TO FIGHT THE FIRE.

7.8.2 THE PROCEDURE TO BE FOLLOWED IN THE EVENT OF FIRE SHOULD BE IMMEDIATELY SET IN MOTION. THE RESPECTIVE DUTIES AND ALARM SIGNAL SHOULD BE CLEARLY SET OUT IN A FIRE FIGHTING PLAN WHICH SHOULD BE SITED CLOSE TO THE GANGWAY.

THE PLAN SHOULD CONTAIN THE LOCATIONS OF:-

- FIRE HYDRANTS, FIRE PUMPS, EMERGENCY PUMPS, FIXED AND PORTABLE FIRE

EXTINGUISHERS, ENTRIES AND DOORS, VENTILATION OPENINGS, LADDERS, AND ELEVATORS, ALL HATCH ENTRIES, OIL PUMPS, TANK VALVES AND ANY INFORMATION OF USE TO THE FIRE BRIGADE TAFF.

7.8.3 SAVING LIFE AND RESCUING INJURED PEOPLE MUST COME FIRST.

7.8.4 IN THE EVENT OF FIRE ON BOARD A VESSEL ALL PERSONS, OTHER THAN THE CREW REQUIRED OR AUTHORIZED TO ASSIST IN FIRE FIGHTING, MAY BE REQUIRED TO LEAVE THE VESSEL.

7.8.5 ANY VESSEL, BARGE OR OTHER CRAFT WHICH MAY BE ALONGSIDE A VESSEL IN WHICH A FIRE HAS BROKEN OUT, MUST IMMEDIATELY PREPARE TO MOVE. IN THE EVENT OF THE REMOVAL OF SUCH VESSEL OR OTHER CRAFT BEING ORDERED, ANY SELF PROPELLED CRAFT IN THE VICINITY MUST ASSIST IN THE REMOVAL IF REQUIRED TO DO SO BY THE PORT MANAGEMENT.

7.8.6 THE MASTER OR OFFICER IN CHARGE SHALL COOPERATE IN EVERY CASE WITH THE RESPONSIBLE OFFICERS OF THE PORT MANAGEMENT AND PORT CIVIL DEFENCE AND IMPLEMENT THEIR INSTRUCTIONS CONCERNING FIRE FIGHTING.

7.8.7 FOR SPECIAL REGULATIONS CONCERNING FIRE FIGHTING SEE PART 3, PORT SAFETY REGULATIONS.

7.9 EMERGENCY PRECAUTIONS

7.9.1 VESSELS LOADED WITH DANGEROUS GOODS OR HAZARDOUS MATERIALS MUST SUSPEND "STOPPING OFF" WIRES OF ADEQUATE STRENGTH AND CONDITION ON THE OFF-SHORE SIDE FORWARD AND AFT WITH THE EYES AT OR ABOUT THE WATERLINE.

7.9.2 IN ORDER THAT SUFFICIENT WIRE CAN BE PUT OUT TO ENABLE THE TUGS TO TOW EFFECTIVELY, ENOUGH SLACK MUST BE RETAINED BETWEEN THE BOLLARD AND FAIRLEAD AND PREVENTED FROM RUNNING OUT BY A ROPEYARN OR OTHER EASILY BROKEN MEANS.

7.9.3 THE MASTER OF EVERY VESSEL IN PORT WITH AN ANCHOR DOWN WHETHER AT ANCHOR OR SECURED TO ANY BUOY, QUAY, PIER OR JETTY, MUST ENSURE THAT A JOINING SHACKLE IS ON HAND AND ACCESSIBLE IN THE EVENT OF IT BEING NECESSARY TO BREAK THE CABLE.

7.10 PERMISSION FOR REPAIR WORKS

7.10.1 NO FLAME CUTTING OR WELDING EQUIPMENT MAY BE USED NOR MAY OTHER WORK WHICH MAY CAUSE SPARKS, BE PERFORMED ON BOARD OR ON SHORE WITHIN THE PORT PREMISES WITHOUT THE PRIOR PERMISSION OF THE PORT MANAGEMENT (HOT WORK PERMIT).

7.10.2 THE HOT WORK PERMIT MUST BE OBTAINED FROM THE PORT'S INDUSTRIAL SECURITY DEPARTMENT.

AFTER INSPECTING THE PROPOSED WORK AREA AND BEING SATISFIED WITH THE ARRANGEMENTS THE AUTHORIZED SAFETY OFFICER WILL GIVE HIS APPROVAL BY SIGNING THE HOT WORK PERMIT.

7.10.3 THE PORT MANAGEMENT AND THE SAFETY OFFICER ARE AUTHORIZED TO ISSUE ADDITIONAL SAFETY REGULATIONS TOGETHER WITH THE PERMIT.

7.10.4 THE MASTER OF THE VESSEL OR THE RESPONSIBLE PERSON WITHIN THE PORT PREMISES HAS TO OBTAIN THE PERMIT AND SHALL CHECK THE SAFETY AND FIRE PRECAUTIONS PRESCRIBED BY THE PORT MANAGEMENT OR THE SAFETY OFFICER BEFORE STARTING WORK.

7.11 ENTERING AND REPAIRING VESSEL'S TANKS

7.11.1 BEFORE ENTERING ANY SPACE WHICH CONTAINS OR MAY CONTAIN GAS A COMPETENT AUTHORIZED PERSON SHALL MAKE AN INSPECTION TO ENSURE THAT NO DANGERS OR TOXICITY ARE PRESENT AND THAT SUFFICIENT AIR IS AVAILABLE.

7.11.1.1 BREATHING APPARATUS SHOULD BE WORN WHEN ENTERING ANY SPACE CONTAINING GAS OR SMOKE OR WHERE THE NORMAL PERCENTAGE OF OXYGEN IS REDUCED.

BREATHING APPARATUS SHOULD ALSO BE WORN IF THERE IS ANY DOUBT ABOUT THE SITUATION.

7.11.2 NO HOT OR COLD REPAIR WORK SHALL BE DONE IN FUEL, CARGO OR BALLAST TANKS WITHOUT THE PERMISSION OF THE PORT MANAGEMENT. A GAS FREE CERTIFICATE SIGNED BY A COMPETENT AND AUTHORIZED QUALIFIED ANALYST MUST BE OBTAINED PRIOR TO APPLYING FOR PERMISSION.

7.11.3 SHIPS MASTERS AND OFFICERS MUST ENSURE THAT WHEN WORKS IS IN PROGRESS IN CARGO TANKS, DOUBLE-BOTTOM TANKS OR FUEL OIL TANKS A SAFETY MAN IS PLACED CLOSE TO THE OPENINGS TO PREVENT ENTRY BY ANY PERSON.

7.11.4 THE SAFETY MAN SHOULD ALWAYS BE IN DIRECT CONTACT WITH THE PERSON INSIDE THE TANK TO ENSURE HIS SAFETY AND TO MAKE CERTAIN THAT, UNDER NO CIRCUMSTANCES, ARE THE TANK OPENINGS CLOSED WHILST WORK IS PROGRESSING INSIDE.

7.12 PORT FIRE HYDRANTS AND APPLIANCES

7.12.1 IN CASE OF FIRE NO PERSON MAY INTERFERE OR OBSTRUCT THE FIRE BRIGADE STAFF UNLESS FULLY AUTHORIZED BY THE PORT MANAGEMENT OR THE CIVIL DEFENCE AUTHORITIES.

7.12.2 THE FIRE HYDRANTS AND APPLIANCES SHALL NOT BE OBSTRUCTED BY CARGO, EQUIPMENT, VEHICLES OR ANY MATERIALS.

REGULATIONS FOR VESSELS AT PORTS.

CHAPTER 8

LOADING AND/OR DISCHARGING VESSELS

- 8.1 DOCUMENTS AND CLEARANCES REQUIRED**
 - 8.2 PERMISSION, EXEMPTION, AND CANCELLATION THEREOF**
 - 8.3 VALID CARGO GEAR CERTIFICATE**
 - 8.4 SURVEY OF CARGO**
 - 8.5 WORKING HOURS AND LABOUR**
 - 8.6 SAFETY REGULATIONS**
 - 8.7 WORKING AND SUPERVISION**
 - 8.8 HEAVY LIFTS AND FLOATING VESSELS**
 - 8.9 PASSENGER AND PILGRIM VESSELS**
 - 8.10 EMBARKING AND DISEMBARKING OF PASSENGERS**
 - 8.11 GENERAL REGULATIONS FOR CARGO STOWAGE AND HANDLING**
 - 8.12 VALUABLE GOODS**
 - 8.13 LIVESTOCK**
 - 8.14 UNITIZATION OF TIMBER**
 - 8.15 BAGGED CEMENT, LIME, GYPSUM AND SIMILARLY PACKAGED CARGO**
 - 8.16 DAMAGED PACKAGES**
 - 8.17 TRANSHIPMENT AND TRANSFER OF CARGO**
 - 8.18 GRAIN CARGOES**
-

8.1 DOCUMENTS AND CLEARANCES REQUIRED

8.1.1 NO VESSEL IS ALLOWED TO COMMENCE LOADING AND/OR DISCHARGING CARGO UNLESS THE DOCUMENTS REQUIRED BY THE PORT MANAGEMENT HAVE BEEN PRESENTED TO PORT MANAGEMENT. THESE REQUIREMENTS ARE STATED IN SCHEDULE "A" OF THIS PART 1.

8.1.2 VESSELS IMPORTING LIVESTOCK, FRESH VEGETABLES, FRESH FRUIT AND REEFER CARGOES ARE OBLIGED TO OBTAIN A PERMIT TO DISCHARGE THE CARGO ISSUED BY THE RELEVANT HEALTH OR AGRICULTURAL DEPARTMENT BEFORE COMMENCEMENT OF DISCHARGE.

8.2 PERMISSION, EXEMPTION AND CANCELLATION THEREOF

8.2.1 NO VESSEL SHALL COMMENCE DISCHARGING OR LOADING OF CARGO WITHOUT THE PERMISSION OF THE PORT MANAGEMENT AND ONLY AFTER COMPLETION OF THE REQUIREMENTS AND FORMALITIES OF THE

CUSTOMS AND OTHER AUTHORITIES.

8.2.2 ALL GENERAL CARGO VESSELS MUST BE ADEQUATELY GEARED AT EACH HATCH WITH EFFICIENT CARGO HANDLING EQUIPMENT IN SAFE AND GOOD WORKING ORDER.

EXEMPTION (TO 8.2.2)

THE OWNER OF A GEARLESS VESSEL SHALL PRIOR TO COMMENCING LOADING FOR ANY PORT WITHIN THE G.C.C. OBTAIN THE RESPECTIVE PORT MANAGEMENT'S APPROVAL FOR DISCHARGE.

WHEN APPLYING FOR APPROVAL, THE OWNER SHALL INDICATE THE TYPE, WEIGHT AND MEASUREMENTS/DIMENSIONS OF THE CARGO TO BE DISCHARGED.

8.2.3 THE PORT MANAGEMENT AT ITS DISCRETION MAY ORDER ANY VESSEL TO VACATE ANY WORKING BERTH, MOORING OR ANCHORAGE IF THE SAID VESSEL THREATENS TO IMPEDE THE EFFICIENT WORKING OF PORT OPERATIONS.

8.2.4 BEFORE ENFORCING REGULATION 8.2.3 ABOVE, THE PORT MANAGEMENT SHALL INFORM THE MASTER OF THE VESSEL IN WRITING OF THE REASONS OR CAUSES, AND SHALL SPECIFY THE ACTION THE MASTER MUST TAKE TO PERMIT TO REMAIN ON THE BERTH.

8.2.5 THE PORT RESERVES THE RIGHT TO STOP PASSENGER SHIPS LOADING IF THERE IS NO ASSURANCE OF SAFETY FOR LIFE AND PROPERTY.

8.2.6 THE PORT MANAGEMENT MAY REFUSE TO PERMIT CARGO TO BE LANDED FROM ANY VESSEL UNTIL SUITABLE COVERED OR OPEN STORAGE SPACE OR OTHER ACCOMMODATION IS AVAILABLE OR UNTIL ALL CUSTOMS FORMALITIES HAVE BEEN COMPLETED AND ALL NECESSARY ARRANGEMENTS, INCLUDING THE PROVISION OF ADEQUATE TRANSPORT, HAVE BEEN MADE FOR THE DIRECT REMOVAL OF THE CARGO FROM SHIP-SIDE TO OUTSIDE THE PORT PREMISES.

8.3 VALID CARGO GEAR CERTIFICATE

8.3.1 ALL VESSELS BOUND FOR ANY PORT MUST HAVE A VALID CARGO GEAR CERTIFICATE ISSUED BY ANY APPROVED INTERNATIONAL CLASSIFICATION SOCIETY OR BY ANY OTHER COMPETENT AUTHORITY RECOGNIZED BY THE GOVERNMENT OF THE COUNTRY IN WHICH THE CERTIFICATES WERE ISSUED.

8.3.2 NO ROPE, TACKLE, BLOCK, CHAIN, HOOK OR ANY OTHER GEAR WHICH IS WORN, DAMAGED OR OTHERWISE UNSUITABLE SHALL BE USED FOR THE PURPOSE OF HOISTING, LOWERING, HEAVING OR OTHERWISE HANDLING OF SLUNG CARGO OR OTHER ARTICLES. ALL CARGO HANDLING GEAR IS TO BE TESTED AND INSPECTED ACCORDING TO SCHEDULE B TO THESE REGULATIONS.

8.3.3. VESSELS OF MORE THAN 15 YEARS OF AGE AT THE START OF A VOYAGE MUST CARRY OUT A CARGO GEAR INSPECTION OF ALL CARGO GEAR INCLUDING DECK MACHINERY AND THE SUPPLY OF POWER THERETO, PRIOR TO LOADING FOR ANY PORT UNDER THESE REGULATIONS, AND AN APPROPRIATE INSPECTION CERTIFICATE SHOULD BE ISSUED, BY ANY APPROVED INTERNATIONAL CLASSIFICATION SOCIETY. (SEE PART

1.8.3.1 ABOVE).

8.3.3.1 A VESSEL'S AGE COMMENCES THE DATE SHE COMES INTO SERVICE: IF THE YEAR ONLY IS MENTIONED THEN IT COMMENCES FROM THE FIRST DAY OF THAT YEAR.

8.3.3.2 THE SHIP'S CARGO GEAR CERTIFICATE SHOULD BE VALID FOR A PERIOD OF SIX MONTHS OR ANY OTHER PERIOD DETERMINED BY THE CLASSIFICATION SOCIETY OR OTHER COMPETENT BODY. NO GENERAL STATEMENTS WILL BE ACCEPTED. THE SURVEYOR HAS TO STATE THAT THE INSPECTION HAS BEEN CARRIED OUT ON EACH PART OF THE GEAR, DECK MACHINERY AND ITS POWER SUPPLY, THAT HE HAS OBSERVED THAT EACH DERRICK, CRANE, WINCH, ETC. IN OPERATION AND EACH PART HAS BEEN FOUND IN GOOD WORKING ORDER.

8.3.3.3 EXEMPTIONS:

THE PORT MANAGEMENT RESERVES THE RIGHT TO EXCLUDE VESSELS OF LESS THAN 70 METRES LOA, ENGAGED IN COASTAL TRADE, FROM THIS RULE.

8.3.4 THE PORT MANAGEMENT MAY AT ANY TIME INSPECT ANY ITEM OF CARGO GEAR AND FORTHWITH FORBID ITS USE, IF IT IS FOUND UNSUITABLE FOR THE PURPOSE FOR WHICH IT IS BEING USED.

8.4 SURVEY OF CARGO

8.4.1 THE PORT MANAGEMENT MAY APPOINT AN AUTHORIZED PERSON TO SURVEY THE CONDITION AND STOWAGE OF A VESSEL'S CARGO EITHER BEFORE COMMENCEMENT OF OR DURING DISCHARGE.

8.4.2 THE PORT MANAGEMENT RESERVES THE RIGHT TO REFUSE TO ALLOW THE DISCHARGE OF DAMAGED CARGO OR OF PARTICULAR CONSIGNMENTS IF ANY SUCH SURVEY INDICATES THAT FURTHER HANDLING OF SUCH CONSIGNMENT IS LIKELY TO CAUSE:

- A) AN UNACCEPTABLE DEGREE OF DAMAGE TO GOODS;
- B) DELAY TO WORKING OF THE VESSEL;
- C) DELAY TO ORDERLY DELIVERY OF GOODS TO CONSIGNEES;
- D) DANGER TO PERSONS WORKING IN THE HOLDS;
- E) POLLUTION.

8.4.3 THE MASTER OF THE VESSEL AND THE AGENTS SHALL BE INFORMED OF THE DATE AND TIME OF THE SURVEY AND ARE TO ENSURE THAT THE SURVEYOR IS GIVEN FULL FACILITIES ON BOARD (SEE ALSO PART 2, 6.2.3.).

8.5 WORKING HOURS AND LABOUR

8.5.1 THE NORMAL AND OVERTIME HOURS OF WORK ASHORE AND AFLOAT REGARDING LANDING, SHIPPING AND DELIVERY OF CARGO IN A PORT ARE PRESCRIBED BY THE PORT MANAGEMENT, AND ARE COMPULSORY FOR ALL WORKING VESSELS.

8.5.2 VESSELS LOADING OR DISCHARGING GOODS SHALL EMPLOY SUCH LABOUR AND THEIR SUPERVISORS AS AUTHORIZED AND APPROVED BY THE PORT MANAGEMENT ONLY.

8.6 SAFETY REGULATIONS

8.6.1 THE EMPLOYERS OF ALL PERSONS WORKING IN THE PORT WHETHER ON VESSELS OR ASHORE MUST TAKE ALL NECESSARY PRECAUTIONS FOR THE SAFETY OF THEIR EMPLOYEES.

8.6.2 NO PERSON SHALL ENTER A VESSEL'S HOLD OR CARGO COMPARTMENT CONTAINING GOODS LIABLE TO OXIDIZATION OR TO GENERATE HEAT GIVING RISE TO A LACK OF OXYGEN OR THE EMISSION OF POISONOUS VAPOURS UNLESS OR UNTIL THE MASTER OR A RESPONSIBLE SHIP'S OFFICER HAS TAKEN THE NECESSARY SAFETY PRECAUTIONS AND DECLARES THAT IT IS SAFE FOR PERSONS TO ENTER THE HOLD OR CARGO COMPARTMENT SAFELY.

8.6.3 THE PORT MANAGEMENT MAY REFUSE PERMISSION TO COMMENCE CARGO WORK OR ORDER IT TO CEASE IF DEEMED NECESSARY FOR THE SAFETY OF LIFE, THE VESSEL OR PROPERTY.

8.6.4 THE MASTER OF EVERY VESSEL MUST ENSURE THAT PROPER AND ADEQUATE LIGHTING VENTILATION ARE PROVIDED IN ALL HOLDS, CARGO WORKING COMPARTMENTS AND OTHER PARTS OF THE VESSEL WHERE PERSONS ENGAGED IN THE DISCHARGING OR LOADING OF CARGO ARE WORKING, OR MAY HAVE TO PASS THROUGH (SEE PARA 1, 7.6 OF THIS PART I).

8.7 WORKING AND SUPERVISION

8.7.1 IN ORDER TO AVOID ANY DELAY WHEREVER PRACTICAL PRIOR TO BERTHING, OTHERWISE IMMEDIATELY ON BERTHING, ALL VESSELS SHALL BE MADE READY TO IN EVERY RESPECT TO COMMENCE CARGO OPERATIONS.

8.7.2 THE MASTER OF THE VESSEL OR THE OFFICER IN CHARGE MUST REMAIN ON BOARD AT ALL TIMES.

8.7.3 THE MASTER OR OFFICER IN CHARGE SHALL SUPERVISE THE CREW AND ALL LABOURERS ON BOARD TO PREVENT VIOLATIONS OF THESE RULES AND REGULATIONS.

8.7.4 AT THE PORT OF LOADING, THE VESSEL IS RESPONSIBLE FOR STOWING CARGO BY MARKS AND IN BILL OF LADING LOTS TO FACILITATE DISCHARGE WITHOUT SORTING. SHOULD DELAYS ARISE OR SORTING BE REQUIRED BECAUSE THIS HAS NOT BEEN DONE, ANY EXTRA EXPENSES INCURRED SHALL BE FOR THE VESSEL'S ACCOUNT.

8.7.5 THE MASTER OR OWNER OF ANY VESSEL SHALL BE HELD RESPONSIBLE FOR ANY LOSS OF LIFE, LIMB OR PROPERTY OR DAMAGE ARISING FROM CARELESS STOWAGE OR IMPROPER PRESLINGING OF CARGO ON

BOARD SUCH VESSEL.

8.8 HEAVY LIFTS AND FLOATING CRANES

8.8.1 PRIOR TO THE BERTHING OF ANY VESSEL, THE MASTER OR SHIP'S AGENT MUST PROVIDE THE PORT MANAGEMENT WITH LISTS, SHOWING THE ACCURATE WEIGHT AND DIMENSIONS IN THE METRIC SYSTEM, THE DESCRIPTION, SHIPPER AND CONSIGNEE OF:

A) SINGLE PACKAGES OR ITEMS WEIGHING MORE THAN 3 TONNES;

B) PACKAGE OR ITEMS WHICH MAY REQUIRE PARTICULAR ATTENTION OR THE USE OF SPECIAL EQUIPMENT BECAUSE OF THEIR DIMENSIONS, CONTENTS, TRANSPORT OR STORAGE.

C) PACKAGES WITH A WEIGHT EXCEEDING THE CAPACITY IF THE VESSEL'S CARGO GEAR AND REQUIRING THE SERVICE OF A FLOATING CRANE OR OTHER SPECIAL CRANE.

8.8.2 THE FLOATING CRANE AND ANY SPECIAL EQUIPMENT REQUIRED FOR HANDLING HEAVY LIFTS MUST BE ORDERED WITH ADEQUATE ADVANCE NOTICE PRIOR TO STARTING OPERATIONS.

8.9 PASSENGER AND PILGRIM VESSELS

8.9.1 PASSENGER VESSELS CALLING AT ANY PORT WITHIN THE YEMENI PORTS SHALL HOLD A VALID PASSENGER SHIP SAFETY CERTIFICATE IN ACCORDANCE WITH THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA 1974, AND ITS PROTOCOLS.

8.9.2 EVERY PASSENGER VESSEL NAVIGATING ON SPECIAL VOYAGES SHALL, IN ADDITION TO THE ABOVE, HAVE A SPECIAL TRADE PASSENGER SHIP CERTIFICATE FOR SPECIAL VOYAGES IN ACCORDANCE WITH PASSENGER SHIP SPECIAL VOYAGES AGREEMENT, 1971, AND PASSENGER SHIP CERTIFICATE FOR SPECIAL VOYAGES KNOWN AS SPECIAL TRADE PASSENGER SHIP SPACE CERTIFICATE (SHOULD BE VALID ACCORDING TO SPECIAL VOYAGES FOR PASSENGER SHIP PROTOCOL, 1973).

8.9.3 THE VESSEL SHOULD NOT EXCEED THE PERMITTED NUMBER OF PASSENGERS DETERMINED BY THE NUMBER OF BEDS/SEATS IN EACH CLASS. ON ARRIVAL THE VESSEL MUST PRODUCE A LEGAL CERTIFICATE CLARIFYING THE NUMBER OF PASSENGERS IN EACH CLASS AND THE LOCATION OF THE PASSENGER'S QUARTERS AS SPECIFIED IN THE PASSENGER MANIFEST DOCUMENT.

8.9.3.1 UNDER NO CIRCUMSTANCES SHOULD THE TOTAL COMPLEMENT OF PASSENGERS EXCEED THE TOTAL NUMBER OF PASSENGERS ALLOWED, TO VOYAGE ON BOARD A VESSEL ACCORDING TO THE CERTIFICATES DESCRIBED IN 8.9.1 AND 8.9.2, ABOVE.

8.9.4 OWNERS AND AGENTS SHOULD ABIDE BY THE FOLLOWING:

8.9.4.1 THE MANIFEST SHOULD CLEARLY STATE EVERY INDIVIDUAL PASSENGER'S CLASS INCLUDING BED, PULLMAN SEAT OR DECK PASSENGER SEAT. THE NUMBERING OF THE BERTHS ON BOARD SHOULD ALSO BE CLEAR. THE TOTAL NUMBER OF PASSENGERS MANIFESTED SHOULD STICK TO THE NUMBER OF TICKETS

ISSUED.

8.9.5 THE PORT AUTHORITY HAS THE RIGHT TO IMPOSE THE NECESSARY PROCEDURES REQUIRED BY SECTION 8.9 AND SUBSECTIONS, AS ABOVE.

8.9.5.1 PENALTIES WILL BE APPLIED TO THOSE WHO BREAK THE ABOVE RULES.

ANY EXPENSES INVOLVED IN A VESSEL'S DELAY WILL BE THE RESPONSIBILITY OF THE SHIPOWNERS AND HIS LOCAL AGENT.

8.10 EMBARKING AND DISEMBARKING OF PASSENGERS

8.10.1 PASSENGERS PROCEEDING FROM OR TO VESSELS AT ANCHOR MUST EMBARK OR DISEMBARK ONLY AT LANDING PLACES OR STEPS DESIGNATED FOR THESE PURPOSES.

8.10.2 NO PASSENGERS ARE TO BE EMBARKED OR DISEMBARKED FROM ANY VESSEL WHILE THE DISCHARGE OR LOADING OF DANGEROUS GOODS IS IN PROGRESS.

8.11 GENERAL REGULATIONS FOR CARGO HANDLING AND STOWAGE

8.11.1 THE STOWAGE OF CARGO IN THE VESSEL'S HATCHES MUST BE ARRANGED TO ENSURE SIMULTANEOUS AND OPTIMUM RATE OF DISCHARGE FROM THE MAXIMUM NUMBER OF HATCHES COMPATIBLE WITH THE REQUIREMENTS OF SEAWORTHINESS, SUCH AS VESSEL'S STABILITY AND PROPER DISTRIBUTION OF CARGO.

8.11.2 WHERE PRACTICABLE ALL GENERAL AND BAGGED CARGO OF UNIFORM TYPE AND SIZE IS TO BE STACKED AND SECURED ON PALLETS TO FACILITATE QUICK DISCHARGE WHEN SHIPPED TO ANY YEMENI PORT IN CONVENTIONAL VESSELS.

8.11.2.1 EXCEPTION TO PALLETIZATION:

A) BAGGED CARGOES MAY BE PRE-SLUNG;

B) BAGGED CARGOES ARRIVING IN FULL SHIP LOADS MAY BE DISCHARGED LOOSE PROVIDED THAT SUCH CARGO IS TAKEN BY DIRECT DELIVERY AND A MINIMUM DISCHARGE RATE OF 1200 TONS PER 24 HOURS IS GUARANTEED.

BAGGED CARGOES ARRIVING IN PART SHIP LOADS MAY BE DISCHARGED LOOSE PROVIDED THAT SUCH CARGOES ARE TAKEN BY DIRECT DELIVERY AND A MINIMUM DISCHARGE RATE OF 250 TONS PER HOOK PER 24 HOURS IS GUARANTEED (SEE PARA , 6.2.10, OF PART II OF THESE RULES AND REGULATIONS).

C) FOODSTUFFS, IF PALLETIZATION WOULD ADVERSELY AFFECT THE TOTAL DISTRIBUTION COSTS, BUT THE STOWAGE MUST BE ARRANGED TO OBTAIN OPTIMUM DISCHARGE RATES;

D) CARGO CARRIED ON SCHOONERS AND SMALL CRAFT OF LESS THAN 70 METRES IN LENGTH WHICH ARE

ENGAGED IN COASTAL TRADE.

8.11.2.2 THE WEIGHT PER BAG SHOULD NOT EXCEED 50 KG.

8.11.2.3 TYRES SHOULD BE IN BUNDLES OF APPROPRIATE SIZE OR PRESLUNG.

8.11.2.4 BUNDLED STEEL, PROFILE IRON, REBARS, ETC. SHALL BE FITTED WITH SLINGS OR LIFTING POINTS SUITABLE FOR MULTIPLE HANDLING BEFORE COMMENCEMENT OF HANDLING THIS TYPE OF CARGO, THE SHIP'S MASTER OR AGENT MUST PRESENT TO THE PORT MANAGEMENT A CERTIFICATE PRECISELY STATING THE SAFE LOADING CAPACITY OF THE RELEVANT SLINGS AND LIFTING POINTS. FAILING TO COMPLY WITH THIS REQUIREMENT WILL SUBJECT THE VESSEL TO FINANCIAL PENALTIES IN ADDITION TO LEGAL LIABILITIES TO THIRD PARTIES.

8.11.2.5 STEEL SHEETS SHALL BE STRAPPED AND STACKED IN BUNDLES OF APPROXIMATELY 2 TONNES EACH. WOODEN BEARERS AND/OR SPACES SHALL BE USED IN LOADING THE BUNDLES TO FACILITATE DISCHARGE.

8.11.3 PALLETS MUST BE STOWED IN SHIP'S HOLDS IN A MANNER TO FACILITATE DISCHARGE AND MAKE THE BEST USE OF CARGO HANDLING EQUIPMENT WITHIN THE HOLDS.

8.11.3.1 THE RESPONSIBILITY FOR HIRING ADDITIONAL CRANEAGE TO ACHIEVE OPTIMUM RATE RESTS WITH THE VESSEL AND THE SHIPS AGENT, WHERE THE FAILURE TO COMPLY WITH SECTION 8.11. AND SUBSECTIONS 8.11.1, 8.11.2, 8.11.2.3, 8.11.2.4, 8.11.2.5, 8.11.3 ABOVE ADVERSELY AFFECTS PRODUCTIVITY.

8.11.4 ALL CARGO LISTED ON THE DANGEROUS CARGO LIST ACCORDING TO IMO RULES MUST BE STOWED AND HANDLED AS PRESCRIBED IN PART 3, PARA 2.11.

8.11.5 MASTERS AND SHIPPING AGENTS ARE TO INSTRUCT THEIR STEVEDORING CONTRACTORS AT LOADING PORT TO EXECUTE COMPLETE SEPARATION IN ACCORDANCE WITH BILLS OF LADING AND THE MANIFEST, AND WILL BE HELD RESPONSIBLE FOR NON-COMPLIANCE WITH THIS REGULATION.

8.11.6 CARGO SHIPPED IN CONTAINERS SHOULD BE STOWED IN ACCORDANCE WITH IMO AND ILO RECOMMENDATIONS FOR PACKING CARGO BOTH IN CONTAINERS AND ON VEHICLES.

8.12. VALUABLE GOODS

8.12.1 LOADING AND UNLOADING OF VALUABLE GOODS SHALL ONLY BE CARRIED OUT UNDER SPECIAL SUPERVISION.

8.12.2 A SEPARATE SHIPPING DECLARATION OF VALUABLE GOODS SHALL BE PRESENTED AND RECORDED IN A SPECIAL REGISTER TO BE SIGNED BY THE RESPONSIBLE OFFICIAL AT THE SEAPORT, THE SHIP'S REPRESENTATIVE AND THE CUSTOM'S REPRESENTATIVE.

8.12.3 VALUE OF CONTENTS, MARKS, NUMBERS, NAMES OF CONSIGNOR AND CONSIGNEE OUGHT TO BE SPECIFIED IN THE MANIFEST.

8.13 LIVESTOCK

8.13.1 APPLICATION

8.13.1.1 THE STANDARDS DEFINED SHALL BE REGARDED AS THE MINIMUM TO WHICH ANY VESSEL CONFORM IF UNDERGOING ANY CONVERSION OR STRUCTURAL ALTERATION. THERE MAY BE CASES WHERE A HIGHER STANDARD OF CARE IS REQUIRED AND THIS SHOULD BE ARRANGED BETWEEN SHIPPER AND CARRIER AND BORNE IN MIND FOR ANY NEW PURPOSE BUILT VESSEL WHICH SHOULD INCORPORATE EQUIPMENT REFLECTING HIGHER STANDARDS AND TECHNICAL PROGRESS.

8.13.1.2 DEFINITION

FOR THE PURPOSE OF THESE REGULATIONS:

- A) LARGE ANIMALS SHALL INCLUDE CAMELS, HORSES, CATTLE, MULES AND PONIES.
- B) SMALL ANIMALS, SHEEP AND GOATS.

8.13.1.3 THE IMPORTATION OF LIVESTOCK WITHOUT FIRST SECURING THE PERMISSION OF THE APPROPRIATE GOVERNMENT AGENCY IS PROHIBITED.

8.13.2 PROTECTION OF LIVESTOCK

8.13.2.1 LIVESTOCK, WHILE ON BOARD OR BEING HANDLED ASHORE, SHALL BE PROPERLY PROTECTED FROM INJURY AND UNNECESSARY SUFFERING FROM EXPOSURE TO WEATHER OR SEA.

8.13.2.2 HOLDS AND DECKS, PASSAGES, SIDE, STERN OR BOW PORTS, RAMPS AND EQUIPMENT MUST BE CONSTRUCTED AND/OR PADDED AND/OR COVERED TO PREVENT INJURY TO ANIMALS.

8.13.2.3 SAFETY EQUIPMENT OF THE VESSEL SHALL ALWAYS BE FREELY ACCESSIBLE.

8.13.3 ANIMAL PENS

8.13.3.1 PENS BELOW DECK

PENS FOR LARGE ANIMALS MUST BE FOUR-SIDED CLOSED COMPARTMENTS FOR NOT MORE THAN SIX ANIMALS STANDING ATHWARTSHIPS. THE DIMENSIONS SHALL NOT BE LESS THAN THE FOLLOWING:

LENGTH (FORE-AND-AFT) 330 CM

WIDTH (ATHWARTSHIPS) 214 CM

COMPARTMENTS FOR SMALL ANIMALS MUST NOT BE LESS THAN 40.5 SQUARE METRES AND THE MAXIMUM LENGTH (FORE-AND-AFT) SHALL NOT BE LESS THAN TWICE THE BREADTH (ATHWARTSHIPS). THE NUMBER OF SMALL ANIMALS TO BE CARRIED IN THE MAXIMUM PEN SIZE OF 40.5 SQUARE METRES IS NOT TO EXCEED NINETY-TWO WHERE THE AVERAGE WEIGHT OF THE ANIMAL IS APPROXIMATELY 80 KG. WHERE THE WEIGHT OF THE ANIMAL IS 20 KG OR LESS THE NUMBER CAN BE INCREASED TO ONE HUNDRED AND SIXTY-EIGHT. FOR ANY WEIGHT BETWEEN THESE TWO POINTS THE NUMBER OF SMALL ANIMALS PERMITTED CAN BE FOUND BY LINEAR INTERPOLATION.

8.13.3.2 COMPARTMENTS FOR SMALL ANIMALS MUST NOT EXCEED 40.5 SQUARE METRES AND THE MAXIMUM LENGTH (FORE-AND-AFT) SHALL NOT BE GREATER THAN TWICE THE BREADTH (ATHWARTSHIPS). THE NUMBER OF SMALL ANIMALS TO BE CARRIED TO BE CARRIED IN THE MAXIMUM PEN SIZE IS NOT TO EXCEED NINETY-TWO WHERE THE AVERAGE WEIGHT OF THE ANIMAL IS 25 KG. WHERE THE WEIGHT OF THE ANIMAL IS LESS THAN THAT , THE NUMBER CAN BE INCREASED. THE NUMBER OF ANIMALS PERMITTED ON EACH COMPARTMENT CAN BE FOUND BY LINEAR INTERPOLATION.

8.13.3.3 PENS ON OPEN DECK

HURDLES MUST BE ERECTED FOR TRANSPORTATION ON OPEN DECKS, AND MEASUREMENTS MUST CONFORM TO THE DIMENSIONS STATED IN PARAGRAPH 8.13.3.1. ABOVE FOR VOYAGES EXCEEDING 24 HOURS, PROVISION MUST BE MADE TO PROTECT THE ANIMALS AGAINST EXPOSURE. LIVESTOCK MAY ONLY BE ACCOMMODATED IN THE CENTRAL 80% OF THE VESSEL'S LENGTH. THE CONSTRUCTION MUST BE PROTECTED FROM THE SEA. ON SHIPS WITHOUT A FORECASTLE, BREAKWATERS OF AT LEAST 50 CM HEIGHT MUST BE PROVIDED. DECK COVERING MUST MEET THE REQUIREMENTS OF PARAGRAPH 8.13.2.2.ABOVE.

8.13.4 HEIGHT OF STABLING AND PASSAGES

8.13.4.1 STABLING FOR CAMELS AND HORSES SHOULD PREFERABLY BY ON THE OPEN DECK, BUT IF BELOW DECK IN ANY CLOSED SPACE THE HEIGHT IN THE CLEAR FROM THE DECK TO THE LOWER EDGE OF THE BEAMS ABOVE SHALL NOT BE LESS THAN 250 CM.

8.13.4.2 IN THE CASE OF CATTLE, MULES AND PONES THE HEIGHT IN THE CLEAR FROM THE DECK TO THE LOWER EDGE OF THE BEAMS ABOVE SHALL NOT BE LESS THAN 200 CM AND IN THE CASE OF SHEEP AND GOATS A CLEARANCE OF 110 CM IS REQUIRED, WHILE 180 CM CLEARANCE IS DESIRABLE, VENTILATION MUST COMPLY WITH THE REGULATIONS, PARAGRAPH 8.13.7 HEREINAFTER. THE MINIMUM HEIGHT IN THE AREA AROUND THE HEADS OF THE ANIMALS MUST NOT BE REDUCED BY BEAMS, AIR CONDUITS, PIPES ETC.

8.13.5 PASSAGEWAYS

8.13.5.5.1 IF THE LIVESTOCK IS TO REMAIN ON BOARD FOR MORE THAN 48 HOURS PASSAGEWAYS SHALL LEAD FROM THE MAIN COMPANION WAY BETWEEN THE INDIVIDUAL ROWS OF PENS AND BE NOT LESS THAN 80 CM WIDE AND FREE FROM ALL OBSTRUCTION. SAFETY EQUIPMENT MUST BE ACCESSIBLE AT ALL TIMES REGARDLESS OF THE DURATION OF THE VOYAGE.

8.13.6 RE-STOWING

8.13.6.1 IF THE LIVESTOCK IS TO REMAIN ON BOARD FOR MORE THAN 48 HOURS THE DIVISION OF THE HOLDS AND PENS MUST BE SUCH AS TO PERMIT THE RE-STOWAGE OF LIVESTOCK FROM ONE SECTION TO ANOTHER.

8.13.7 VENTILATION

8.13.7.1 ADEQUATE PROVISION SHALL BE MADE FOR THE VENTILATION OF ALL SPACES IN WHICH LIVESTOCK IS CARRIED. WHERE LIVESTOCK IS CARRIED IN AN ENCLOSED SPACE, VENTILATION SHALL BE PROVIDED BY MEANS OF POWER-DRIVEN FANS WITH SUFFICIENT CAPACITY, MEASURED ON THE TOTAL VOLUME OF SPACE, TO CHANGE THE AIR ENTIRELY IN THE PERIOD SPECIFIED BELOW:

A) WHERE THE HEIGHT OF THE SPACE IN THE CLEAR IS 230 CM A MINIMUM OF AT LEAST ONCE EVERY THREE MINUTES;

B) WHERE THE HEIGHT OF THE SPACE IN THE CLEAR IS 180 CM, A MINIMUM OF AT LEAST ONCE EVERY TWO MINUTES.

FOR THE PURPOSES OF THIS SECTION THE TOTAL VOLUME OF THE SPACE MEANS THE VOLUME CONTAINED BETWEEN THE SHIP'S SIDE PLATING, BULK HEADS, TANK TOP OR DECKS, LESS THE VOLUME OF THOSE SPACES OR FITTINGS WHICH ARE AIRTIGHT WITHIN THE SPACE.

8.13.7.2 AIR INTAKES SHALL BE SITED SO THAT AIR SUPPLIED TO THE SPACES IS AS CLEAN AND FRESH AS PRACTICABLE AND EXHAUST TRUNKS SHALL BE SITED TO EMIT EXHAUST AS HIGH AS POSSIBLE.

8.13.7.3 HALF OF ALL AIR DUCTS SHALL VENT 30 CM ABOVE THE DECK, AND SHALL NOT OBSTRUCT LIVESTOCK MOVEMENT ON BOARD.

8.13.7.4 THE GENERATING CAPACITY OF THE VESSEL SHALL BE SUFFICIENT TO PROVIDE FOR THE CONTINUOUS OPERATION OF THE MECHANICAL VENTILATION WITHOUT INTERFERING WITH THE NORMAL OPERATION OF THE SHIP. PROVISION SHALL BE MADE TO MAINTAIN VENTILATION IN THE EVENT OF A BREAKDOWN OR EMERGENCY. AN AUDIO AND VISUAL ALARM SHALL BE FITTED TO WARN OF ANY FAILURE OF THE MECHANICAL VENTILATION.

8.13.8 LIGHTING

8.13.8.1 IN ALL PARTS OF THE SHIP IN WHICH LIVESTOCK IS CARRIED THE ALLEYWAYS BETWEEN PENS AND BETWEEN COMPARTMENTS AND ALL ROUTES LEADING FROM THOSE PARTS TO THE OPEN DECK OF THE SHIP SHALL BE LIT BY LAMPS OF AT LEAST 20 LUX AT A MAXIMUM DISTANCE OF 600 CM FROM EACH OTHER IN AMPLY PROTECTED, FIXED INSTALLATIONS. EMERGENCY LIGHT SHOULD BE INSTALLED OF AT LEAST 8 LUX IN ALL PASSAGES AND SHOULD OPERATE FOR AT LEAST 15 MINUTES.

8.13.8.2 LIGHTS SHALL BE WATERPROOF, EXPLOSION PROOF AND ARRANGED IN A POSITION TO BE OUT OF REACH OF THE LIVESTOCK.

8.13.9 DRAINAGE

8.13.9.1 ADEQUATE ARRANGEMENTS SHALL BE MADE FOR THE EFFICIENT CLEANING AND DRAINAGE OF EACH FITTING AND SPACE IN WHICH LIVESTOCK IS CARRIED.

8.13.9.2 SCUPPERWAYS SHALL BE PROVIDED IN ENCLOSED SPACES TO LEAD EXCESS FLUID CLEAR OF THE FITTINGS.

8.13.9.3 THE SCUPPERWAYS PROVIDED IN PARAGRAPH 8.13.9.2 ABOVE SHALL LEAD DIRECTLY TO DRAINAGE WELLS, OR TO SCUPPER PIPES OR TO DRAINAGE WELLS.

8.13.9.4 WHERE DRAINAGE WELLS ARE PROVIDED ARRANGEMENTS SHALL BE MADE FOR DRAINING THE WELLS INDEPENDENT OF THE ENGINE ROOM BILGE LINES. ANY PUMPS FITTED SHALL BE CAPABLE OF HANDLING SEMI-SOLID MATTER.

8.13.9.5 DRAINAGE WELLS AND SCUPPER PIPE OPENINGS SHALL BE ACCESSIBLE FROM OUTSIDE THE FITTINGS FOR THE PURPOSES OF INSPECTION AND CLEARANCE.

8.13.10 REMOVAL OF EFFLUENT

8.13.10.1 EFFLUENT FROM LIVESTOCK COMPARTMENTS MUST BE RETAINED ON BOARD IN SHIPS TANKS. DUMPING IN THE POLLUTION-FREE FREE ZONE, WHATEVER THE QUANTITY, IS PROHIBITED. THE DISCHARGE OF EFFLUENT FROM LIVESTOCK COMPARTMENTS SHOULD TAKE INTO ACCOUNT THE REQUIREMENTS OF ANY INTERNATIONAL CONVENTION CONCERNING MARINE POLLUTION AND ANY LAWS APPLICABLE IN THE YEMENI PORTS AT WHICH LIVESTOCK IS TO BE LOADED OR DISCHARGED.

8.13.11 FOOD AND FRESH WATER

8.13.11.1 IF THE LIVESTOCK IS TO REMAIN ON BOARD FOR LESS THAN 24 HOURS, FOOD AND WATER NEED NOT TO BE PROVIDED EXCEPT THAT ADEQUATE FRESH WATER SHALL ALWAYS BE CARRIED FOR USE IN AN EMERGENCY. FOR ALL OTHER VOYAGES ADEQUATE FRESH-WATER PIPES SHALL BE PROVIDED ON EACH DECK AND IN EACH SPACE IN WHICH LIVESTOCK IS CARRIED AND SUFFICIENT FOOD TO MAINTAIN THE LIVESTOCK IN A HEALTHY CONDITION FOR THE DURATION OF THE VOYAGE.

8.13.11.2 THE RECOMMENDED QUANTITY OF WATER PER DAY OF 24 HOURS FOR EACH ANIMAL IS:

CAMELS 50 LITRES

HORSES 50 LITRES

CATTLE 45 LITRES

SHEEP 5 LITRES

GOATS 5 LITRES

8.13.12 RAMPS

8.13.12.1 WHERE RAMPS ARE PROVIDED INSIDE THE VESSEL FOR THE MOVEMENT OF ANIMALS BETWEEN DECKS THEY SHALL BE NOT LESS THAN 80 CM WIDE AND SHALL HAVE A CLEARANCE HEIGHT OF AT LEAST 200 CM., AND IN THE CASE OF CAMELS AND HORSES, AT LEAST 250 CM. THE GRADIENT OF THE RAMP MUST NOT EXCEED ONE IN TWO (26.58 FROM THE HORIZONTAL). THE RAMPS SHALL BE FITTED WITH NONSKID COVERING AND FOOT-BATTENS NOT LESS THAN 5 CM HIGH BUT NOT EXCEEDING 6 CM, AND AT INTERVALS OF NOT LESS THAN 30 CM AND NOT MORE THAN 40 CM. THE SIDES OF THE RAMPS SHOULD BE SHEATHED TO A HEIGHT COMMENSURATE WITH THE SIZE OF THE ANIMAL HANDLED.

8.13.13 SIDE, STERN OR BOW PORTS

8.13.13.1 VESSELS WITHOUT SIDE, STERN OR BOW PORTS WILL NOT BE PERMITTED TO ENTER ANY YEMENI PORT TO DISCHARGE LIVESTOCK, EXCEPT IN THOSE PORTS DEDICATED AS SUCH.

8.13.13.2 THE CLEARANCE HEIGHT OF THE SIDE, STERN OR BOW PORTS SHALL NOT BE LESS THAN 250 CM FOR CAMELS AND HORSES, 200 CM FOR OTHER LARGE ANIMALS AND 150 CM FOR SMALL ANIMALS. WHERE LIVESTOCK IS CARRIED ON THE OPEN DECK THE PORTS IN THE BULWARK OR RAILINGS SHALL NOT BE LESS THAN 100 CM WIDE. THE VESSEL MUST BE EQUIPPED WITH A SUFFICIENT NUMBER OF DISCHARGE RAMPS TO SECURE UNINTERRUPTED DISCHARGE OPERATIONS.

8.13.14 DISCHARGING

8.13.14.1 WHERE IN EXCEPTIONAL CIRCUMSTANCES DISCHARGE OF LIVESTOCK FROM A VESSEL WITHOUT SIDE, STERN OR BOW PORTS IS PERMITTED, IT SHALL BE PERFORMED BY MEANS OF CANVAS ANIMAL SLINGS SUPPORTING THE ANIMALS' BELLIES BETWEEN THE FORE AND HIND LEGS OR BY THE USE OF CAGES. SUCH CAGES SHALL HAVE A HEIGHT OF AT LEAST EIGHTY PER CENT OF THE HEIGHT OF THE ANIMAL AND BE OF SUFFICIENT WIDTH AND BREADTH TO RESTRICT THE ANIMALS' MOVEMENTS WITHOUT CONSTRICTION. IN THE CASE OF SHEEP AND GOATS FROM SOMALIA, OPEN TOPPED BOXES MEASURING 2 BY 2 METRES CARRYING A MAXIMUM OF FOURTEEN HEAD PER LIFT MAY BE USED. IN THE CASE OF SHEEP, THE MAXIMUM NUMBER OF HEAD PER LIFT SHALL BE LIMITED TO TEN. THE CAGES OR BOXES SHOULD BE FITTED WITH OUTWARD OPENING DOORS TO PERMIT THE ANIMALS TO WALK IN OR OUT.

8.13.14.2 THE USE OF ANY WIRE OR ROPE-SLING IS FORBIDDEN.

8.13.14.3 THE PORT MANAGEMENT MAY AT ITS DISCRETION REFUSE TO PERMIT LIVE ANIMALS TO BE DISCHARGED, LANDED OR LOADED IF IN ITS OPINION UNNECESSARY SUFFERING WOULD BE CAUSED TO THE ANIMAL.

8.13.14.4 LIVE ANIMALS ON BOARD VESSELS IN PORT WHEN BEING DISCHARGED OR LOADED OR WHEN ON SHORE ARE TO BE TREATED IN A HUMANE MANNER AND IF NECESSARY BY REASON OF WEAKNESS, SICKNESS OR INJURY SHALL BE TRANSPORTED WHEREVER POSSIBLE DIRECTLY TO THE SLAUGHTER HOUSE. IF AN ANIMAL DIES ON THE QUAYSIDE, IT SHOULD BE RELOADED ON TO THE VESSEL WHERE NO OTHER MEANS OF

DISPOSAL ARE AVAILABLE.

8.13.14.5 NO CARCASS SHALL BE LANDED IN ANY PART OF A PORT OR DEPOSITED IN THE POLLUTION-FREE ZONE.

8.13.15 DISINFECTION

8.13.15.1 ALL PERSONS LEAVING THE SHIP AND ANY ANIMAL LEAVING BY DISCHARGE RAMP SHALL WALK OVER MATS SOAKED WITH AN APPROVED DISINFECTANT. WHERE ANIMALS ARE UNLOADED BY OTHER MEANS SUITABLE MATS SHALL BE PLACED AT THE LANDING POINT.

8.13.15.2 PROVISION OF SUCH MATS SHALL BE MADE BY THE OWNERS OF THE VESSEL OR THE SHIP'S AGENT AND WILL BE CHECKED BY THE PORT MANAGEMENT.

8.13.16 INSPECTION

8.13.16.1 AN AUTHORIZED PERSON OF THE PORT MANAGEMENT MAY INSPECT A VESSEL CARRYING LIVESTOCK AT ANY TIME FOR THE PURPOSE OF ASCERTAINING WHETHER THE VESSEL AND FITTINGS COMPLY WITH THE REQUIREMENTS OF THESE REGULATIONS. IF THE REQUIREMENTS ARE NOT BEING COMPLIED WITH HE MAY ORDER STEPS TO BE TAKEN TO OBTAIN COMPLIANCE AND THE MASTER OR OWNERS MAY BE LIABLE TO THE IMPOSITION OF A FINE.

8.13.16.2 A CERTIFICATE STATING THAT LIVESTOCK ARRANGEMENTS ACCORD WITH THE RULES WILL BE ISSUED BY THE PORT AUTHORITY SUBJECT TO THE RESULTS OF THE INSPECTION IF IT IS SATISFACTORY AS ABOVE.

8.13.16.3 IN ADDITION TO 8.13.16.1 ABOVE, THE CARGO HANDLING CONTRACTOR MUST ENSURE THROUGHOUT ALL SHIFT PERIODS THAT THERE IS NO DETERIORATION IN LIVESTOCK ARRANGEMENTS IN ACCORDANCE WITH THE INSPECTION CERTIFICATE ISSUED BY THE PORT AUTHORITY.

8.14 UNITIZATION OF TIMBER

8.14.1 SAWN TIMBER, PLYWOOD AND VENEER IS TO BE UNITIZED. TIMBER CARGOES SHALL BE PROPERLY STRAPPED TO WITHSTAND MULTIPLE HANDLING. BUNDLES SHALL BE SEPARATED BY SKIDS OR DUNNAGE TO FACILITATE LIFTING OR HANDLING BY FORK-LIFTS. EACH BUNDLE SHOULD WEIGH BETWEEN 2 AND 3 TONNES.

8.14.2 BROKEN BUNDLES AND/OR LOOSE PLANKS MUST BE REPACKED AND STRAPPED BEFORE DISCHARGE.

8.15 BAGGED CEMENT, LIME, GYPSUM AND SIMILARLY PACKED CARGO

8.15.1 BAGGED CEMENT IN PAPER BAGS MUST BE PACKED IN 5-PLY STRENGTHENED PAPER SUPPORTED BY AN INNER SKIN OF POLYTHENE OR SIMILAR WATERPROOF MATERIAL. IF THERE IS NO SYNTHETIC LAYER, THE BAG MUST BE MADE OF EXTRA-STRENGTHENED PAPER (MINIMUM 6 PLY) OR OF MATERIALS WHOSE PROVEN STRENGTH IS AT LEAST EQUIVALENT TO THE ABOVE.

8.15.2 THE STOWAGE OF BAGGED CEMENT ON BOARD A VESSEL MUST BE ARRANGED SO THAT ONLY A

MINIMUM OF DAMAGED CARGO CAN BE EXPECTED. INTERNATIONAL STANDARD PROCEDURES FOR STOWAGE OF BAGGED CARGOES MUST BE APPLIED.

8.15.3 BAGGED CEMENT MUST BE BLOCK STOWED.

8.15.4 IN THE SQUARE OF EACH WORKABLE HATCH OPENING WITHIN THE PLUMB OF THE SHIP'S DISCHARGING GEAR, A BLOCK OF BAGGED CEMENT MUST BE LEFT IN PRE-SLUNG FORM IN FLAT STRAPS CAPABLE OF LIFTING THE BAGGED CEMENT IN SAFE WORKING LOADS WITHOUT DAMAGING THE PACKAGING.

8.15.4.1 THIS BLOCK MUST HAVE DIMENSIONS OF AT LEAST 6 BY 9 METRES HORIZONTALLY AND THESE DIMENSIONS MUST BE MAINTAINED DOWN TO THE BOTTOM LAYER.

8.15.5 THE MINIMUM HATCH OPENING FOR SHIP'S HOLDS LOADED WITH BAGGED CEMENT MUST BE 6 Y 9 METRES, IRRESPECTIVE OF WHETHER MEASURED FORE AND AFT OR ATHWARTSHIPS.

8.15.6 THE WEIGHT OF A UNIT IS TO BE NOT LESS THAN 1.6 TONS AND THE SHIP'S TACKLE MUST BE CERTIFIED TO CARRY THE WEIGHT LOADED IN PRE-SLUNG FORM.

8.15.7 BAGGED CEMENT IN UNITIZED OR PRE-SLUNG FORM MUST BE PROPERLY PACKED AND STRAPPED TO WITHSTAND MULTIPLE HANDLING.

8.15.8 ANY UNITIZED BAGGED CARGO STOWED UNDER DECKS OR WINGS REQUIRING HORIZONTAL SHIFTING PRIOR TO LIFTING BY SHIP'S LOADING GEAR OR SHORE CRANES, MUST BE PROPERLY FORKLIFT STOWED, MUST BE ACCESSIBLE FOR FORK-LIFT DISCHARGE AND MUST HAVE PROPER DUNNAGE BETWEEN LAYERS.

8.15.9 THE VESSEL MUST BE CAPABLE OF CONTINUOUS DISCHARGE, WITH ITS OWN EQUIPMENT, AT A MINIMUM RATE OF 300 TONNES PER HOOK PER 24 HOURS. THE STOWAGE OF THE CARGO MUST BE ARRANGED ACCORDINGLY.

8.16 DAMAGED PACKAGES

8.16.1 NO DAMAGED PACKAGE OR ITEM IS TO BE DISCHARGED FROM ANY VESSEL, BARGE, PONTOON OR LANDING CRAFT BERTHED IN A PORT UNTIL IT HAS BEEN REPAIRED OR REPACKED IN SUCH A MANNER AS TO PERMIT IT TO BE HANDLED WITHOUT FURTHER LOOSE OR DAMAGE TO CONTENTS OF THE PACKAGE OR THE ITEM ITSELF, UNLESS PERMITTED BY THE PORT MANAGEMENT.

8.16.2 SHOULD CARGO BE FOUND DAMAGED OR WET OR UNACCEPTABLE FOR ANY OTHER REASON, IN ORDER TO AVOID OPERATIONAL DELAYS, SHIP'S AGENTS MUST FURNISH A LETTER STATING THEIR ACCEPTANCE OR REJECTION OF THE CARGO IN QUESTION.

8.16.3 WHERE THE ORIGINAL OUTER CARTON, BOX OR BAG IS REPLACED, THE REPLACEMENT CARTON, BOX OR BAG SHALL BE MARKED IN THE SAME MANNER TO ALLOW IT TO BE IDENTIFIED WITH THE BILL OF LADING AND THE MANIFEST.

8.16.4 THE PORT MANAGEMENT HAS THE RIGHT, AFTER NOTIFYING CUSTOMS AND OTHER AUTHORITIES AND THE SHIP'S AGENT CONCERNED, TO DISPOSE OF OR DESTROY DAMAGED GOODS WHICH MAY CAUSE HARM TO

INSTALLATIONS OR PUBLIC HEALTH AT THE EXPENSE OF THE OWNER OF THE GOODS OR THE SHIP'S AGENT.

8.17 TRANSSHIPMENT AND TRANSFER OF CARGO

8.17.1 TRANSHIPMENT IS ALLOWED IN THE YEMENI PORTS BUT TRANSHIPMENT OPERATIONS MUST NOT BE ALLOWED TO COMMENCE WITHOUT PRIOR APPROVAL FROM THE CONCERNED AUTHORITIES.

8.17.2 THE TRANSFER OF CARGO FROM ONE VESSEL TO ANOTHER AT ANCHORAGE OR ALONGSIDE BERTHS WITHIN THE PORT BOUNDARIES IS STRICTLY FORBIDDEN WITHOUT THE PERMISSION OF THE PORT AUTHORITY.

8.18 GRAIN CARGOES

8.18.1 THE MASTER OF ANY VESSEL CARRYING GRAIN TO ANY YEMENI PORT, WETHER IN BULK OR IN BAG SHALL PRESENT AN OFFICIAL CERTIFICATE FROM THE COUNTRY OF ORIGIN STATING THAT THE CARGO IS FREE FROM INFESTATION AND THAT IT HAS BEEN FUMIGATED EITHER BEFORE OR AFTER LOADING, IN ADDITION TO A CERTIFICATE STATING THAT THE VESSEL WAS FREE OF INFESTATION PRIOR TO COMMENCEMENT OF LOADING.

8.18.2 WITHOUT THESE CERTIFICATES THE VESSEL WILL NOT BE PERMITTED TO DISCHARGE AND WILL BE LIABLE TO THE IMPOSITION OF A FINE.

REGULATIONS FOR VESSELS AT PORTS.

CHAPTER 9

VESSELS AND MARINE CRAFT IN DISTRESS, STRANDED, SUNK OR ABANDONED

9.1 REPORTING OF INCIDENTS

9.2 INITIAL ACTION BY THOSE INVOLVED OR NEARBY

9.3 INITIAL ACTION BY THE PORT MANAGEMENT

9.4 GROUNDED VESSELS

9.5 PORT MANAGEMENT IN COMMAND

9.6 RISK AND EXPENSE

9.7 ABANDONED VESSELS

9.8 SAFEGUARD OF SALVAGED GOODS AND EQUIPMENT

9.9 LIABILITY

9.1 REPORTING OF INCIDENTS

9.1.1 IF ANY VESSEL IN A PORT SUSTAINS OR IS INVOLVED IN AN ACCIDENT, THE MASTER OF THE VESSEL AND THE PORT MANAGEMENT SHALL IMMEDIATELY INFORM THE COMPETENT MARITIME AUTHORITY OF THE POSITION OF THE ACCIDENT, THE PRESENT CONDITION OF THE VESSEL AND ALL SUCH INFORMATION RELATING TO THE ACCIDENT OR DISASTER.

9.1.2 IF THE MASTER OF THE VESSEL IS UNABLE TO GIVE SUCH A MESSAGE, ANY OTHER VESSEL WITNESSING SUCH AN OCCURRENCE OR INVOLVED IN THE ACCIDENT SHALL REPORT SAME TO THE COMPETENT MARITIME AUTHORITY OR THE PORT MANAGEMENT WHO SHALL THEN INFORM THE COMPETENT MARITIME AUTHORITY.

9.2 PRIORITY ACTION BY THOSE INVOLVED OR NEARBY

9.2.1 IN CASE OF DANGER TO PERSONS ON BOARD THE VESSEL IN DISTRESS, THE MASTER OF THIS VESSEL AND ALL NEARBY VESSELS MUST RESCUE THEM BEFORE TAKING ANY OTHER ACTION.

9.2.2 AS FAR AS POSSIBLE, THE MASTER OF THE VESSEL MUST TAKE ALL STEPS TO CLEAR THE FAIRWAY.

9.2.3 IN THE EVENT OF A COLLISION BETWEEN TWO VESSELS, THE MASTERS OF BOTH VESSELS MUST DO THEIR UTMOST TO CLEAR THE FAIRWAY.

9.2.4 IN THE EVENT OF SINKING, ANY NEARBY VESSEL SHALL PROVIDE ASSISTANCE TO THE SINKING VESSEL AND INFORM THE COMPETENT MARITIME AUTHORITY OR THE PORT MANAGEMENT OF THE INCIDENT LOCATION, AND THE PORT MANAGEMENT SHALL THEN INFORM THE COMPETENT MARITIME AUTHORITY OF THE INCIDENT.

9.3 PRIORITY ACTION BY THE PORT MANAGEMENT

9.3.1 THE PORT MANAGEMENT SHALL INFORM THE COMPETENT MARITIME AUTHORITY TO INSTRUCT FULLY QUALIFIED PERSONS TO PROCEED TO THE SHIP IN DISTRESS, SUNK, STRANDED OR ABANDONED AND TAKE COMMAND OF THE RESCUE OPERATIONS AND ALL NECESSARY STEPS TO AVOID OBSTRUCTION OF THE FAIRWAY.

9.3.2 WHEN A VESSEL IS IN DISTRESS IN THE PORT, THE RESPONSIBILITY FOR TAKING THE NECESSARY ACTION RESTS WITH THE MASTER. THE PORT AUTHORITY MAY INTERFERE IF THE ARRANGEMENTS MADE BY THE MASTER ARE POTENTIALLY DAMAGING TO PORT PROPERTY OR OTHER PARTIES.

9.4 GROUNDING

9.4.1 IN THE EVENT OF A GROUNDING, THE MASTER OF THE VESSEL SHALL IMMEDIATELY TAKE ALL STEPS NECESSARY TO SALVAGE THE VESSEL AND HER CARGO AND TO AVOID OBSTRUCTIONS AND DANGER TO THE PORT AND THE ENVIRONMENT.

9.4.2 EXCEPT FOR THE AUTHORIZED PERSON DESCRIBED UNDER 9.3.1 ABOVE, NO ONE IS ALLOWED TO GO ALONGSIDE OR TO BOARD THE VESSEL WITHOUT PERMISSION OF THE MASTER.

9.4.3 THE MASTER IS RESPONSIBLE FOR ALL RESCUE OPERATIONS REQUIRED BY HIS VESSEL.

9.4.4 SALVAGE OPERATIONS WITHIN PORT LIMITS WILL NOT ALLOWED BEFORE WRITTEN PERMISSION IS OBTAINED FROM THE COMPETENT MARITIME AUTHORITY AS WELL AS FROM THE VESSEL'S MASTER, OWNER OR AGENT, EXCEPT AS STATED HEREINAFTER.

9.5 PORT MANAGEMENT IN COMMAND

9.5.1 THE PORT MANAGEMENT IS ENTITLED TO TAKE ENTIRE COMMAND OF THE SALVAGE OPERATION WITHIN THE PORT THROUGH THE MEDIUM OF THE AUTHORIZED PERSON, PROVIDED THAT:

A) IN THE OPINION OF THE PORT MANAGEMENT, THE OBSTRUCTION CONSTITUTES AN IMMEDIATE DANGER TO NAVIGATION WITHIN THE PORT LIMITS. THEN THE PORT MANAGEMENT MAY, AND AT THE RESPONSIBILITY OF THE MASTER AND THE OWNER, TAKE IMMEDIATE STEPS FOR ITS REMOVAL;

B) THE MASTER AND OWNER DO NOT REMOVE THE OBSTRUCTION WITHIN THE TIME LIMIT SET BY THE PORT MANAGEMENT.

C) THE SALVAGE OPERATIONS HAVE NO OR INSUFFICIENT SUCCESS.

9.5.2 THE AUTHORIZED PERSON SHALL TAKE COMMAND OF ALL PERSONS ON BOARD AND GIVE SUCH DIRECTIONS AND ASSIGN SUCH DUTIES TO EACH AND EVERY PERSON PRESENT AS HE MAY CONSIDER NECESSARY FOR THE PRESERVATION OF THE SHIP, HER CREW, HER CARGO AND EQUIPMENT AND FOR THE SAFETY OF ANY ADJACENT PORT STRUCTURES.

9.6 RISK AND EXPENSES

9.6.1 WHEN AND IF THE PORT MANAGEMENT TAKES ACTION AS MENTIONED UNDER 9.5.1 ABOVE, IT WILL BE AT THE EXPENSE OF THE MASTER OR THE VESSEL'S OWNER.

9.6.2 THE OWNER OF ANY SHIP, WRECK OR OTHER HAZARD SUNK, GROUNDED OR ABANDONED MEANS THE MASTER /OWNER AT THE TIME OF THE ACCIDENT.

9.6.3 ANY EXPENSE INCURRED BY THE PORT MANAGEMENT IN THE OPERATIONS SHALL BE RECOVERABLE FROM THE MASTER/OWNER OF THE SHIP, OR BY SALE OF THEREOF ACCORDING TO THE LAW.

9.6.4 SALVAGE MONEY

9.6.4.1 ANY CLAIM FOR SALVAGE MONEY HAVE TO BE REPORTED TO THE PORT MANAGEMENT.

9.6.4.2 UNDERTAKING SALVAGE OF ANYTHING SUNK WITHIN THE WATERS OF THE PORT WILL HAVE NO LEGAL CLAIM FOR REMUNERATION AGAINST THE PORT MANAGEMENT.

9.7 ABANDONED VESSELS

9.7.1 IF A VESSEL OR HARBOUR CRAFT IS ABANDONED IN THE PORT, BOARDING THE VESSEL AND/OR ANY SALVAGE IS ONLY PERMITTED IN WRITING AND UNDER THE SUPERVISION OF THE PORT MANAGEMENT AND THE COMPETENT MARITIME AUTHORITY.

9.7.2 THE COMPETENT MARITIME AUTHORITY IS ENTITLED TO TAKE ANY ACTION TO REMOVE A WRECK OR AN ABANDONED VESSEL WITHIN THE PORT LIMITS IN COORDINATION WITH THE PORT MANAGEMENT.

9.8 SAFEGUARD OF SALVAGED GOODS AND EQUIPMENT

9.8.1 ANY GOODS OR OTHER PROPERTY SALVAGED FROM A VESSEL WITHIN THE PORT LIMITS MUST BE DELIVERED INTO THE CUSTODY OF THE PORT MANAGEMENT FOR STORAGE UNLESS OTHERWISE APPROVED BY THE PORT MANAGEMENT IN CONSULTATION WITH THE CUSTOMS.

9.8.2 THE AUTHORIZED PERSON MUST PREPARE A RECORD OF ALL GOODS SALVAGED.

9.8.3 THE PORT MANAGEMENT RESERVES THE RIGHT TO DISPOSE OF SALVAGED GOODS WHICH ARE LIKELY TO CAUSE A DIRECT HAZARD TO HEALTH OR THE ENVIRONMENT.

9.8.4 GOODS MAY BE DELIVERED ONLY AFTER THE OWNERS OF THE SHIP AND CARGO HAVE CONTRIBUTED THEIR SHARE OF THE TOTAL GENERAL AVERAGE EXPENSES.

9.8.5 UNCLAIMED GOODS AND PROPERTY

9.8.5.1 ANY UNCLAIMED PROPERTY SALVAGED OR DISCOVERED ANYWHERE WITHIN THE PORT LIMITS WILL BE

REPORTED TO OR DELIVERED INTO THE CUSTODY OF THE PORT MANAGEMENT.

9.8.5.2 THE PORT MANAGEMENT BY ARRANGEMENT WITH OTHER GOVERNMENT AGENCIES MAY PLACE A PUBLIC NOTICE IN THE NEWSPAPERS SHOWING THE TYPE AND QUANTITY OF CARGO TO BE SOLD IN OPEN AUCTION: THIS GIVES THE CARGO OWNER A CHANCE TO REMOVE HIS GOODS FROM PORT STORAGE WITHIN 21 DAYS OF THE NOTICE.

9.8.5.3 IF NO CLAIM HAS BEEN PRESENTED AFTER THE TIME LIMIT HAS ELAPSED, SUCH CARGO MAY BE SOLD AND THE PROCEEDS RETAINED BY THE PORT MANAGEMENT TO DEFRAY ANY EXPENSES OR COSTS OF SALVAGE.

9.9 LIABILITY

9.9.1 THE PORT MANAGEMENT SHALL NOT BE LIABLE (LEGALLY OR FINANCIALLY) FOR ANY DAMAGE TO CARGO OR TO CLAIMS ARISING AS A RESULT OF THE USE OF THE POWERS CONFERRED UPON IT BY THESE REGULATIONS.

REGULATIONS FOR VESSELS AT PORTS.

CHAPTER 10

LIST OF VIOLATIONS AND FINES

10.1 ANY PERSON CONTRAVENING ANY OF THE PROVISIONS OF THESE REGULATIONS SHALL BE GUILTY OF AN OFFENCE AND SHALL BE LIABLE TO A PENALTY IMPOSED BY THE RESPECTIVE PORT AUTHORITY WITHIN WHOSE JURISDICTION THE OFFENCE TOOK PLACE.

10.1.1 THE AMOUNT OF THE FINE SHALL BE NOT LESS THAN THE MINIMUM NOR MORE THAN THE MAXIMUM AMOUNT SHOWN HEREAFTER.

CHAPTER ONE: GENERAL PROVISIONS		FINE VALUE IN YEMENI RIYALS	
		MINIMUM	MAXIMUM
1/4	NON AVAILABILITY OF A COPY OF THESE REGULATIONS ON BOARD OF THE SHIP.	5,000	50,000
1/4/1	FAILURE OF THE SHIP'S AGENT TO ENSURE AVAILABILITY OF THESE REGULATIONS ON BOARD OR FAILURE TO PROVIDE THE AGENT WITH SUCH REGULATIONS AT THE TIME OF SHIP ARRIVAL.	5,000	50,000
1/6/1	NOT ALLOWING AUTHORIZED PERSONNEL TO BOARD THE SHIP OR TO ENTER CARGO DECKS OR ACCOMMODATION WARDS.	12,500	125,000
1/6/2	HINDERING AUTHORIZED PERSONNEL WHILE PERFORMING THEIR DUTIES.	15,000	100,000
1/7	FAILURE OF THE SHIPMASTER TO ABIDE BY ANY OF THE OBLIGATIONS MENTIONED HEREIN.	15,000	125,000

CHAPTER TWO: ARRIVAL AND SAILING OF SHIPS		FINE VALUE IN YEMENI RIYALS	
		MINIMUM	MAXIMUM
1/2	NON SUBMISSION OF PRIOR NOTICE OF ARRIVAL BY SHIPS	20.000	50.000
2/1/2	NON SUBMISSION OF REQUIRED INFORMATION BY SHIPS	10.000	25.000
2/1/6 2/1/6/1	NON SUBMISSION OF ANY REQUIRED NOTICES BY SHIPMASTERS	10.000	25.000
2/3	SHIP ENTRY TO THE PORT WITHOUT PRIOR PERMISSION	100.000	500.000
6/2	FAILURE OF SHIPMASTER TO PROVIDE THE REQUIRED DOCUMENTS ON TIME.	50.000	250.000
2/10	DEBARKATION OF PASSENGERS PRIOR TO COMPLETION OF SANITARY AND CUSTOMS PROCEDURES.	12.500	125.000
2/13/1	SHIPS THAT PROVED TO BE IMPROPER FOR NAVIGATION OR OVERLOADED.	250.000	500.000
2/13/2	SHIPS DEPARTURE PRIOR TO COMPLETION OF OFFICIAL PROCEDURES.	25.000	125.000

CHAPTER THREE: PILOTAGE		FINE VALUE IN YEMENI RIYALS	
		MAXIMUM	MINIMUM
3/1	SAILING OR MOVEMENT OF SHIP WITHOUT A PILOT	300,000	40,000
3/4/1	SHIP'S NON COMPLIANCE WITH SAFETY RULES WHILE PILOTS ON BOARD.	125,000	25,000
3/5/1	PROVIDING PILOTS WITH INCORRECT INFORMATION BY SHIPMASTERS.	250,000	50,000

CHAPTER FOUR: TUGGING		FINE VALUE IN YEMENI RIYALS	
		MAXIMUM	MINIMUM
4/1	SHIP'S NON-RECEPTION OF TUGBOATS WHEN SUCH SERVICE IS PROVIDED THERETO.	100,000	50,000
3/4	SHIP'S FAILURE TO PROVIDE NEW TUGGING ROPES.	100,000	50,000

CHAPTER FIVE: BERTHING, TOWING AND MOVING SHIPS		FINE VALUE IN YEMENI RIYALS	
		MAXIMUM	MINIMUM
5/1/1	SHIP'S OCCUPATION OF BERTHS NOT DESIGNATED THEREOF	250,000	100,000
5/1/2	SHIP' FAILURE TO ABIDE BY ADDITIONAL INSTRUCTIONS ISSUED BY THE PORT.	250,000	50,000
5/1/4	OCCUPATION OF NON-DESIGNATED BERTH BY SHIPS OPERATING INSIDE THE PORT	25,000	5,000
5/2/1	SHIP'S FAILURE TO PROVIDE SUFFICIENT NUMBER OF BERTHING PADS	100,000	50,000

CHAPTER SIX: SAFETY AND INDIVIDUAL ACTS ON BERTH		FINE VALUE IN YEMENI RIYALS	
		MAXIMUM	MINIMUM
6/1/1	OPERATING THE SHIP'S ENGINE WITHOUT PERMISSION.	50,000	25,000
6/1/2	OPERATING THE SHIP'S PROPELLERS WITHOUT THE PRESENCE OF SAILORS AT THE NOSE AND TAIL OF THE SHIP.	100,000	50,000
٣/١/٦	OPERATING THE SHIP'S PROPELLERS WITHOUT NOTIFYING ADJACENT SHIPS.	100,000	50,000
6/2/1	BEARING NO WARNING SIGNS BY UNION-NOSED AND DUAL PROPELLER SHIPS	100,000	50,000
6/3/2	FAILURE OF SHIPMASTER TO REQUEST RECOVERY OR RESCUE OF DROWNING EQUIPMENT OR CARGO.	250,000	50,000
6/4/1	GIVING ORDERS TO DIVING OPERATIONS INSIDE PORT AREA WITHOUT PERMISSION	250,000	50,000
6/4/2	NEGLECTING SAFETY PRECAUTIONS OR REQUIRED SIGNS DURING DIVING OPERATIONS.	125,000	25,000
6/7	MOORING SHIPS OR VESSELS OPERATING INSIDE THE PORT AREA WITHOUT PERMISSION.	125,000	75,000
6/8/1	UNAUTHORIZED FUMIGATION OF SHIP.	125,000	25,000
6/8/2	REJECTING THE REQUEST OF CHANGING A SHIP LOCATION FOR PURPOSES OF FUMIGATION.	125,000	25,000
6/8/3	BOARDING OF UNAUTHORIZED PERSONNEL DURING FUMIGATION.	25,000	10,000
6/8/4	FAILURE OF SHIPMASTERS AND COMPANIES TO INSTALL AND LIGHT DANGER SIGNS.	25,000	25,000
6/8/5	FAILURE OF SHIPS TO APPOINT A GUARD.	50,000	25,000
6/11/1	UNAUTHORIZED SAILING OF SHIPS OPERATING INSIDE THE PORT AREA	100,000	50,000
6/13/1	LAUNCHING CALL FOR HELP BY SHIPS WITHOUT A VALID REASON	125,000	25,000
6/14/1	SHIPS' USE OF WIRELESS DEVICES AT UNAUTHORIZED FREQUENCIES	50,000	25,000
6/13/1	FAILURE OF SHIPMASTER TO ISSUE INSTRUCTIONS FOR SAILORS ON COMPLIANCE WITH THE LAWS OF THE COUNTRY WHERE THE PORT IS LOCATED.	50,000	25,000
6/16	MISUSE OF LIFE-SAVING EQUIPMENT.	50,000	25,000

6/17/1	BOARDING THE SHIP WITHOUT PERMISSION	50,000	50,000
6/18	TAKING PHOTOS WITHIN THE PORT AREA WITHOUT PERMISSION	125,000	25,000
6/19	SWIMMING OR FISHING WITHIN THE BOUNDARIES OF THE PORT.	125,000	125,000
6/20/1	SHIP'S USE OF THEIR OWN BOATS WITHOUT PERMISSION	250,000	50,000
6/21/1	SMOKING IN PROHIBITED AREAS.	125,000	25,000
6/21/2	FAILURE OF SHIPS TO PROVIDE THE REQUIRED WARNING SIGNS.	250,000	50,000

CHAPTER SEVEN: ANTI-FIRE PRECAUTIONS & FIRE FIGHTING		FINE VALUE IN YEMENI RIYALS	
		MAXIMUM	MINIMUM
7/1/2	USING LIGHTS OR OPEN FIRES OR SMOKING IN PROHIBITED AREAS.	125,000	25,000
4/7	NON-IMPLEMENTATION OF ORDERS GIVEN BY AUTHORIZED PERSONNEL.	250,000	50,000
5/7	NON-COMPLIANCE WITH THE RULES FOR FIRE-FIGHTING EQUIPMENT.	50,000	10,000
7/5/4	FAILURE OF SHIPMASTERS TO MAINTAIN SUFFICIENT NUMBER OF SAILORS ONBOARD.	125,000	25,000
6/7	SHIP'S FAILURE TO ABIDE BY FIRE SAFETY PRECAUTIONS IN CASE OF HAZARDOUS MATERIALS ONBOARD	125,000	25,000
7/7/1	SHIP'S FAILURE TO TAKE THE REQUIRED ANTI-FIRE PRECAUTIONS	125,000	10,000
7/8/1	FAILURE OF SHIPMASTERS TO TAKE APPROPRIATE ACTIONS OF RESCUE OR FIRE FIGHTING.	250,000	50,000
7/8/4	FAILURE OF PASSENGERS TO DISEMBARK WHEN REQUIRED THEREOF.	25,000	2,500
7/8/5	FAILURE OF SHIPS OPERATING WITHIN THE LIMITS OF THE PORT TO PROVIDE ASSISTANCE WHEN REQUESTED TO DO SO.	250,000	50,000
7/8/6	NON-COOPERATION OF SHIPMASTERS AND OFFICERS IN CASE OF FIRE.	250,000	50,000
7/9	FAILURE OF SHIPMASTERS TO TAKE EMERGENCY PRECAUTIONS.	125,000	25,000
7/10/1	PERSONS WORKING WITH THERMAL ACTIVITIES WITHOUT PERMISSION.	250,000	50,000
7/11/1	ENTRY OF SHIP TANKS BEFORE PRE-INSPECTION	125,000	25,000
7/12	HINDERING FIRE-FIGHTERS AND BLOCKING ACCESS TO FIRE-FIGHTING EQUIPMENT.	125,000	25,000

CHAPTER EIGHT: LOADING OR DISCHARGING SHIPS		FINE VALUE IN YEMENI RIYALS	
		MAXIMUM	MINIMUM
8/1/1	COMMENCEMENT OF LOADING AND DISCHARGING PROCEDURES PRIOR TO SUBMISSION OF REQUIRED DOCUMENTS AND PERMITS.	250,000	50,000
8/2/2	SHIPS NOT EQUIPPED FOR CARGO OPERATIONS OR WHICH DID NOT REQUEST AN EXCEPTION PRIOR TO ARRIVAL.	50,000	25,000
8/3/1	NON-COMPLIANCE WITH SAFETY RULES FOR CARGO HANDLING EQUIPMENT.	125,000	25,000
5/8	NON-COMPLIANCE BY SHIPPING AND DISCHARGING COMPANIES WITH RULES RELATED TO WORKERS AND WORKING HOURS	100,000	50,000
8/6/1	NON-OBSERVANCE OF SAFETY RULES ON BOARD OR AT PORT.	100,000	20,000
8/7/1	NON-READINESS OF SHIP TO WORK.	125,000	25,000
8/7/2	ABSENCE OF THE SHIPMASTER FROM THE COCKPIT DURING MOVEMENT.	250,000	125,000
8/7/3	FAILURE OF THE SHIPMASTER OR OFFICER IN CHARGE TO SUPERVISE WORKERS AND SAILORS ONBOARD.	50,000	25,000
8/7/4	FAILURE OF SHIPS TO DISCHARGE CARGO AS REQUIRED.	50,000	25,000
8/8	FAILURE OF SHIPMASTERS TO PROVIDE INFORMATION ABOUT CARGO WEIGHTS.	125,000	25,000
9/8	NON-COMPLIANCE WITH MANDATORY CONDITIONS RELATED TO PASSENGERS AND PILGRIMS PROVIDED FOR IN ITEMS (8/9/1 - 8/9/5/1)	250,000	50,000
8/10	NON-COMPLIANCE OF SHIPS WITH RULES RELATED TO PASSENGERS MOVEMENT.	50,000	25,000
8 / 11 8 / 12 8 / 13 8 / 14	NON-COMPLIANCE OF SHIPS WITH RULES RELATED TO SAFELY STACKING AND HANDLING CARGO AND LIVESTOCK.	125,000	25,000
8/16/1	NON-COMPLIANCE WITH SAFETY RULES RELATED TO DAMAGED PACKAGES.	100,000	50,000
8/17	NON-COMPLIANCE WITH SAFETY RULES RELATED TO TRANSFERRING CARGO FROM ONE SHIP TO ANOTHER (TRANSSHIPMENT)	125,000	25,000
8/18	NON-COMPLIANCE WITH SAFETY RULES RELATED TO GRAIN CARGOS.	250,000	50,000

CHAPTER NINE: SHIPS AND EMERGENCY SITUATIONS		FINE VALUE IN YEMENI RIYALS	
		MAXIMUM	MINIMUM
9/ 2 4/9	FAILURE OF SHIPMASTERS TO TAKE NECESSARY ACTION IN CASES OF EMERGENCY AND RESCUE INSIDE THE PORT.	125,000	25,000

ANNEX (A)

REQUIRED DOCUMENTATION

A/1 SHIPS DOCUMENTATION:

A/ 1-1 UPON THE ARRIVAL OF ANY SHIP TO ONE OF THE YEMENI PORTS, THE SHIPMASTER SHALL PREPARE OR PRESENT THE DOCUMENTATION REQUIRED BY INTERNATIONAL AGREEMENTS FOR EXAMINATION, PARTICULARLY:

A - SHIP OFFICIAL RECORD.

B - SHIP REGISTRATION CERTIFICATE.

C - SHIP CLASSIFICATION CERTIFICATE.

D –LEGAL CERTIFICATES:

- CERTIFICATES OF INTERNATIONAL SHIPPING LINES.
- PASSENGER SHIP SAFETY CERTIFICATE (IF REQUIRED).
- CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE.
- WIRELESS TELEGRAPH DEVICES SAFETY CERTIFICATE.
- WIRELESS PHONES SAFETY CERTIFICATE.
- SPECIAL TRADE PASSENGER SHIP SAFETY CERTIFICATE.
- POLLUTION PREVENTION CERTIFICATE.
- OIL RECORD BOOK.
- VALIDITY CERTIFICATE.
- REGISTERED TONNAGE CERTIFICATE.
- CERTIFICATE OF CREW FITNESS TO SHIP SAFETY.

E – CARGO HANDLING EQUIPMENT CERTIFICATE.

F– MARINE SAFETY STATEMENT.

G– VACCINATION MANIFEST.

H– RAT-FREE CERTIFICATE.

I– DEPARTURE PERMIT FROM THE LAST PORT WHERE THE SHIP STOPPED.

Z– SHIP STORAGE STATEMENT.

K– GRAINS CERTIFICATE.

L – MAIL TRANSFER DOCUMENTS IN ACCORDANCE WITH THE INTERNATIONAL POSTAL AGREEMENT.

M - FIVE COPIES OF SAILOR DATA SHEETS INDICATING SAILOR'S NAME, NATIONALITY, DATE AND PLACE OF BIRTH, PASSPORT NUMBER AND RANK ACCORDING TO THE INTERNATIONAL MARITIME ORGANIZATION (IMO) FORM.

N - FIVE COPIES OF PASSENGER DATA SHEETS INDICATING PASSENGER'S NAME, NATIONALITY, DATE AND PLACE OF BIRTH, PASSPORT NUMBER, PORT OF ARRIVAL, THE PORT OF DISEMBARKATION ACCORDING TO THE INTERNATIONAL MARITIME ORGANIZATION (IMO) FORM.

Q - TWO COPIES OF PERSONAL BAGGAGE MANIFESTS FOR SAILORS AND PASSENGERS ACCORDING TO THE INTERNATIONAL MARITIME ORGANIZATION (IMO) FORM.

A / 2-1 IN ORDER TO OBTAIN A PORT DEPARTURE PERMIT, THE SHIPMASTER SHALL PREPARE OR PRESENT THE FOLLOWING DOCUMENTATION TO BE EXAMINED BY THE PORT ADMINISTRATION:

A / 1/2/1 SPECIAL TRADE PASSENGER SHIP SAFETY CERTIFICATE- IF NECESSARY, AND EXEMPTION CERTIFICATE, IF ANY.

A / 1/2/2 SPECIAL TRADE PASSENGER SHIP SPACE CERTIFICATE AS WELL AS EXEMPTION CERTIFICATES, IF ANY.

A / 1/2/3 A DOCUMENT CONTAINING THE NUMBER OF PASSENGERS ALLOWED TO BE TRANSFERRED IN EACH CLASS, INCLUDING BEDS AND SEATS.

A / 1/2/4 PASSENGER MANIFEST INCLUDING INDIVIDUAL PASSENGER ACCOMMODATION CLASS ALONG WITH BED AND SEAT IDENTIFIED BY CLEAR NUMBERS AND SYMBOLS.

A / 3-1 OTHER ADDITIONAL DOCUMENTS:

A / 1/3/1 SHIPPING AND DISCHARGING PRODUCTIVITY REPORT.

A / 1/3/2 RECEIPTS OF CUSTOMS DUTIES.

A / 1/3/3 MANIFEST AND BILL OF LADING FOR ANY SHIPPED CARGO, AS WELL AS ANY OTHER DOCUMENTS REQUIRED BY THE CUSTOMS AUTHORITIES IN ACCORDANCE WITH THE APPLICABLE LAW.

A / 2 CARGO DOCUMENTS AND CERTIFICATES:

A / 1-2 PROVIDING MANIFESTS AND STACKING DOCUMENTS:

- SHIPS APPROACHING ANY OF THE YEMENI PORTS SHALL SUBMIT COPIES OF THE REQUIRED DOCUMENTS AND CERTIFICATES FOR PURPOSES OF CUSTOMS PROCEDURES IN ACCORDANCE WITH THE APPLICABLE LAW OF THE COMPETENT AUTHORITIES 48 HOURS PRIOR TO THE SHIP ARRIVAL, ALONG WITH ADDITIONAL COPIES FOR THE PORT ADMINISTRATION. IF THE DOCUMENTS INCLUDE ANY GOODS THAT ARE SUBJECT TO SPECIAL RESTRICTIONS, THE SHIP'S AGENT SHALL INFORM THE CUSTOMS AUTHORITIES.

ANNEX (B)

CARGO HANDLING EQUIPMENT

B/1 IN ADDITION TO THE RULES AND PROCEDURES SET FORTH IN CARGO HANDLING SYSTEM, THE OWNERS/OPERATORS OF CARGO HANDLING EQUIPMENT USED IN PORTS SHALL COMPLY WITH THE FOLLOWING RULES RELATED TO INSPECTING SUCH EQUIPMENT AND PROVIDE THE RELEVANT CERTIFICATES.

B / 2 CERTIFICATES AND INSPECTION:

B / 2-1 ALL CARGO HANDLING EQUIPMENT SHALL BE INSPECTED AS SPECIFIED, SHALL BEAR DISTINCTIVE LABELS AND SHALL BE ACCOMPANIED BY CERTIFICATES ISSUED BY THE COMPETENT AUTHORITY.

B / 2-2 ALL CARGO HANDLING EQUIPMENT SHALL BE INSPECTED ONCE A YEAR (ANNUAL INSPECTION), AND SHALL BE CAREFULLY EXAMINED EVERY FOUR YEARS.

B / 2-3 AN ACCURATE RECORD OF CARGO HANDLING EQUIPMENT SHALL BE KEPT AND SUBMITTED TO THE COMPETENT AUTHORITIES UPON REQUEST.

PART II
REGULATIONS FOR PORT OPERATION
CHAPTER 1
PRELIMINARY

<u>1.1 APPLICATION</u>
<u>1.2 OBLIGATION TO CARRY A COPY OF THIS REGULATIONS</u>
<u>1.3 ADDITIONAL DEFINITIONS</u>
<u>1.4 AUTHORIZED PERSONS</u>
<u>1.5 RESPONSIBILITY OF INDIVIDUALS</u>
<u>1.4 FORCE MAJEURE.</u>

1.1 APPLICATION

THESE REGULATIONS APPLY TO ALL PERSONS, ORGANISATIONS, VESSELS AND PRIVATE COMPANIES ENTERING OR USING OR MAKING USE OF THE PORTS OF THE REPUBLIC OF YEMEN.

1.2 OBLIGATION TO ADHERE TO PORT REGULATIONS

1.2.1 ALL PRIVATE COMPANIES AND ESTABLISHMENTS WORKING IN THE PORT PREMISES MUST HAVE A COPY OF THESE REGULATIONS AND SHALL STRICTLY ADHERE TO THESE REGULATIONS.

1.3 ADDITIONAL DEFINITIONS

IN ADDITION TO THE DEFINITIONS LISTED IN PART 1, PARA.1.5, THE FOLLOWING SHALL APPLY:

1.3.1 BERTH OPERATOR

MEANS THE OPERATOR OF THE BERTH ON A DAY-TO-DAY BASIS OR THE INSTALLATIONS OWNER OF THE PORT MANAGEMENT WHEN ACTING AS SUCH.

1.3.2 COMPETENT PERSON

MEANS A PERSON POSSESSING QUALIFICATIONS, TRAINING AND EXPERIENCE WHICH MAKE HIM COMPETENT TO CARRY OUT THE DUTIES REQUIRED OF HIM.

1.3.3 DIRECT DELIVERY

MEANS THE DIRECT AND IMMEDIATE TRANSPORTATION FROM THE VESSEL TO THE CONSIGNEE OR FROM A

VEHICLE TO THE VESSEL WITHOUT ANY STORAGE WITHIN THE PORTS.

1.3.4 TRANSIT CARGO

MEANS THE GOODS ARRIVING AT THE PORT ON BOARD A VESSEL TO BE DISCHARGED LATELY AT ANOTHER PORT OR TO BE DISCHARGED AT THE PORT AND IS TRANSFERRED LATELY BY THE SEA, LAND OR BY AIR.

1.3.5 TRANSHIPMENT CARGO

MEANS GOODS TRANSFERRED BY A VESSEL AND LOADED TO ANOTHER VESSEL FOR OTHER PORT DIRECTLY ON AFTER STORAGE AT THE PORT WITHIN SPECIFIED PLACE AND PERIOD.

1.3.6 CARGO CONTAINER

MEANS UNITS SPECIFIED TO TRANSFER GOODS IN WHICH THAT IT CAN BE HANDLED BY VARIOUS METHODS, AND SPECIALLY DESIGNED TO TRANSFER THE GOODS BY LAND OR SEA, CONSTRUCTED TO SPECIFICATIONS LAID DOWN BY THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS, AND PLATED IN ACCORDANCE WITH CSC STANDARDS, CAPABLE OF BEING STACKED, LIFTED, LOWERED, AND FIRMLY SECURED BY MEANS OF STRUCTURAL FITTINGS.

THE TERM CARGO CONTAINERS INCLUDES ALL SPECIAL CONTAINERS, PLATED IN ACCORDANCE WITH CSC STANDARDS SUCH AS: TANKS CONTAINERS CARRYING LIQUID CARGO, BULK CONTAINERS, REFRIGERATED AND TEMPERATURE CONTROLLED CONTAINERS, AND HALF-HIGH CONTAINERS. THE TERM FREIGHT CONTAINER IS SYNONYMOUS WITH CARGO CONTAINERS.

1.3.7 HANDLING

MEANS ALL OPERATIONS OF LOADING AND UNLOADING OF ALL MEANS OF TRANSPORT AND TRANSFER IT TO OR FROM THE PORT FACILITIES, VESSELS, TRANSHIPMENT AND ANY HELP PROCEDURE TO BE CARRIED OUT WITHIN THE PORT LIMIT.

1.3.8 TRAFFIC SIGN

MEANS ALL SIGNALS, SIGN POSTS , DIVERSION POSTS, SIGNS AND LINES OR ANY OTHER DEVICE FOR THE PURPOSE OF GUIDING OR DIRECTING PERSONS AND VEHICLES USING THE PORT PREMISES.

1.3.9 LOADING AND DISCHARGING

MEANS ALL LOADING, UNLOADING, RE-HANDLING AND STACKING OF ALL KINDS OF CARGO TO AND FROM VESSELS. IT INCLUDES CARGO IN PACKAGE, PACKED INTO BAGS, TRANSFERRED IN CONTAINERS OR GENERAL AND BULK CARGO.

1.3.10 SHIP AGENCY SERVICES

MEANS THOSE DUTIES WHICH A SHIPOWNER REQUIRES THE SHIP'S AGENT TO CARRY OUT ON HIS BEHALF,

BEFORE AND DURING THE ARRIVAL, STAY IN PORT AND DEPARTURE OF THE VESSEL AND INCLUDES THOSE SERVICES AND DUTIES REFERRED TO IN THE PORT RULES AND REGULATIONS.

1.3.11 AGENT

MEANS ANY NATURAL OR LEGAL PERSON AUTHORIZED BY THE OWNER, OPERATOR, OR MASTER OF VESSEL OR BY THE GOODS' OWNERS TO ACT ON HIS BEHALF AND PERFORM HIS DUTIES TOWARDS THE PORT, CUSTOMS, OTHER GOVERNMENTAL BODIES OR PRIVATE ESTABLISHMENT.

1.4 AUTHORIZED PERSON

ANY PERSON AUTHORIZED BY PORT MANAGEMENT OR A COMPETENT AUTHORITY TO PRACTICE LIMITED POWERS ON PERFORMING DUTIES CONCERNING THIS TERM THROUGH LOCATIONS AND REGULATIONS IN QUESTION.

1.5 RESPONSIBILITY OF INDIVIDUALS

THE STEVEDORE, THE CONTRACTOR, THE AGENT, THE MASTER AND ANY OTHER PERSON WITHIN THE PORT PREMISES SHALL COMPLY WITH THESE REGULATIONS.

1.6 FORCE MAJEURE

1.6.1 NO LIABILITY SHALL ATTACH TO THE PORT MANAGEMENT IF THE TERMS OF THESE REGULATIONS CANNOT BE PERFORMED DUE TO FORCE MAJEURE INCLUDING BUT NOT LIMITED TO ACTS OF GOD, WARS, FIRES, FLOOD, MAJOR POLLUTION OR EXPLOSION BEYOND THE CONTROL OF THE PARTIES, RADIOACTIVE POLLUTION OR BREAKING OF ELECTRICITY PROVIDED THAT THE PORT MANAGEMENT RELYING, ON THESE FORCE MAJEURE SHALL NOTIFY THE OTHER PARTY WITHIN SEVEN (7) DAYS BEFORE CIRCUMSTANCES BY CIRCULARIZING TO ALL MARINE AGENTS, AND PUBLISHING ON NOTICE BOARD.

1.6.2 THE PARTY WHO HAS AN ACCIDENT SHALL CLARIFY IN HIS NOTIFICATION TO OTHER PARTY, ACCORDING TO THE ABOVE MENTIONED ITEM NO.1.6.1 THE CONVENIENT EVIDENCE WHICH MAKE HIM DEPEND ON THE FORCE MAJEURE DURING THE ACCIDENT.

CHAPTER TWO

LICENSES AND PERMITS FOR PORT SERVICES

2-1 GENERAL

2-2 LICENSING THE SHIP'S AGENT.

3-2 LICENSING ALL SHIP SUPPLIERS (EXCEPT FUEL OF ALL TYPES).

2/1 GENERAL

2/1/1 ALL INDIVIDUALS, COMPANIES OR PRIVATE ENTERPRISES ASSOCIATED WITH PORT ACTIVITIES SHALL SUBMIT A REQUEST TO COMPETENT PORT AUTHORITIES FOR PRACTICING SUCH ACTIVITIES, EXCEPT FOR ACTIVITIES LICENSED BY THE COMPETENT MARINE AUTHORITIES.

2/1/2 IN ORDER TO OBTAIN ANY LICENSE OR PERMIT FROM COMPETENT PORT AUTHORITIES, THE APPLICANT SHALL PROVE THAT HE HAS FULFILLED ALL REQUIREMENTS OF CONCERNED PARTIES.

2/1/3 PORT AUTHORITIES MAY CANCEL ANY LICENSE ISSUED UNDER THESE REGULATIONS BY A JUSTIFIED DECISION, AND MAY ALSO REFUSE THE RENEWAL OF ANY LICENSE.

2/1/4 PORT AUTHORITIES MAY CANCEL THE LICENSE IN ONE OF THE FOLLOWING CASES:

- A. VIOLATING ANY APPLICABLE PORT LAWS AND REGULATIONS.
- B - VIOLATING CUSTOMS REGULATIONS AND LAWS.
- C -VIOLATING SECURITY, SAFETY AND ENVIRONMENT SYSTEMS.

2/1/5 PORT AUTHORITIES MAY CANCEL ANY LICENSE OR REFUSE THE RENEWAL THEREOF IN CASE OF RECURRENT VIOLATIONS.
VIOLATION RECURRENCE MEANS COMMITTING ANOTHER VIOLATION PRIOR TO THE ELAPSE OF THREE MONTHS AFTER THE FIRST VIOLATION IS COMMITTED.

2-2 LICENSING THE SHIP'S AGENT:

2/2/1 NO PERSON OR COMPANY SHALL BE ALLOWED TO UNDERTAKE TASKS OF SHIP AGENTS WITHOUT A VALID LICENSE IN ACCORDANCE WITH THE RELEVANT REGULATION.

2/2/2 ANY SHIP OWNER SHALL APPOINT A LICENSED MARINE AGENT WHEN REQUESTING ANY PORT SERVICES. THIS AGENT SHALL BE RESPONSIBLE FOR PAYING TO THE PORT ADMINISTRATION ALL AMOUNTS DUE ON THE SHIP AND ANY OTHER OBLIGATIONS, AND MAY NOT BE REPLACED BY ANOTHER AGENT UNLESS

SUCH AMOUNTS AND OBLIGATIONS ARE FULLY SETTLED OR THE NEW AGENT ACCEPTS IN WRITING THE RESPONSIBILITY FOR OUTSTANDING OBLIGATIONS.

2/2/3 DUTIES AND RESPONSIBILITIES OF THE SHIP'S AGENT:

2/2/3/1 THE SHIP'S AGENT SHALL PERFORM THE SHIP ACTIVITIES AT THE PORT.

2/2/3/2 THE SHIP'S AGENT SHALL BE ALLOWED TO PROVIDE SUFFICIENT NUMBER OF CLERKS AND INDEPENDENT COUNTING PERSONNEL UPON HIS DESIRE, IN ADDITION TO THE FREE COUNTING THAT MIGHT BE PROVIDED BY THE PORT ADMINISTRATION. THE SHIP'S AGENT SHALL COUNT PACKAGES OF EACH CARGO, KEEP A RECORD THEREOF AND MAKE ANY MODIFICATIONS OR REMARKS.

2/2/3/3 IN THE ABSENCE OF THE GOODS OWNER, AND SUBJECT TO THE APPROVAL OF THE PORT ADMINISTRATION, THE SHIP'S AGENT MAY MAKE THE NECESSARY GOODS ARRANGEMENTS IN TERMS OF COLLECTION, CLEARANCE AND DELIVERY, AND SHALL EXECUTE ALL RELATED FINANCIAL AND ADMINISTRATIVE PROCEDURES IN ACCORDANCE WITH THE LAW.

2/2/3/4 THE SHIP'S AGENT SHALL SEND A MANIFEST OF INCOMING AND OUTGOING GOODS TO THE PORT ADMINISTRATION AND CUSTOMS IN A TIMELY MANNER.

2/2/3/5 HE SHALL SUPERVISE INSPECTION AND REPAIR OF DAMAGED PACKAGES.

2/2/3/6 HE SHALL ENSURE COMPLETION OF BERTH DEPARTURE PROCEDURES PRIOR TO LOADING OR DISCHARGING THE SHIP.

2/2/3/7 HE SHALL PROVIDE THE PORT ADMINISTRATION WITH GOODS OWNERS' UNDERTAKINGS OF DIRECT RECEIPT OF THEIR GOODS.

2/2/3/8 HE SHALL RECEIVE REQUESTS RELATED TO DAMAGED OR NON-AVAILABLE GOODS AND SHALL TAKE THE NECESSARY ACTIONS.

2/2/3/9 HE SHALL NOTIFY THE COMPETENT HEALTH AUTHORITIES OR ANY OTHER

COMPETENT AUTHORITY UPON ARRIVAL OF CERTAIN CARGOS THAT REQUIRE INSPECTION BY SUCH AUTHORITIES.

2/2/3/10 HE SHALL NOTIFY THE PORT ADMINISTRATION OF THE ARRIVAL OF SHIPS AND GOODS TO BE DISCHARGED THEREIN, AS WELL AS THE PRESENCE OF ANY HAZARDOUS GOODS ON BOARD.

2/2/3/11 HE SHALL PROVIDE THE PORT ADMINISTRATION AND GOODS OWNERS WITH ACCURATE DATA ABOUT THE MOVEMENT, DATE OF ARRIVAL AND AMENDED DATES OF SHIPS THEREOF.

2/2/3/12 HE SHALL PROVIDE THE GOODS OWNERS AT THE EARLIEST POSSIBLE OPPORTUNITY AFTER SHIP DEPARTURE WITH INFORMATION ACCORDING TO THE FOLLOWING SEQUENCE:

- A. DATE OF DEPARTURE FROM THE PORT OF ORIGIN.
- B. DATE OF ARRIVAL AT THE PORT OF DISCHARGE.
- C. DATE AND TIME OF DISCHARGE COMPLETION.
- D. EXPIRY DATE OF THE GRACE PERIOD FOR THE EXISTENCE OF GOODS AT PORT WITHOUT ANY FINES IMPOSED.

2/2/3/13 HE SHALL PROVIDE EACH IMPORTER INDIVIDUALLY WITH INFORMATION ABOUT GOODS THEREOF USING ONE OF THE FOLLOWING METHODS:

- a. TELEGRAM.
- b. REGISTERED LETTERS.
- c. FAX.
- d. PHONE CALL, PROVIDED THAT THE INFORMATION IS CONFIRMED IN WRITING WITH A DELIVERY RECEIPT.

2/2/3/14 HE SHALL PROVIDE THE PORT ADMINISTRATION WITH A MANIFEST OF GOODS THAT DO NOT HAVE DELIVERY PERMITS WITHIN NO LATER THAN 15 DAYS AS OF THE DATE OF DISCHARGE.

2/2/3/15 HE SHALL NOTIFY THE CONCERNED BANK IN CASES WHERE GOODS ARE "SENT TO ORDER" AND THE ADDRESS OF THE IMPORTER IS UNKNOWN TO ENSURE PROVIDING HIM WITH THE REQUIRED INFORMATION ABOUT SHIP AND GOODS IN ORDER TO WITHDRAW THE DOCUMENTS.

2/2/3/16 HE SHALL BE RESPONSIBLE FOR ALL ACTIONS OF HIS EMPLOYEES DURING PERFORMING THEIR DUTIES AS AGENTS OF THE SHIP, SHALL PROVIDE COMPENSATION IN CASE OF LOSS OR DAMAGE AND SHALL BEAR THE

CONSEQUENCES OF NON-COMPLIANCE WITH THE INSTRUCTIONS OR THESE REGULATIONS.

2/2/3/17 HE SHALL PROVIDE ANY STATISTICS, DATA OR OTHER DOCUMENTS RELATED TO SHIPS THEREOF IF REQUIRED BY THE PORT ADMINISTRATION OR ANY CONCERNED GOVERNMENT AUTHORITY.

3-2 LICENSING SHIP SUPPLIERS (EXCEPT FUEL OF ALL TYPES):

2/3/1 COMPANIES SPECIALIZED IN PROVIDING SUPPLIES SERVICES FOR SHIPS SHALL OBTAIN THE REQUIRED LICENSES FROM COMPETENT PORT AUTHORITIES IN ACCORDANCE WITH THE RELEVANT REGULATIONS TO BE ABLE TO PERFORM SUCH SERVICES.

2/3/2 DUTIES AND RESPONSIBILITIES:

2/3/2/1 THE LICENSEE SHALL PROVIDE SHIPS WITH ALL NECESSARY FOOD SUPPLIES.

2/3/2/2 THE LICENSEE SHALL OBSERVE THE FOLLOWING:

A – HE SHALL WORK FOR (24) HOURS A DAY, SEVEN DAYS A WEEK, UNLESS OTHERWISE IS AGREED UPON WITH THE PORT ADMINISTRATION.

B – HIS RECORDS SHALL BE SUBJECT TO PERIODIC INSPECTION BY COMPETENT PORT INSTITUTIONS FOR PURPOSES OF PUBLIC INTEREST OR TO PRESERVE THE PORT REPUTATION AND PROMOTE THE QUALITY OF SERVICES PROVIDED TO SHIPS.

C – THE LICENSEE AND HIS EMPLOYEES SHALL BE PROHIBITED FROM CARRYING ANY GOODS, FURNITURE OR ANY OTHER MATERIAL FROM OR TO SHIPS WITHOUT A SPECIAL LICENSE FROM THE PORT ADMINISTRATION, CUSTOMS, COAST GUARD AND HEALTH AUTHORITY.

D – HIS STORES AND WAREHOUSES SHALL MEET HIGH SANITARY AND HYGIENIC STANDARDS.

E- HE SHALL NOT CAUSE ANY DELAY TO SHIP SAILING. OTHERWISE; HE SHALL BE LIABLE FOR PAYING ALL COMPENSATIONS FOR DELAY LOSSES.

F-THE LICENSEE AND HIS EMPLOYEES SHALL HAVE A PERMIT TO BOARD ANY SHIP.

G. UPON ENTERING THE PORT AREA, THE LICENSEE'S EMPLOYEES SHALL WEAR A UNIFORM, BEAR AN IDENTIFICATION CARD INCLUDING PHOTO ISSUED BY THE COMPETENT AUTHORITY, AND HAVE A LICENSE FROM THE COMPETENT PORT AUTHORITY.

H. WHEN PROVIDING THE SHIPS WITH REQUIRED SUPPLIES, THE LICENSEE SHALL NOT DEAL DIRECTLY WITH SHIPS UNLESS HE OBTAINS A PERMIT FROM THE PORT ADMINISTRATION.

CHAPTER THREE

ROAD TRAFFIC AT PORT

- 3-1 PORT ENTRY OR EXIT PERMIT.
- 3-2 DRIVING LICENSE.
- 3-3 VEHICLES LICENSE.
- 3-4 VEHICLE STATUS.
- 3-5 TRAFFIC SIGNALS AND BARRIERS.
- 3-6 TRAFFIC RULES.
- 3-7 PARKING AND PARKING LOTS.
- 3-8 SAFETY INSTRUCTIONS.
- 3-9 REMOVAL OF GOODS FALLING FROM VEHICLES.
- 3-10 ACCIDENTS REPORTING.

3-1 PORT ENTRY OR EXIT PERMIT:

3/1/1 NO PERSON OR VEHICLE SHALL BE ALLOWED TO ENTER OR EXIT FACILITIES UNDER THE SUPERVISION OF THE PORT ADMINISTRATION UNLESS A PERMIT IS OBTAINED THEREFROM IN COORDINATION WITH THE PORT SECURITY. ENTRY AND EXIT ARE ONLY PERMISSIBLE TO OR FROM AREAS DESIGNATED BY THE PORT ADMINISTRATION FOR THIS PURPOSE.

3/1/2 SHIP AGENTS, CLEARANCE AGENTS, MERCHANTS OR OTHER AUTHORIZED PERSONS MAY ENTER THE PORT OR BE PRESENT WITHIN THE BORDERS THEREOF AT ANY TIME ALONG WITH THEIR MEANS OF TRANSPORTATION, PROVIDED THAT THE COMPANY'S LOGO IS CLEARLY PLACED ON THE VEHICLE. IN CASE THEY USE THEIR PRIVATE VEHICLES TO REACH THEIR PLACE OF WORK, THEY SHALL STICK PORT SECURITY CARDS ON THE FRONT WINDSCREEN OF THEIR VEHICLES.

3/1/3 ALL VEHICLES CARRYING HAZARDOUS MATERIALS SHALL COMPLY WITH RELATED INSTRUCTIONS STIPULATED IN PART THREE HEREIN, WHENEVER SUCH VEHICLES ENTER THE PORT.

3-2 DRIVING LICENSE:

3/2/1 PORT PERSONNEL OR OTHER PARTIES MAY NOT DRIVE A FORKLIFT, TRUCK, CRANE, TRAILER, TRACTOR OR VEHICLE WITHIN THE PORT AREA UNLESS HE OBTAINS A VALID DRIVING LICENSE IN ACCORDANCE WITH THE APPLICABLE TRAFFIC LAWS.

3-3 VEHICLE LICENSE:

3/3/1 ANY VEHICLE REQUIRING A LICENSE IN ACCORDANCE WITH THE TRAFFIC LAWS IN FORCE IN THE REPUBLIC OF YEMEN SHALL NOT BE ALLOWED TO ENTER THE PORT FACILITIES WITHOUT A VALID LICENSE.

3-4 VEHICLE STATUS:

3/4/1 ALL TRANSPORTATION VEHICLES SHALL BE IN GOOD CONDITION, CLEAN AND OPERATIONAL IN ACCORDANCE WITH THE EFFECTIVE LAWS AND SAFETY RULES AT PORTS.

3/4/2 ALL VEHICLES, CARGO HANDLING EQUIPMENT AND OTHER MECHANICAL EQUIPMENT SHALL BE SUBJECT TO CAREFUL INSPECTION BY THE PORT ADMINISTRATION AT LEAST ONCE A YEAR TO ENSURE VALIDITY AND SAFE USE THEREOF.

3/4/3 VEHICLE EMPTY WEIGHT AND OVERALL WEIGHT AS WELL AS PERIODIC SAFETY INSPECTION CARD SHALL BE AFFIXED ON THE BODY OF VEHICLES, CRANES, MACHINERY AND FORKLIFTS.

3-5 TRAFFIC SIGNALS AND BARRIERS:

3/5/1 TRAFFIC SIGNS AND BARRIERS SET BY THE PORT ADMINISTRATION SHALL BE OBSERVED AND RESPECTED.

3/5/2 THE PORT ADMINISTRATION MAY, AT ITS DISCRETION AND WITHOUT PREJUDICE TO GOVERNMENT AUTHORITIES WORKING INSIDE THE PORT, BLOCK ANY STREET, BERTH, HARBOR, WAREHOUSE, SHED OR ANY PART THEREOF. ONLY PERSONS WHO HAVE SPECIAL PERMITS FROM THE PORT ADMINISTRATION SHALL ENTER THESE AREAS.

3/5/3 THE PORT ADMINISTRATION SHALL NOT BE LIABLE FOR ANY DAMAGE, LOSS OR INJURY INCURRED TO PERSONS OR VEHICLES THAT RESULT FROM CONSTRUCTING OR ERECTING SUCH TRAFFIC BARRIERS OR SIGNALS OR FROM THE NEGLIGENCE OF ANY OFFICER, EMPLOYEE OR AGENT WORKING WITHIN THE PORT ADMINISTRATION.

3-6 TRAFFIC RULES:**3/6/1 COMPLIANCE WITH TRAFFIC RULES:**

3/6/1/1 VEHICLE DRIVERS OR PEDESTRIANS SHALL COMPLY WITH ANY INSTRUCTIONS ISSUED BY THE PORT ADMINISTRATION DURING PERFORMING THEIR DUTIES WITHIN THE PORT AREA.

3/6/1/2 DURING ENTRY TO OR EXIT FROM PORT FACILITIES, EVERY DRIVER OR ANY PERSON IN CHARGE OF ANY ROAD VEHICLE, ANY EQUIPMENT OR VEHICLES OF ANY TYPE OR MODEL SHALL ACT IN SYSTEMATIC MANNER, ABIDE BY THE ORDERS ISSUED OR SUPERVISED BY THE PORT ADMINISTRATION AND FOLLOW ANY INSTRUCTIONS OR SIGNALS THEREOF.

3/6/1/3 NO PERSON MAY BE ALLOWED TO DANGEROUSLY OR RECKLESSLY DRIVE ANY ROAD VEHICLE OR ANY TYPE OF TRUCK OR VEHICLE WITHIN THE PORT PREMISES.

3/6/1/4 EVERY DRIVER SHALL CAREFULLY DRIVE HIS VEHICLE NEAR VEHICLES CARRYING HAZARDOUS GOODS AND BEARING A RED FLAG AT DAYTIME OR A RED LIGHT AT NIGHT.

3/6/1/5 IT SHALL BE PROHIBITED TO TRANSPORT WORKERS WITHIN THE PORT PREMISES USING PICK UP VEHICLES OR ANY OTHER CONVERTIBLE VEHICLE.

3/6/1/6 ANY UNSAFE CARGO TRANSPORT VEHICLE, HAVING WORN OUT TIRES OR INSUFFICIENT HEADLIGHTS OR UNEQUIPPED WITH SIDE SUPPORTERS TO PROTECT CARGO, SHALL NOT BE USED.

3/6/1/7 IT SHALL BE PROHIBITED TO USE ANY CRANE FOR THE PURPOSES OF TRANSPORTING ANOTHER INOPERATIVE CRANE WITHIN THE PORT. RATHER, A TRAILER SHALL BE USED INSTEAD.

3/7/1 PARKING AND PARKING LOTS:

3/7/2 VEHICLES PARKING

3/7/1/1 NO PERSON IN CHARGE OF VEHICLES OR ANY TYPE OF MECHANICAL EQUIPMENT MAY PARK THE SAME IN A HIGHWAY OR ROAD IN A DANGEROUS MANNER OR IN A MANNER THAT MIGHT CAUSE UNREASONABLE RISK, OBSTRUCTION OR DISTURBANCE FOR THE PORT ADMINISTRATION OR EMPLOYEES. IT SHALL ALSO BE PROHIBITED TO LEAVE ANY VEHICLES OR EQUIPMENT UNATTENDED UNLESS IT IS PARKED WITHIN A PERMISSIBLE PARKING LOT.

3/7/1/2 ALL DRIVERS OF VEHICLES AND ANY OTHER MECHANICAL EQUIPMENT SHALL COMPLY WITH INSTRUCTIONS ISSUED BY THE PORT ADMINISTRATION.

3/7/1/3 NO VEHICLE OR ANY OTHER EQUIPMENT SHALL BE PARKED IN THE RESTRICTED AREA, THAT IS DESIGNATED FOR FIRE-FIGHTING EQUIPMENT, THE HAZARDOUS CARGO AREA, OR IN THE AREAS DESIGNATED AS VEHICLE PATHWAYS.

3/7/2 PARKING LOTS:

3/7/2/1 THE PORT ADMINISTRATION MAY DESIGNATE ANY AREA OR YARD WITHIN ITS PREMISES AS PARKING LOTS. HOWEVER, PRACTICING THE AUTHORITIES OF THE PORT ADMINISTRATION IN ACCORDANCE WITH THIS LAW SHALL NOT MAKE IT

LIABLE FOR ANY LOSS OR DAMAGE INCURRED TO ANY VEHICLE OR ACCESSORIES AND CONTENTS OF ANY VEHICLE IN THESE PARKING LOTS.

3/8/1 IDENTIFYING AND SECURING LOADS:

3/8/1/1 THE PORT ADMINISTRATION SHALL IDENTIFY LOADS OF VEHICLES AND TRAILERS IF THE LOAD CONSTITUTES DANGER, OBSTRUCTION OR DISTURBANCE TO PERSONS OR TRANSPORTATION VEHICLES ON THE PORT ROADS.

3/8/1/2 NO LOAD SHALL EXCEED THE OVERALL SIZE OF THE VEHICLE, THE TRAILER OR ANY APPROVED ADDITIONAL EQUIPMENT PERMANENTLY ATTACHED THERETO, UNLESS AN APPROVAL IS OBTAINED FROM THE PORT ADMINISTRATION.

3/8/1/3 NO VEHICLE SHALL BE OVERLOADED BEYOND THE CAPACITY SET BY THE MANUFACTURER OR BEYOND THE LIMITS STIPULATED IN GOVERNMENT ROAD SAFETY LAWS.

3/8/1/4 ALL LOADS SHALL BE PROPERLY STACKED AND SECURED IN A MANNER ACCEPTABLE TO THE PORT ADMINISTRATION BEFORE ALLOWING VEHICLES TO ACCESS THE PORT.

3/8/1/5 A VEHICLE'S OWNER OR LESSEE SHALL BE LIABLE FOR ANY LOSS OF LIFE, LIMBS OR PROPERTY RESULTING FROM NEGLIGENCE IN SECURING THE LOAD IN THE VEHICLE THEREOF.

3/8/2 EXTRAORDINARY CARGO:

3/8/2/1 OWNERS OF EXTRAORDINARY CARGO, WHICH REQUIRE SPECIAL PERMITS FROM THE PORT ADMINISTRATION TO BE TRANSPORTED ALONG THE ROADS IN ACCORDANCE WITH THE GOVERNMENT ROAD TRAFFIC LAWS AND REGULATIONS OR UPON A REQUEST OF THE PORT ADMINISTRATION, SHALL PROVIDE SPECIAL VEHICLES TO ACCOMPANY SUCH CARGO AND DRIVE IN FRONT AND AT THE BACK THEREOF USING FLASHING LIGHTS, RED LIGHTS OR FULL HEADLIGHTS (AT DAYTIME ONLY) ALONG WITH TURNING ON EMERGENCY LIGHTS.

3/8/2/2 VEHICLES CARRYING EXTRAORDINARY CARGO SHALL FOLLOW THE ROUTE DETERMINED IN THE INSTRUCTIONS ISSUED BY THE PORT ADMINISTRATION. THE SHIP'S AGENT SHALL APPLY IN ADVANCE TO THE PORT ADMINISTRATION TO OBTAIN INSTRUCTIONS ABOUT THE DESIGNATED ROUTE PRIOR TO ANY EXPECTED TRANSPORTATION OF EXTRAORDINARY CARGO WITHIN THE PORT PREMISES.

3/8/3 CONTAINER TRANSPORT:

3/8/3/1 NO VEHICLE OR TRAILER SHALL BE ALLOWED TO TRANSPORT ANY CONTAINER WITHIN THE PORT FACILITIES UNLESS THE CONTAINER IS WELL-SECURED WITH SPIRAL LOCKS DESIGNED FOR CONTAINER LAND TRANSPORTATION.

3/8/4 FUELING VEHICLES:

3/8/4/1 IT SHALL BE PROHIBITED TO FUEL VEHICLES WITHIN THE PORT PREMISES UNLESS SAFETY PRECAUTIONS ARE AVAILABLE. SMOKING IS STRICTLY PROHIBITED DURING REFUELING.

3/8/4/2 GASOLINE TANKS SHALL NOT BE FILLED WHILE ENGINE IS OPERATING. ANY EQUIPMENT OTHER THAN THOSE DESIGNATED FOR REFUELING SHALL NOT BE USED.

3/8/4/3 THE HOSE COUPLING VALVE SHALL REMAIN IN CONTACT WITH TANK DURING GASOLINE FILLING OPERATION IN ORDER TO PREVENT CASES OF STATIC IGNITION OF FLAMMABLE VAPOR.

3/8/4/4 GASOLINE TANKS SHALL NOT BE OPENED, FILLED OR LEFT OPEN EXCEPT IN AREAS DESIGNATED THEREOF.

3-9 REMOVAL OF GOODS FALLING FROM VEHICLES:

3/9/1 IN CASE SOME CARGO FALLS OFF VEHICLES ON THE PORT ROADS, THE DRIVER THEREOF SHALL ENSURE TRAFFIC SAFETY FOR OTHERS IN THE AREA, RELOAD CARGO AND REMOVE ANY REMAINS. IN CASE OF NEGLIGENCE, THE PORT SHALL REMOVE THE SAME AT THE EXPENSE OF THE CAUSER.

3/9/2 ALL VEHICLES AND PERSONS ENTERING THE PORT PREMISES SHALL DO THE SAME AT THEIR OWN RISK, AND THE PORT SHALL NOT BE LIABLE FOR ANY DAMAGE OR INJURY INCURRED WHATEVER THE CAUSE IS.

3-10 ACCIDENT REPORTING:

3/10/1 ALL DRIVERS WHO MAY HAVE AN ACCIDENT AT THE PORT, RESULTING IN INJURY TO A PERSON OR DAMAGE TO ANY PROPERTY, SHALL STOP THEIR VEHICLE AND NOTIFY THE PORT ADMINISTRATION AND/OR THE COMPETENT AUTHORITIES AS SOON AS POSSIBLE.

CHAPTER FOUR

WIRELESS COMMUNICATIONS

4-1 PERMITS.

2-4 APPROVED WIRELESS COMMUNICATION EQUIPMENT.

3-4 TESTING WIRELESS COMMUNICATION DEVICES.

4-4 ALLOWED FREQUENCIES.

4-5 CHANNEL 16 VHF.

4-6 USING (VHF) AND OTHER WIRELESS COMMUNICATION DEVICES.

4-7 PROHIBITING ACCESS TO PILOTAGE AND CONTROL CENTER AT THE PORT.

4-8 VIOLATIONS.

4-1 PERMITS:

4/1/1 VHF AND UHF WIRELESS COMMUNICATION DEVICES MAY NOT BE USED IN THE PORT AREA WITHOUT A PERMIT ISSUED BY THE PORT ADMINISTRATION, EXCEPT FOR DEVICES BELONGING TO COMPETENT GOVERNMENT AUTHORITIES.

4/1/2 PORT EMPLOYEES, COMPANIES AND OTHER PRIVATE INSTITUTIONS, WHOSE WORK NECESSITATES USING WIRELESS COMMUNICATION DEVICES INSIDE THE PORT, SHALL OBTAIN THE REQUIRED PERMITS FROM THE COMPETENT AUTHORITIES TO CARRY AND USE SUCH DEVICES.

4-2 APPROVED WIRELESS COMMUNICATION EQUIPMENT:

4/2/1 THE SPECIFICATIONS OF WIRELESS COMMUNICATION DEVICES USED IN THE PORT SHALL CONFORM WITH THE REQUIREMENTS OF INTERNATIONAL RULES ISSUED BY THE INTERNATIONAL TELECOMMUNICATIONS UNION (ITU) AND THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA FOR THE YEAR 1974 AND ITS AMENDMENTS.

3-4 TESTING WIRELESS COMMUNICATIONS DEVICES:

4/3/1 USERS OF WIRELESS COMMUNICATION DEVICES WITHIN THE PORT AREA SHALL SUBMIT THE SAME TO COMPETENT PARTIES FOR INSPECTION AND VALIDITY CONFIRMATION.

4/3/2 THE INSPECTION SHALL ESTABLISH THAT THE TECHNICAL INSTALLATION OF THE DEVICE IS COMPATIBLE, WELL-TUNED WITH ALLOWABLE CHANNELS AND DOES NOT JAM OTHER COMMUNICATIONS IN THE PORT.

4/3/3 THE PERMIT SHALL PROVE THAT WIRELESS COMMUNICATION DEVICES ARE COMPATIBLE WITH THE TECHNICAL SPECIFICATIONS SET OUT IN SECTION 4/2/1 ABOVE.

4/3/3/1 THE OPERATOR OF WIRELESS COMMUNICATIONS DEVICES SHALL PROVIDE THE PORT ADMINISTRATION IN WRITING WITH THE NAME OF MANUFACTURER, TYPE, FACTORY NUMBER, YEAR OF PURCHASE, WAVE WIDTH AND POWER OUTPUT.

4/3/4 THE OPERATION OF WIRELESS COMMUNICATION DEVICES SHALL BE CONSISTENT WITH THE INTERNATIONAL RADIO RULES ISSUED BY THE INTERNATIONAL TELECOMMUNICATIONS UNION (ITU) AND THE INSTRUCTIONS OF RADIO TRANSMISSION EFFICIENCY. UNNECESSARY TRANSMISSION SHALL NOT BE ALLOWED.

4-4 ALLOWED FREQUENCIES:

4/4/1 THE USE OF VHF FREQUENCIES SHALL BE LIMITED TO INTERNATIONAL MARITIME CHANNELS TO COMMUNICATE BETWEEN SHIP AND BERTH AND VICE VERSA, OR FROM A SHIP TO ANOTHER AS SPECIFIED IN RADIO RULES ISSUED BY THE INTERNATIONAL TELECOMMUNICATIONS UNION (ITU).

4/4/2 THE PORT ADMINISTRATION SHALL ONLY USE THE FREQUENCIES OFFICIALLY ASSIGNED THEREOF BY THE MINISTRY OF COMMUNICATION AND INFORMATION TECHNOLOGY.

4-5 CHANNEL 16 VHF:

4/5/1 CHANNEL 16 VHF SHALL BE ONLY USED FOR THE PURPOSES THEREOF.

4/5/2 IN CASE OF CALL FOR HELP, ALL SHIPS SHALL COMPLY WITH THE INSTRUCTIONS ISSUED BY THE COMPETENT MARITIME AUTHORITIES OR THE PORT ADMINISTRATION AND SHALL IMMEDIATELY CEASE ANY OTHER COMMUNICATIONS ON THIS CHANNEL.

4-6 USING VHF AND WIRELESS COMMUNICATION DEVICES AT PORTS:

4/6/1 RADIO OPERATORS SHALL OBSERVE THE RADIO USE LAWS AS SET OUT IN SECTION 6-13 OF PART ONE OF THESE REGULATIONS.

4-7 PROHIBITING ENTRY TO THE PORT OFFICER OFFICE: THE SHIP:

4/7/1 ENTRY TO THE CONTROL TOWER AT THE PORT SHALL BE ONLY PERMISSIBLE FOR AUTHORIZED PERSONS.

4/7/2 CONTACTING OPERATORS ON DUTY AT THE CONTROL TOWER SHALL BE ONLY PERMISSIBLE FOR AUTHORIZED PERSONS.

4-8 VIOLATIONS:

ANY VIOLATION OF THE RULES SET FORTH IN THIS CHAPTER SHALL BE SUBJECT TO PENALTIES AND/OR CANCELING OPERATION PERMIT OF WIRELESS COMMUNICATION IN THE PORT AREA.

CHAPTER V

SAFETY AND ORDER AT PORTS

- 5/1 ENTRY INTO THE PORT AREA.
 - 2/5 HOLDING AN ENTRY PERMIT TO THE PORT.
 - 5/3 THEFT AND SMUGGLING.
 - 4/5 FILLINGS REMOVAL.
 - 5/5 COMMERCIAL ACTIVITIES IN THE PORT AREA.
 - 5/6 ADVERTISEMENT.
 - 5/7 DAMAGE PREVENTION OF PORT PROPERTIES.
 - 5/8 SAFE OPERATING LOADS.
 - 9/5 KEEPING THE PORT AREA CLEAN
-

5/1 ENTRY INTO THE PORT AREA

5/1/1 THE PORT AREA SHALL NOT BE FOR PUBLIC USE. IT SHALL BE STRICTLY PROHIBITED TO SNEAK INTO, BOUND, CREEP OR EXCAVATE UNDER ANY PORT BOUNDARIES OR BARRIERS.

5/1/2 VISITORS:

5/1/2/1 NO PERSON SHALL ENTER OR EXIT THE PORT PREMISES SUPERVISED BY THE PORT ADMINISTRATION WITHOUT PERMISSION THEREFROM. IN ADDITION, NO PERSON SHALL ENTER OR EXIT THE PORT PREMISES FROM PLACES OTHER THAN THOSE SPECIFIED BY THE PORT ADMINISTRATION.

5/1/2/2 NO PERSON SHALL ACCESS OR STAY IN THE PORT PREMISES UNLESS HE OBTAINS A PERMIT ISSUED BY THE PORT ADMINISTRATION AND THE COMPETENT SECURITY AUTHORITY.

5/1/3 EMPLOYEES ID BADGES:

5/1/3/1 COMPANIES SHALL SUBMIT DETAILED LISTS OF THE NAMES OF THEIR EMPLOYEES WORKING IN THE PORT, ALONG WITH THEIR PERSONAL PHOTOS WITH THEIR NAMES WRITTEN THEREON. SUCH LISTS SHALL BE SUBMITTED TO THE PORT SECURITY AUTHORITIES SO AS TO IDENTIFY THE ID BEARER WHEN ENTERING THE PORT.

5/1/3/2 AGENTS SHALL OBTAIN ID BADGES FOR THEIR CREW OF SAILORS ISSUED BY THE YEMEN MARITIME AFFAIRS AUTHORITY. THESE BADGES SHALL INCLUDE SAILORS' PHOTOS, NATIONALITIES, PASSPORT NUMBERS AND PROFESSIONS.

5/1/4 **BOARDING PERMIT:**

5/1/4/1 PERSONS SHALL NOT BE ALLOWED TO BOARD SHIPS MOORING WITHIN THE PORT BOUNDARIES, EXCEPT AUTHORIZED INDIVIDUALS OF THE PORT AND YEMEN MARITIME AFFAIRS AUTHORITY.

5/1/4/2 THOSE PERSONS, WHOSE NATURE OF WORK REQUIRES THEM TO GET ON BOARD, SHALL SUBMIT THEIR APPLICATIONS TO THE PORT ADMINISTRATION TO OBTAIN SUCH PERMITS.

5/2 **HOLDING PORT ENTRY PERMIT**

5/2/1 PORT ENTRY PERMITS OR AUTHORIZATIONS SHALL BE ALWAYS HELD WITHIN THE PORT PREMISES AND SHALL BE READY FOR INSPECTION BY AUTHORIZED PERSONS.

5-3 **THEFT AND SMUGGLING:**

5/3/1 **PROHIBITED SUBSTANCES:**

5/3/1/1 NO PERSON SHALL BE ALLOWED TO BRING TO THE PORT PREMISES ANY GOODS OR MATERIALS PROHIBITED FROM BEING IMPORTED OR EXPORTED IN ACCORDANCE WITH THE LAW.

5/3/2 **WARNING TO VIOLATORS:**

5/3/2/1 IT SHALL BE NOTED THAT OFFENCES SUCH AS THEFT AND SMUGGLING SHALL BE SEVERELY PENALIZED IN ACCORDANCE WITH THE APPLICABLE LAWS. ACCORDINGLY, ALL COMPANIES AND AGENCIES OPERATING AT PORTS SHALL WARN THE EMPLOYEES THEREOF.

5/3/3 **IMPORTING GOODS BY SAILORS:**

5/3/3/1 ALL AGENTS SHALL WARN SAILORS FROM IMPORTING GOODS OR COMMODITIES IN COMMERCIAL QUANTITIES.

5/3/3/2 SPECIAL LISTS SHALL BE PREPARED AND SUBMITTED TO THE DIRECTOR OF PASSENGERS CUSTOMS TO RECORD THE PERSONAL BELONGINGS OF SAILORS UPON ARRIVAL AND DEPARTURE THEREOF IN COORDINATION WITH THE COMPETENT MARITIME AUTHORITY.

5/4 **REMOVAL OF FILLINGS:**

5/4/1 NO PERSON SHALL BE ALLOWED TO REMOVE FILLINGS, WASTE OR ANY OTHER SUBSTANCE FROM ANY SHIP OR MARITIME WAREHOUSE WITHOUT A WRITTEN AUTHORIZATION FROM THE SHIPMASTER, THE PORT ADMINISTRATION

AND CUSTOMS AUTHORITIES, AND UNDER THE SUPERVISION OF THE COMPETENT MARITIME AUTHORITY.

5/5 PRACTICING COMMERCIAL ACTIVITIES IN THE PORT AREA:

5/5/1 NO PERSON SHALL BE ALLOWED TO PRESENT AND TRADE GOODS WITHIN THE PORT AREA UNLESS UPON A WRITTEN APPROVAL FROM THE PORT ADMINISTRATION.

5/6 ADVERTISEMENT:

5/6/1 NO PERSON SHALL BE ALLOWED, UNLESS HAVING A PRIOR AUTHORIZATION FROM THE PORT ADMINISTRATION, TO ADVERTISE OR PRESENT ANY ADVERTISEMENTS WITHIN THE PREMISES AND PROPERTIES OF PORT ADMINISTRATION.

5-7 DAMAGE PREVENTION OF PORT PROPERTY

5/7/1 PARKING AREAS OF TRAILERS:

5/7/1/1 A PLATFORM OF WOOD OR SIMILAR MATERIAL SHALL BE PLACED UNDER THE SUPPORTING BASES OF THE FIVE-WHEEL CHASSIS AND TRAILERS AVAILABLE AT BERTHS OR IN PARKING AND RO-RO YARDS, IN ORDER TO AVOID DAMAGES THAT MAY OCCUR TO THE FLOOR SURFACE.

5/7/2 DAMAGES RESULTING FROM CRANES:

5/7/2/1 THE LEGS OF MOBILE CRANES SHALL BE AT LEAST HALF A METER AWAY FROM THE EDGE OF THE BERTH FOR CRANES OF MAXIMUM LOAD OF (20) TONS, AND SHALL BE AT LEAST ONE METER AWAY FOR CRANES WITH LOAD OF MORE THAN (20) TONS.

5/7/3 DAMAGES CAUSED BY OPEN FIRE:

5/7/3/1 IT SHALL BE STRICTLY PROHIBITED TO USE OPEN FIRES, ESPECIALLY GAS STOVES, EXCEPT IN CASES OF GRANTING PERMITS FOR THERMAL ACTIVITIES ONLY.

5/7/4 CONTAINER STORAGE YARDS

5/7/4/1 DRIVERS HANDLING CONTAINERS SHALL ALWAYS LEAVE A SAFETY DISTANCE BETWEEN THEM AND THE BOUNDARIES OF CONTAINER YARD.

5-8 MAXIMUM SAFE LOAD:

5/8/1 IT SHALL NOT BE ALLOWED TO USE ANY LIFTING DEVICE OR CRANE TO LIFT A LOAD HIGHER THAN THE CAPACITY THEREOF, AND IT SHALL NOT BE ALLOWED

TO JOIN TWO CRANES WITH ONE HOOK TO LIFT ONE LOAD WITHOUT A SPECIAL AUTHORIZATION FROM THE PORT ADMINISTRATION.

5-9 COMMITMENT TO KEEP THE PORT CLEAN:

5/9/1 CARGO OWNERS, MERCHANTS, SHIPPING AND DISCHARGE CONTRACTORS AND AGENTS RESPONSIBLE FOR ALL KINDS OF WASTES, SUCH AS BROKEN PALLETS, BOXES, CARDBOARD BOXES, PACKAGING MATERIALS, WASTES RESULTING FROM NEGLIGENCE WHILE TRANSPORTING PACKED GOODS ON PALLETS OR ANY OTHER SIMILAR PROCESSES, SHALL REMOVE THE SAME IMMEDIATELY.

5/9/2 THE PORT ADMINISTRATION SHALL HAVE THE POWER TO REMOVE SUCH WASTES AT THE EXPENSE OF THE PERSON RESPONSIBLE THEREFOR.

CHAPTER SIX

CARGO HANDLING, STORAGE AND DELIVERY

- 1/6 GENERAL RULES.
 - 6/2 RECEIPT AND DELIVERY OF IMPORTED CARGO.
 - 3/6 RECEIPT AND LOADING EXPORTED CARGO.
 - 4/6 CHECKING CARGO DESCRIPTIONS AND WEIGHTS
 - 6/5 TERMS OF PAYMENT FOR SHIPPING AND DISCHARGING SERVICES.
 - 6/6 LEGAL OBLIGATIONS.
 - 6/7 DATES OF CLAIMS
-

6/1 GENERAL RULES:

6/1/1 SHIPPING AND DISCHARGING:

6/1/1/1 CARGO SHIPPING AND DISCHARGING PROCESSES AND RELATED ACTIVITIES SHALL BE CARRIED OUT BY APPROVED SHIPPING AND DISCHARGING COMPANIES OR BY APPROVED CONTRACTORS.

6/1/1/2 THE RIGHTS AND DUTIES OF SHIPPING AND DISCHARGING COMPANIES SHALL BE SUBJECT TO THE REGULATIONS GOVERNING CARGO HANDLING ACTIVITIES AT YEMENI PORTS, AND THESE RULES AND INSTRUCTIONS.

6/1/2 ADDITIONAL ACTIVITIES:

6/1/2/1 ALL ADDITIONAL ACTIVITIES OF CARGO HANDLING SHALL BE ACCOMPLISHED BY THE PORT ADMINISTRATION OR APPROVED SHIPPING AND DISCHARGING COMPANIES.

6/1/3 CARGO HANDLING EQUIPMENT:

6/1/3/1 THE PORT ADMINISTRATION SHALL PROVIDE MECHANICAL EQUIPMENT OF CARGO HANDLING USED IN LOADING BERTHS, WHICH ARE NECESSARY FOR LOADING AND DISCHARGING SHIPS.

6/1/3/2 THE PORT ADMINISTRATION MAY AUTHORIZE THE USE OF SPECIAL MECHANICAL EQUIPMENT FOR CARGO HANDLING

6/1/4 RENTAL OF CARGO-HANDLING EQUIPMENT OWNED BY THE PORT ADMINISTRATION

6/1/4/1 APPLICATIONS TO RENT OR USE CARGO-HANDLING EQUIPMENT OWNED BY THE PORT ADMINISTRATION SHALL BE SUBMITTED THERETO IN WRITING WITHIN THE TIME PERIOD SPECIFIED BY THE PORT ADMINISTRATION.

6/1/4/2 CARGO-HANDLING EQUIPMENT OWNED BY THE PORT ADMINISTRATION SHALL NOT BE MISUSED WHILE BEING RENTED AND SHALL NOT BE USED EXCEPT FOR THE PURPOSES THEREOF.

6/1/4/3 FAILURE TO ABIDE BY ITEM 6/1/4/2 ABOVE SHALL HOLD USERS OF EQUIPMENT LIABLE FOR ANY DAMAGES THAT MIGHT INCURRED THERETO.

6/1/4/4 THE COMPETENT PORT INSTITUTION SHALL ISSUE THE RULES AND CONDITIONS RELATED TO RENTAL OF CARGO-HANDLING EQUIPMENT.

6/1/5 CARGO TRANSPORTATION FROM AND TO PORT SHIPS:

6/1/5/1 LOADING AND DISCHARGING CARGO FROM AND TO PORT-OWNED SHIPS SHALL BE MADE BY SHIPPING AND DISCHARGING CONTRACTOR AND THROUGH USING PORT-OWNED HANDLING EQUIPMENT.

6/1/5/2 WHEN USING PORT-OWNED SHIPS OR CARGO HANDLING-EQUIPMENT TO HANDLE CARGO FROM A SHIP TO ANOTHER, A PERMIT SHALL BE OBTAINED FROM THE PORT ADMINISTRATION PRIOR TO WORK COMMENCEMENT.

6/1/5/3 THE PORT ADMINISTRATION SHALL CHECK ALL CARGO LOADED ON BARGES, AND THE REPORT SHALL INDICATE THE FOLLOWING:

- A. NUMBER OF BILLS OF LADING AND LABELS.
- B. NUMBER OF PACKAGES.
- C. CONTENTS DESCRIPTION.
- D. WEIGHT AND MEASUREMENT.
- E. CARGO STATUS.
- F. BARGE NUMBER.
- G. NAME OF THE SHIP, AND VOYAGE DATE AND NUMBER.

6/1/5/4 COUNTING LISTS SIGNED BY THE SHIPMASTER OR ITS AGENT SHALL BE SUBMITTED TO THE PORT ADMINISTRATION UPON COMPLETION OF LOADING PORT-OWNED SHIPS. BARGES SHALL NOT BE ALLOWED TO DEPART UNLESS OTHERWISE A FULL COUNTING LIST IS PROVIDED.

6/1/5/4 THE PORT ADMINISTRATION SHALL MATCH THE BARGE LOAD WITH THE (COUNTING) LISTS. THE SHIP OWNER OR ITS AGENT SHALL BE FULLY RESPONSIBLE FOR THE CARGO.

6/1/5/6 THE PORT ADMINISTRATION SHALL INSPECT THE DAMAGED CARGO IN THE BARGE BEFORE DISCHARGING THE SAME, AND THE SHIP OWNER OR ITS AGENT SHALL BE INFORMED OF THE INCURRED DAMAGE.

6/1/5/7 THE PORT ADMINISTRATION SHALL NOT ALLOW BARGE DISCHARGING UNLESS THE SHIP AGENTS PRESENT A PROOF INDICTING THAT THE CARGO OWNERS HAVE BEEN NOTIFIED OF THE PRESENCE OF THEIR GOODS AT THE PORT.

6/1/6 TRANSPORTING CARGO FROM AND TO TRUCKS OR RAILROAD CARS:

6/1/6/1 TRUCKS AND RAILROAD CARS ARRIVING OR DEPARTING THE BERTH SHALL BE LOADED AND DISCHARGED BY SHIPPING AND DISCHARGING CONTRACTOR UNDER THE SUPERVISION OF THE MARINE AGENT AND PORT ADMINISTRATION.

6/1/7 HOURS OF OPERATION:

6/1/7/1 (24) HOURS FOR SEVEN DAYS A WEEK.

6/1/7/2 THE PORT ADMINISTRATION MAY DETERMINE SPECIAL WORKING HOURS DURING OFFICIAL HOLIDAYS AFTER ANNOUNCING THE SAME.

6-2 RECEIPT AND DELIVERY OF IMPORTED GOODS:

6/2/1 SHIP MANIFEST:

6/2/1/1 SUBJECT TO THE PROCEDURES FOLLOWED BY THE COMPETENT CUSTOMS AUTHORITY, THE AGENT SHALL SUBMIT TO THE PORT ADMINISTRATION THE MANIFEST WITHIN (48) HOURS PRIOR TO COMMENCING CARGO DISCHARGE.

6/2/1/2 THE MANIFEST SHALL INCLUDE THE FOLLOWING DETAILS:

- A. NUMBER OF THE BILL OF LADING.
- B. THE REGISTRATION NUMBER OF THE CONTAINER, TRAILER, OR PLATFORM USED TO TRANSPORT CARGO.
- C. LABELS AND NUMBERS.
- D. NUMBER OF PACKAGES.
- E. DESCRIPTION OF PACKAGING.
- F. DESCRIPTION OF CONTENTS, MENTIONING PRECIOUS MATERIALS, HAZARDOUS GOODS AND PROHIBITED GOODS.
- G. WEIGHT (INDIVIDUAL WEIGHTS OF ANY PIECE WEIGHING MORE THAN 3000KG SHALL BE INDICATED).
- H. SIZES, WHENEVER APPLICABLE.
- I. NAME AND FULL ADDRESS OF THE CARGO OWNER.
- J. INDICATING THAT EVERY CONTAINER HAS BEEN INSPECTED AND APPROVED IN ACCORDANCE WITH THE STANDARDS SET FORTH IN THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS, AND THAT IT BEARS A VALID SAFETY APPROVAL PLATE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONVENTION.

6/2/1/3 THE NAME OF THE IMPORTER SHALL BE PROVIDED AND THE TRADEMARK SHALL BE UNCHANGEABLE AND AFFIXED ON EACH CONSIGNMENT OR A PART THEREOF.

6/2/2

DISCHARGING:

6/2/2/1 SHIPS AS WELL AS SHIPPING AND DISCHARGING COMPANIES SHALL (WHEN POSSIBLE) DISCHARGE CARGO ACCORDING TO THE LABELS AND BILLS OF LADING INDICATED IN THE MANIFEST.

6/2/3

RECEIPT OF GOODS BY THE PORT ADMINISTRATION:

6/2/3/1 SHIPPING AND DISCHARGING CONTRACTOR SHALL CONDUCT CARGO COUNTING AT PORT. THE COUNTING CLERK SHALL RECORD THE NUMBER OF THE DISCHARGED PACKAGES ALONG WITH HIS REMARKS (IF ANY) REGARDING THE GOODS STATUS IN THE COUNTING LISTS PRIOR DELIVERING THE SAME TO THE PORT ADMINISTRATION, CUSTOMS AUTHORITIES AND SHIP AGENTS.

6/2/3/2 CARGO OF WHICH OWNERS ARE NOT SATISFIED WITH THE STATUS THEREOF OR DAMAGED CARGO SHALL BE EXAMINED AND INSPECTED. THE EXTENT OF DAMAGE SHALL BE RECORDED IN THE PRESENCE OF REPRESENTATIVES OF THE PORT ADMINISTRATION, CUSTOMS AUTHORITIES, AS WELL AS THE SHIP'S REPRESENTATIVE OR HIS AGENT.

6/2/3/3 ALL CARGO BEING DAMAGED DURING THE PROCESS OF HANDLING ON BERTH SHALL BE TRANSPORTED TO A SPECIAL AREA OR TO THE DAMAGED CARGO HOLD IN THE SHIP OR TO THE WAREHOUSE.

6/2/3/4 A JOINT INSPECTION OF ALL DAMAGED PACKAGES MENTIONED IN ITEM 6/2/3/3 ABOVE SHALL BE CARRIED OUT BY REPRESENTATIVES OF CUSTOMS AUTHORITIES, PORT ADMINISTRATION AND THE SHIP'S AGENT. A LIST OF THE PACKAGES CONTENT SHALL BE RECORDED.

6/2/3/5 THE JOINT INSPECTION SHALL BE CARRIED OUT IN THE SAME LOCATION OF CARGO WHENEVER IT IS DIFFICULT FOR INSPECTORS TO CONDUCT INSPECTION IN THE DAMAGED CARGO HOLD DUE TO INABILITY TO TRANSPORT THE SAME BECAUSE OF WEIGHT OR CONTENTS.

6/2/3/6 UPON COMPLETION OF JOINT INSPECTION, CARGO HANDLING CONTRACTORS SHALL BE RESPONSIBLE FOR RE-PACKAGING OR REPAIRING PACKAGES, AFFIXING ON EACH PACKAGE A MARK INDICATING COMPLETION OF REPAIR AND RETURNING PACKAGES TO ORIGINAL GROUPS.

6/2/3/7 THE PORT ADMINISTRATION MAY REQUEST THE OWNER OF THE DAMAGED CARGO OR THE SHIP'S AGENT TO RECEIVE THEIR CARGO IMMEDIATELY, WHILE DAMAGING FOODSTUFF UNDER THE SUPERVISION OF THE REPRESENTATIVE OF HEALTH AND CONCERNED AUTHORITIES.

6/2/3/8 THE MANIFEST SHALL INCLUDE CARGO'S CONTENT VALUE, SIGNS, QUANTITIES AND NAMES OF SHIPPERS AND CONSIGNEES.

6/2/3/9 AN INDEPENDENT LIST OF DISCHARGED PRECIOUS CARGO SHALL BE SUBMITTED TO THE PORT ADMINISTRATION AND CUSTOMS AUTHORITIES IN ORDER TO BE RECORDED IN A SPECIAL REGISTER SIGNED BY AUTHORIZED CUSTOMS OFFICERS, THE PORT ADMINISTRATION, AND THE SHIPMASTER OR HIS AGENT.

6/2/3/10 THE RECEIPT NOTE OF PRECIOUS GOODS SHALL REFER TO THE OUTSIDE FORM OF THE PACKAGE ONLY AND NOT TO THE CONTENTS, CONDITION, WEIGHT, SIZE OR VALUE THEREOF.

6/2/4 **RESULTS REPORT:**

6/2/4/1 THE PORT SHALL PREPARE A RESULTS REPORT UPON COMPLETION OF SHIP DISCHARGING PROCESS. THE REPORT SHALL INDICATE THE FOLLOWING DETAILS:

- A. DETAILS OF MANIFEST OR BILL OF LADING (LABELS AND NUMBERS).
- B. QUANTITY OF DISCHARGED CARGO.
- C. MISSING AND EXCESS QUANTITIES.
- D. DAMAGED GOODS.
- E. REPAIRED GOODS.
- F. GENERAL OBSERVATIONS.

6/2/4/2 THE RESULTS REPORT SHALL BE SIGNED BY THE SHIP'S AGENT, NOTING THAT HIS REFUSAL TO SIGN THE REPORT DOES NOT CHANGE THE VALIDITY THEREOF.

6/2/4/3 THE SHIP'S AGENT SHALL HAVE THE RIGHT TO SUBMIT CONTRARY COUNTING RECORD. OTHERWISE, THE PORT RECORD SHALL BE CONSIDERED ACCEPTABLE.

6/2/4/4 OWNERS OF SECURED CARGO AT PORT SHALL TEMPORARILY ASSUME FULL RESPONSIBILITY FOR ANY RISK THAT MIGHT INCUR THERETO DURING PRESENCE AT PORT. THE PORT ADMINISTRATION SHALL NOT BE RESPONSIBLE IN ANY CASE WHATSOEVER FOR ANY DAMAGE OR LOSS INCURRED TO SUCH CARGO WHILE BEING IN PORT PREMISES, EXCEPT FOR CASES ARISING FROM CONFIRMED NEGLIGENCE BY SHIPPING AND DISCHARGING COMPANIES CONTRACTING WITH THE PORT ADMINISTRATION OR LICENSED SHIPPING AND DISCHARGING COMPANIES AT THE RESPONSIBILITY THEREOF.

6/2/5 **GOODS STORAGE:**

6/2/5/1 GOODS SHALL BE STORED BY THE AGENT ACCORDING TO THE LABELS, NUMBERS AND BILLS OF LADING NUMBERS THEREOF.

6/2/5/2 THE PORT ADMINISTRATION MAY STORE GOODS IN OPEN AREAS, IF APPROPRIATE.

6/2/5/3 THE PORT ADMINISTRATION SHALL REJECT THE STORAGE OF GOODS IN THE FOLLOWING CASES:

- A. IF THERE IS INSUFFICIENT PLACE FOR STORAGE AT PORT.
- B. IF THE QUALITY OF THE GOODS IS HAZARDOUS AND NOT APPROVED (REFER TO ITEM 7/12 OF THIS PART).

6/2/5/4 PRE-PACKED GOODS UNITS SHALL NOT BE UNPACKED ON PALLETS UNLESS UPON THE APPROVAL OF THE PORT ADMINISTRATION.

6/2/5/5 NO GOODS OR MATERIALS STORED IN PORT PREMISES SHALL BE OPENED UNLESS FOR CUSTOMS PURPOSES AND UPON A SPECIAL PERMIT FROM THE PORT ADMINISTRATION AND CUSTOMS AUTHORITIES.

6/2/6 **DURATION OF STORAGE:**

6/2/6/1 CARGO OWNERS OR AGENTS THEREOF SHALL WITHDRAW THEIR GOODS FROM THE PORT UPON COMPLETION OF SHIP DISCHARGING AND FORMAL PROCEDURES AND PRIOR TO THE EXPIRY OF THE GRACE PERIOD AT PORT.

6/2/6/2 THE GOODS WHOSE OWNERS FAIL TO COMPLETE WITHDRAWAL PROCEDURES DURING GRACE PERIOD SHALL BE RELOCATED INTO SPECIAL YARDS AT THE EXPENSE OF THE GOODS OWNER. AFTER THE ELAPSE OF ADDITIONAL PERIOD, THE PORT MAY SELL SUCH GOODS IN PUBLIC AUCTION AFTER COORDINATION WITH THE COMPETENT AUTHORITIES TO COLLECT THE RELEVANT DUES THEREOF.

6/2/6/3 IN CASE OF NON RECEIPT OF ORIGINAL TITLE DEED BY GOODS OWNERS OR CONSIGNEES, THE AGENT MAY ISSUE A DELIVERY ORDER IN EXCHANGE FOR AN ACCEPTABLE GUARANTEE. THE PORT SHALL RELEASE THOSE GOODS AGAINST THE SAID DELIVERY ORDER AFTER PAYING PORT DUES AND AT THE AGENT'S RESPONSIBILITY. IN SUCH CASES, THE AGENT SHALL INFORM AND PROVIDE THE PORT ADMINISTRATION WITH COMPENSATION FOR ANY LIABILITY THAT MIGHT RESULT FROM POOR SUPPLY OF THOSE GOODS.

6/2/6/4 THE SHIP'S AGENT SHALL BE RESPONSIBLE FOR CARGO DISCHARGED TO THE PORT YARDS (TO THE ORDER OF UNKNOWN PERSON) WHEN IT IS IMPOSSIBLE TO KNOW THE ULTIMATE OWNER INDICATED IN THE BILL OF LADING FROM THE MANIFEST OR BY LABELS. THE SHIP'S AGENT SHALL SPARE NO EFFORT TO IDENTIFY THE GOODS OWNER OR TO PROVE THE OWNERSHIP OF THOSE GOODS. THE PORT ADMINISTRATION SHALL RESERVE THE RIGHT TO RELOCATE UNKNOWN GOODS TO THE AUCTION

AREA AND ANNOUNCE THE SAME. IF THE AGENT ACCEPTS TO PAY STORAGE CHARGES, THE STORAGE PERIOD MAY BE FURTHER EXTENDED.

6/2/6/5 THE PORT ADMINISTRATION SHALL NOT BE BOUND BY THE DURATION OF STORAGE IT DECLARES IF THE GOODS ARE SUBJECT TO DAMAGE, DECAY OR ROT WHICH MIGHT AFFECT THE ENVIRONMENTAL HEALTH, AND THE PORT SHALL NOT BE LIABLE IN CASE OF DAMAGE THEREOF.

6/2/6/5/1 AFTER NOTIFYING THE SHIP'S AGENT OR IMPORTER, THE PORT ADMINISTRATION MAY WITHDRAW ANY PACKAGES FROM PORT PREMISES OR DAMAGE THE SAME WITHOUT ASSUMING ANY LIABILITY THEREFROM.

6/2/7 **MANDATORY PROCEDURES:**

6/2/7/1 THE SHIP'S AGENT SHALL BE LIABLE FOR RE-EXPORTING EXCESS GOODS ONBOARD OF THE FIRST SHIP OPERATING IN THE SAME NAVIGATION ROUTE. IN CASE HE FAILS TO TAKE AN IMMEDIATE ACTION, GOODS SHALL BE SUBJECT TO SALE IN AN AUCTION.

6/2/7/2 GOODS PROHIBITED TO BE IMPORTED AND GOODS PROVED TO BE INADEQUATE AS A RESULT OF LABORATORY TESTS OR INSPECTION SHALL BE RE-EXPORTED WITHIN (15) DAYS AS FROM THE DATE OF GOODS OWNER OR HIS AGENT RECEIVING A NOTICE FROM CUSTOMS AUTHORITIES INDICATING THAT THE IMPORT PERMIT HAS BEEN REJECTED, OR DURING ANY OTHER PERIOD DETERMINED BY THE COMPETENT PORT AUTHORITY.

6/2/7/2/1 AFTER THE EXPIRATION OF THE GRACE PERIOD, THE MARINE AGENT SHALL BE CONSIDERED RESPONSIBLE FOR RE-EXPORTING GOODS THAT MIGHT BE OF MATERIALS PROHIBITED TO BE IMPORTED, GOODS THAT HAVE BEEN REJECTED BY COMPETENT AUTHORITIES FOR LEGAL REASONS OR GOODS THAT THE IMPORTER REFUSED TO RECEIVE. THE AGENT MAY OBTAIN PRIOR TO IMPORTING SUCH MATERIALS A GUARANTEE FROM THE SENDER IN ORDER TO BE ABLE TO RECOVER COSTS IN CASE OF RE-EXPORTING SUCH GOODS.

6/2/7/3 IN CASES THAT REQUIRE MORE TIME TO CONDUCT LABORATORY TESTS ON GOODS THAN THE SPECIFIED PERIOD, THE GOODS OWNER SHALL BE ALLOWED TO RELOCATE THE GOODS INTO HIS PREMISES, PROVIDED THAT HE ASSURES TO THE CUSTOMS AUTHORITIES THAT THE GOODS WILL BE SEALED AND THAT HE WILL NOT SELL, USE OR DISPOSE OF ANY PART THEREOF.

6/2/8 DELIVERY AGAINST A BILL OF LADING OR DELIVERY ORDER:

6/2/8/1 GOODS SHALL NOT BE DELIVERED TO THE OWNER THEREOF IF HE FAILS TO OBTAIN A CUSTOMS CLEARANCE, EXCEPT IN CASES THAT THE PORT ADMINISTRATION AND CUSTOMS AUTHORITY EXCHANGE CORRESPONDENCES THEREON.

6/2/8/2 THE PORT ADMINISTRATION MAY REJECT TO DELIVER GOODS UNTIL THE COMPLETION OF SHIP DISCHARGING IF IT APPEARS THAT THE PROCESSES OF DISCHARGING AND SUPERVISION MIGHT EXPOSE GOODS TO DAMAGE.

6/2/8/3 DISCHARGED GOODS SHALL BE DELIVERED TO THE BEARER OF THE BILL OF LADING OR DELIVERY ORDER, PROVIDED THAT EACH IS STAMPED BY THE DELIVERY SEAL OF THE SHIP'S AGENT.

6/2/8/4 THE RECEIPT OF GOODS SHALL BE RECORDED ON THE BILL OF LADING OR DELIVERY ORDER.

6/2/8/5 ALL GOODS INCLUDED IN THE BILL OF LADING OR DELIVERY ORDER SHALL BE FULLY DELIVERED.

6/2/9 NOTIFICATION OF GOODS OWNERS:

6/2/9/1 SHIP AGENTS SHALL NOTIFY GOODS OWNERS IN ACCORDANCE WITH THE PROCEDURE REFERRED TO IN ITEM (2/2/3/13) OF THIS PART, AND GOODS OWNERS SHALL PROMPTLY COMPLETE WITHDRAWAL AND RECEIPT PROCEDURES.

6/2/10 DIRECT DELIVERY:

6/2/10/1 THE SHIP'S AGENT SHALL OBTAIN A DIRECT DELIVERY GUARANTEE PRIOR TO SHIP BERTHING IN WHICH THE GOODS OWNER UNDERTAKES TO PROVIDE SUFFICIENT TRANSPORTATION VEHICLES IMMEDIATELY AFTER SHIP BERTHING THAT ENSURE RAPID AND CONTINUOUS DISCHARGING FOR (24) HOURS A DAY AND SEVEN DAYS A WEEK ACCORDING TO THE INSTRUCTIONS OF THE PORT ADMINISTRATION. IN ADDITION, THE GOODS OWNER SHALL BE LIABLE FOR ANY FAILURE RESULTING FROM NEGLIGENCE THEREOF THAT RESULTS IN VIOLATING THESE REGULATIONS.

6/2/11 SPECIAL RULES FOR DIRECT DELIVERY OF REFRIGERATED GOODS:

6/2/11/1 SHIPS CARRYING REFRIGERATED GOODS SHALL NOT BE ALLOWED TO MOOR TILL THE COMPLETION OF ALL PROCEDURES. SHIP AGENTS SHALL INFORM THE PORT ADMINISTRATION AND GOODS OWNERS OF THE NATURE OF REFRIGERATED GOODS UPON SUBMITTING SHIP

ARRIVAL NOTICE, AND SHALL ENSURE THE TRANSPORTATION OF REFRIGERATED AND FROZEN GOODS VIA VEHICLES WITH SPECIAL TECHNICAL SPECIFICATIONS.

ALTERNATIVELY, IF THE SHIP IS ANCHORED NEAR REFRIGERATED WAREHOUSES AT THE PORT, THEN GOODS MAY BE STORED THEREIN AND DELIVERED TO THEIR OWNERS LATER IN RETURN FOR ADDITIONAL CHARGES.

6/2/11/2 IMPORTERS SHALL OBTAIN A CLEARANCE PERMIT FROM COMPETENT HEALTH DEPARTMENT. THEREFORE, THEY SHALL PROVIDE THE PORT ADMINISTRATION- IN ADDITION TO THE DOCUMENTS REQUIRED BY THE COMPETENT HEALTH DEPARTMENT- WITH THE FOLLOWING DOCUMENTS:

- A. DOCUMENT STATING THE NATURE OF GOODS (MEAT, FRUITS, OR VEGETABLES, ETC. . .)
- B. CERTIFIED CERTIFICATE OF ORIGIN.
- C. CERTIFIED CERTIFICATE OF CLASSIFICATION.
- D. CERTIFICATE CERTIFIED BY THE DEPARTMENT OF HEALTH AT THE PORT.
- E. CERTIFIED CERTIFICATE OF SLAUGHTERING (MEAT ONLY).
- F. ANY OTHER DOCUMENTS DEEMED NECESSARY AT THEN, AND REQUIRED BY THE PORT ADMINISTRATION.

6/2/11/3 THE IMPORTER SHALL INSTANTLY PROVIDE THE SHIP'S AGENT WITH THE CLEARANCE PERMIT TO BE SUBMITTED TO THE PORT ADMINISTRATION, WITHOUT WHICH THE SHIP SHALL NOT BE ALLOWED TO MOOR.

6/2/12 SPECIAL RULES FOR VEHICLES DISCHARGING:

6/2/12/1 CAR CARRIERS SHALL NOT BE ALLOWED TO DISCHARGE VEHICLES TILL THE COMPLETION OF ALL PORT AND CUSTOMS PROCEDURES.

6/2/12/2 THE SHIP'S AGENT SHALL PROVIDE THE PORT ADMINISTRATION WITH A WRITTEN UNDERTAKING FROM THE GOODS OWNER STATING THAT ALL VEHICLES WILL BE TRANSFERRED FROM THE PORT WITHIN (24) HOURS AFTER THE DATE OF ARRIVAL NOTICE UNLESS THE PORT ALLOWS A LONGER PERIOD.

6/2/12/3 GOODS OWNERS SHALL NOT BE ALLOWED TO SELL OR TRANSFER OWNERSHIP OF ANY VEHICLE, AND SHALL NOT TRANSFER ANY BILL OF LADING OR A PART THEREOF TO ANY PERSON OR COMPANY UNTIL THE VEHICLE IS MOVED OUT OF THE PORT.

6/2/12/4 THE AGENT OF THE EXPORTING FACTORIES AND THE GOODS

OWNER SHALL REMAIN PRESENT DURING VEHICLES DISCHARGING TILL THE COMPLETION OF SUPERVISION PROCESSES, AND THEY SHALL MAKE THE NECESSARY ARRANGEMENTS TO TRANSPORT ALL VEHICLES TO THE AREAS DESIGNATED BY THE PORT ADMINISTRATION.

6/2/12/5 THE GOODS OWNER (CARS IMPORTER) SHALL BE RESPONSIBLE FOR ALL KEYS AND SHALL PUT THE SAME IN A BOX PROVIDED THEREBY AND LEFT WITH THE PERSON IN CHARGE OF VEHICLE BERTH. UPON THE COMPLETION OF THE PORT AND CUSTOMS PROCEDURES, THE GOODS OWNER SHALL REGAIN THE VEHICLE KEYS.

6/2/13 GOODS SUBJECT TO SEIZURE:

6/2/13/1 IN CASE OF SUBMITTING A WRITTEN NOTICE BY THE SHIPMASTER, SHIP'S OWNER OR SHIP'S AGENT BEFORE OR DURING DISCHARGING CARGO TO THE PORT ADMINISTRATION STATING THAT GOODS SHOULD BE DETAINED IN PORT TILL THE PAYMENT OF FREIGHT CHARGES, ADDITIONAL CHARGES OR GENERAL AVERAGE OF ANY AMOUNT MENTIONED IN THIS NOTICE, SUCH GOODS SHALL BE SUBJECT TO SEIZURE AFTER DISCHARGE AND SHALL BE KEPT IN THE PORT AT THE RESPONSIBILITY AND EXPENSES OF GOODS OWNER OR UNTIL THIS SEIZURE IS CANCELLED.

THE SHIPMASTER OR SHIP'S AGENT, WHO GAVE SUCH A NOTICE, SHALL SUBMIT TO THE PORT ADMINISTRATION A FORMAL PROOF OF SEIZURE REQUEST WITHIN TWO WORKING DAYS, AND IF HE FAILS TO PROVIDE SUCH A PROOF , THE SEIZURE SHALL BE CONSIDERED VOID AND INVALID.

IN ALL CASES, AN APPROVAL FROM THE PORT ADMINISTRATION SHALL BE OBTAINED PRIOR TO DISCHARGING GOODS REQUIRED TO BE SEIZED.

3/6 RECEIVING AND LOADING EXPORT GOODS:

6/3/1 ACCEPTANCE AGAINST A SHIPPING NOTE:

6/3/1/1 DELIVERY OF GOODS SHALL BE ACCOMPANIED BY A SHIPPING NOTE, AND THE RECEIPT THEREOF SHALL BE DOCUMENTED ON A COPY OF THE SHIPPING NOTE BY THE PORT ADMINISTRATION.

6/3/1/2 THE SHIPPING NOTE SHALL INCLUDE THE FOLLOWING DETAILS:

- A - NAME OF THE EXPORTING SHIP AND PORT OF DESTINATION.
- B - LABELS AND NUMBERS.
- C - NUMBER OF PACKAGES.
- D - DETAILS OF PACKAGING.
- E - GOODS DESCRIPTION.
- F- GOODS CLASSIFICATION CATEGORY ACCORDING TO THE

INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE AND IMO NUMBER.

G - INDIVIDUAL WEIGHT OF PIECES WEIGHING (3000KG) AND MORE.

H - SIZES.

I - NAME OF SHIPPER OR SHIPPING AGENT.

6/4 EXAMINATION OF GOODS WEIGHTS AND DESCRIPTIONS:

6/4/1 INSPECTION:

6/4/1/1 THE CONCERNED DEPARTMENT SHALL HAVE THE RIGHT TO REQUEST INSPECTION OF PACKAGES PRIOR TO RECEIPT OR LOADING THEREOF IF IT HAS ANY DOUBT ABOUT THE VALIDITY OF GOODS DESCRIPTIONS. INDIVIDUALS CONCERNED WITH GOODS AND SHIP AGENTS SHALL BE INVITED TO ATTEND THE INSPECTION.

6/4/2 WEIGHT:

6/4/2/1 THE PORT ADMINISTRATION MAY, IN CASES WHERE THERE ARE NO DETAILS OF WEIGHT AND MEASUREMENTS OR IN CASES OF UNCERTAINTY, WEIGH AND/OR MEASURE THE GOODS AT THE EXPENSE OF THE PARTY RESPONSIBLE FOR SUCH AN ERROR. HOWEVER, IF THE MEASUREMENT IS NOT INCLUDED IN THE MANIFEST BUT ONLY THE WEIGHT, WHICH RENDER DETERMINING MEASUREMENT IMPOSSIBLE, THEN MEASUREMENT SHALL BE CONSIDERED THREE FOLDS OF WEIGHT.

6/5 TERMS OF PAYMENT FOR SHIPPING AND DISCHARGING SERVICES:

6/5/1 SHIP AGENTS MAY BE REQUIRED TO UNDERTAKE TO PAY SHIPPING AND DISCHARGING CHARGES IN ADVANCE PRIOR TO THE COMMENCEMENT OF HANDLING OPERATIONS, IF THE CHARGES OF PORT SERVICES EXCEED THE BANK GUARANTEE DEPOSITED WITH THE PORT.

6/6 LEGAL OBLIGATIONS:

6/6/1 LIABILITY OF PORT USERS:

6/6/1/1 THE SHIP'S AGENT OR THE SHIPPER SHALL BE LIABLE FOR ANY DAMAGE THAT MIGHT RESULT DUE TO AN ERROR, LACK OF CLARITY OR LACK OF DATA PROVIDED WHETHER IN GOODS MANIFEST, SHIPPING NOTE OR ANY OTHER APPLICATIONS.

6/6/1/2 THE DISRUPTION OF PORT WORKERS OR EQUIPMENT UNTIL AFTER THE TIME AGREED UPON SHALL HOLD THE CAUSING PARTY THEREOF LIABLE FOR PAYING THE RESULTING EXPENSES WHETHER DUE TO THE SHIP OR THE LACK OF TRANSPORTATION VEHICLES.

6/6/1/3 USERS OF PORT PREMISES SHALL BE LIABLE FOR ANY DAMAGE INCURRED THERETO WHETHER IT IS DELIBERATE OR AS A RESULT OF NEGLIGENCE.

6/6/2 **LIABILITY OF PORT ADMINISTRATION**

6/6/2/1 THE PORT ADMINISTRATION SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE OR ACCIDENT RESULTING FROM OPERATION OF CARGO-HANDLING EQUIPMENT, OR ANY LOSS OR DELAY RESULTING FROM DEFECTS IN PORT CARGO-HANDLING EQUIPMENT OR IN ELECTRIC POWER. THE CONCERNED ENTITY SERVED BY SUCH EQUIPMENT SHALL BE LIABLE FOR ANY DAMAGES INCURRED TO EQUIPMENT, GOODS, MACHINERY OR ENTITIES.

6/6/2/2 USERS OF PORT EQUIPMENT AND MACHINERY SHALL BE LIABLE FOR ANY DAMAGE INCURRED THERETO PURPOSELY OR AS A RESULT OF NEGLIGENCE OR ANY DAMAGE CAUSED BY EQUIPMENT TO ATTACHED APPARATUS OR ANY OTHER PROPERTY. REASONABLE DEPRECIATION RATES OF EQUIPMENT AND MACHINERY SHALL BE TAKEN INTO CONSIDERATION.

6/6/2/3 USERS OF PORT EQUIPMENT SUCH AS CRANES AND FORKLIFTS...ETC. SHALL BE LIABLE FOR THE SETTLEMENT OF ANY LOSS OR DAMAGE RESULTING FROM EQUIPMENT OR CAUSED THEREBY, AND FOR ANY LOSS, LOSS OF LIFE, LIMBS OR PROPERTY OF OTHERS OR ANY FURTHER LOSS, OR DAMAGE DUE TO INCORRECT USE OR THE USE OF CRANES TO LIFT LOADS BEYOND THE CAPACITY THEREOF.

6/6/2/4 IF THE PORT ADMINISTRATION PROVIDED ANY EQUIPMENT TO LIFT HEAVY PACKAGES OF MORE THAN THREE TONS PER PIECE OR PACKAGE, THE IMPLEMENTATION THEREOF SHALL BE CONDITIONED ON THAT THE PORT ADMINISTRATION WILL NOT BE LEGALLY LIABLE FOR ANY ACCIDENT OR DAMAGE, WHATEVER THE CAUSE THEREOF IS.

6/6/2/5 THE PORT ADMINISTRATION SHALL NOT BEAR ANY RESPONSIBILITY WHATSOEVER REGARDING THE CONTENTS OR DESCRIPTIONS OF PACKAGES, AND SHALL NOT BE LIABLE FOR ANY DIFFERENCES IN WEIGHTS, MEASUREMENTS OR DESCRIPTIONS INCLUDED IN THE SHIP MANIFEST, ANY INVOICES OR DOCUMENTS RELATED TO GOODS.

6/6/2/6 THE PORT ADMINISTRATION SHALL NOT BE LIABLE FOR GOODS STORED IN OPEN YARDS OR FOR THE LOSS OR DAMAGE THAT MIGHT BE INCURRED THERETO REGARDLESS OF CAUSES THEREOF.

6/6/2/7 THE PORT ADMINISTRATION SHALL NOT BE LIABLE FOR LOSSES OR DAMAGES INCURRED TO GOODS STORED IN WAREHOUSES OR OPEN YARDS, INSTEAD; THE MARINE AGENT SHALL BE LIABLE THEREOF.

6/6/2/8 THE PORT ADMINISTRATION SHALL NOT BE LIABLE IN THE FOLLOWING CASES:

A. LOSS OR DAMAGE OF ANY GOODS PLACED IN THE PORT BECAUSE OF WAR ACTIVITIES, WEATHER CONDITIONS OR SHORTAGE OF QUANTITY OR WEIGHT, ANY LOSS OR DAMAGE CAUSED BY AN ORIGINAL DEFECT IN THE NATURE OF GOODS, LACK OF PACKAGING, INADEQUATE LABELING, OR DAMAGES NOT DISCOVERED THROUGH DUE DILIGENCE OR ANY OTHER REASON.

B. LOSS OR DAMAGE INCURRED TO GOODS DUE TO INSECTS, HUMIDITY OR ROT.

C. ANY LOSS OR DAMAGE INCURRED TO THE PERISHABLE GOODS, WITH THE EXCEPTION OF NEGLIGENCE CASES WHICH MIGHT OCCUR BY CARGO HANDLING CONTRACTORS.

6/6/2/9 THE PORT ADMINISTRATION SHALL NOT BE LIABLE FOR ANY DECAY OR DAMAGE RESULTING FROM ANY CAUSE WHATSOEVER DURING THE EXISTENCE OF GOODS OR TRANSPORTING THE SAME VIA BARGES, WHETHER SUCH BARGES ARE OWNED BY THE PORT OR NOT.

REGULATIONS FOR PORT OPERATION
CHAPTER 7

CONTAINER AND RO-RO OPERATIONS

- 7.1 ADDITIONAL DEFINITIONS.**
 - 7.2 RO-RO FACILITIES AND OPERATION.**
 - 7.3 ADVANCE NOTICE.**
 - 7.4 ALLOCATION OF BERTHS.**
 - 7.5 GENERAL RESTRICTIONS AND LIMITATIONS.**
 - 7.6 CONTAINER CONTROL SYSTEMS.**
 - 7.7 SAFETY.**
 - 7.8 DOCUMENTS.**
 - 7.9 DELIVERY OF GOODS.**
 - 7.10 OVERDUE CONTAINERS OR TRAILERS.**
 - 7.11 CONTAINERS LOADED IN EXCESS OF RATED WEIGHT CAPACITY.**
 - 7.12 DANGEROUS AND HAZARDOUS ARTICLES.**
 - 7.13 REJECTION OF CONTAINERS, TRAILERS AND GOODS.**
 - 7.14 REMOVAL OF OBJECTIONABLE GOODS, CONTAINERS OR TRAILERS.**
 - 7.15 PAYMENT OF INVOICES.**
 - 7.16 LIABILITIES.**
 - 7.17 FORCE MAJEURE.**
 - 7.18 TRANSHIPMENT.**
-

7.1 ADDITIONAL DEFINITIONS

IN ADDITION TO THE DEFINITIONS LISTED IN PARTS 1, 1.5 AND PART 2, 1.3, THE FOLLOWING SHALL APPLY:

7.1.1 POINT OF REST

MEANS THAT AREA AT THE TERMINAL WHICH IS ASSIGNED FOR THE RECEIPT OF CONTAINERS, TRAILERS OR OTHER CARGO CARRIED ON BOARD CONTAINER OR RO-RO VESSELS, AND FROM WHICH INBOUND CONTAINERS, TRAILERS OR OTHER CARGO MAY BE DELIVERED TO THE OWNERS OR TO WHICH OUTBOUND CONTAINERS, TRAILERS OR OTHER CARGOES ARE DELIVERED FOR SHIPMENT.

7.1.2 TERMINAL STORAGE

MEANS THE SERVICE OF PROVIDING TERMINAL FACILITIES FOR THE STORAGE OF CONTAINERS, TRAILERS OR OTHER CARGO.

7.1.3 CONTAINER VESSEL

SHALL MEAN FOR THE PURPOSES OF THESE REGULATIONS:

A) ANY VESSEL FITTED WITH CELL GUIDES FOR THE EASY HANDLING OF CONTAINERS (CELLULAR VESSELS);

B ANY OTHER VESSEL SPECIALLY DESIGNED AND CONSTRUCTED FOR THE CARRIAGE OF CONTAINERS. IT SHALL NOT MEAN ANY GENERAL CARGO VESSEL OR BULK CARRIER CAPABLE OF CARRYING CONTAINERS UNLESS SUCH VESSELS HAVE BEEN FITTED WITH CELL GUIDES.

7.1.4 RO-RO VESSEL

MEANS ANY VESSEL WITH BOW, SIDE OR STERN OPENINGS THROUGH WHICH WHEELED VEHICLES CAN MOVE OVER RAMPS FROM SHIP TO SHORE AND VICE VERSA.

7.1.5 FACILITY

MEANS CONTAINER TERMINAL, PORT,, TIEYARD, CUSTOMS YARD OR PARKING AREA

7.1.6 TERMINAL OPERATOR

MEANS THE PORT MANAGEMENT OR A PARTY DESIGNATED BY THE PORTS AUTHORITY TO OPERATE AND MANAGE A CONTAINER TERMINAL (CONTAINER TERMINAL OPERATOR) OR TRAILER TERMINAL (TRAILER TERMINAL OPERATOR). THE TERM PORT TERMINAL OPERATOR IS SYNONYMOUS.

7.1.7 CONTAINER TERMINAL

MEANS ALL THE TERMINALS EQUIPPED TO RECEIVE CONTAINER VESSELS INCLUDING THE STORAGE AREAS OF THESE TERMINALS.

7.1.8 INTERCHANGE REPORT

SHALL MEAN A STANDARDIZED DOCUMENT ISSUED AND SIGNED BY THE TWO PARTIES CONCERNED AND REFLECTING, INTER ALIA, THE OUTWARD APPEARANCE OF A CONTAINER WHENEVER THERE IS A CHANGE IN THE STATUS OF A CONTAINER.

7.1.9 STATUS OF A CONTAINER

SHALL MEAN A STATEMENT WHETHER A CONTAINER IS FULL OR EMPTY, GIVING THE RELEVANT STAGE OF THE CONTAINER'S PROGRESS THROUGH THE TRANSPORT CHAIN.

7.2 **RO-RO FACILITIES AND OPERATION**

7.2.1 RO-RO OPERATION CAN BE PERFORMED WITH VESSELS AS CLASSIFIED IN 7.1.4 ABOVE AT THE FACILITIES REFERRED TO IN 7.1.7 ABOVE, ALSO IN ALL THE OTHER PLACES SUITABLE FOR RO-RO

OPERATIONS IN ANY OF THE PORTS UNDER THE SUPERVISION OF THE CONCERNED PORTS AUTHORITY.

7.3 ADVANCE NOTICE

7.3.1 EACH VESSEL OWNER, OPERATOR, CHARTERER OR SHIP'S AGENT EXPECTING TO DOCK A VESSEL AT THE CONTAINER TERMINAL FOR THE PURPOSE OF LOADING OR DISCHARGING CARGO SHALL GIVE THE PORT MANAGEMENT PRIOR NOTICE OF SUCH VESSEL AS DESCRIBED IN REGULATIONS FOR VESSELS IN PORT, PART 1, PARA. 2.1.

THE NOTIFICATION MUST INCLUDE A REPORT ABOUT THE PRESENCE OF GOODS INSIDE THE CONTAINERS LOADED ON PALLETS.

7.3.2 THE SHIPOWNER OR SHIP'S AGENT SHALL ADVISE CONSIGNEES AT LEAST ONE DAY BEFORE ARRIVAL OF ANY SUCH VESSEL AND PARTICULARS OF CONTAINERS, TRAILERS OR OTHER CARGO CONSIGNED TO THEM. THE SHIPOWNER OR SHIP'S AGENT SHALL ALSO ADVISE CONSIGNEES OF THE LANDING OF THEIR CONTAINERS, TRAILERS OR OTHER CARGOES.

7.4 ALLOCATION OF BERTHS

7.4.1 THE PORT MANAGEMENT RESERVES THE SOLE RIGHT TO ALLOCATE THE CONTAINER VESSEL OR RO-RO VESSEL TO THE CONTAINER TERMINAL OR TO ANY OTHER BERTH IN THE PORT.

7.5 GENERAL RESTRICTIONS AND LIMITATIONS

7.5.1 UNDER THE TERMS OF THESE RULES AND REGULATIONS THE PORT TERMINAL OPERATOR IS NOT OBLIGED TO PROVIDE GENERAL STORAGE OR HANDLING FOR CONTAINERS OTHER THAN FOR THOSE TO BE DISCHARGED FROM OR LOADED INTO VESSELS USING THE PARTICULAR TERMINAL, NOR IS HE OBLIGED TO PROVIDE SERVICES BEYOND THE REASONABLE CAPACITY OF THE TERMINAL.

7.5.2 THE PORT TERMINAL OPERATOR RESERVES THE RIGHT TO REFUSE ACCEPTANCE OF EXPORT CONTAINERS MORE THAN 48 HOURS BEFORE THE ARRIVAL OF A VESSEL DUE TO LOAD SUCH EXPORT CONTAINERS.

7.5.3 GENERAL REGULATIONS

ALL STOWED CARGO SHALL BE ARRANGED INSIDE THE CONTAINERS AND EASY TO HANDLE, AND THE STOWAGE SHALL BE ON PALLETS NOT EXCEEDING 2000 KG. OR ON TYRES, AND MAY BE DISCHARGED THROUGH THE DOOR OF THE CONTAINERS, OR SHALL BE READY FOR LIFTING FROM UPWARD WITH RESPECT TO CARGO COMING IN OPEN ROOF CONTAINERS OR FLAT CONTAINERS. THE PORT MANAGEMENT MAY REFUSE THE CONTAINERS WHEN IT FIND DIFFICULTY TO DISCHARGE ITS CONTENTS FOR INSPECTION OR OTHERS, IN ADDITION TO FINES SPECIFIED AS RESULT OF EXTRA EFFORT, DELAYS AND THE USE OF SPECIAL EQUIPMENT.

7.5.4 STEEL GOODS MAY BE LOADED IN OPEN CONTAINERS FROM UPWARD, ON FLATS, PLATFORMS, OR OPEN TRAILERS. SUCH GOODS SHALL BE UNIFIED WHEN IT IS LOADED AND EQUIPPED FOR HANDLING, OR PROVIDED BY LIFTING POINTS IN ORDER TO BE HANDLED BY MECHANICAL MEANS EASILY, AND IN THE LIMIT

OF ALLOWED WEIGHT FOR HANDLING EQUIPMENT.

7.6 CONTAINER CONTROL SYSTEM

7.6.1 EVERY CONSIGNEE, CARGO OPERATOR, AND AN AGENT PARTICIPATES IN TRANSPORT, SHALL PUT AND MAINTAIN A CONTAINER CONTROL SYSTEM IN WHICH THE PLACE AND MOVEMENT OF EVERY CONTAINER IS REGISTERED SINCE THE DATE OF IMPORTATION. THE REGISTER SHALL INCLUDE CONSIGNEE'S NAME, CONTAINER SYMBOL, DATE OF DELIVERY, TO LAND TRANSPORT, AND THE DATE OF RE-EXPORTATION. ALL THESE INFORMATION SHALL BE AVAILABLE WHEN IT IS REQUESTED BY THE PORT MANAGEMENT.

7.6.2 THE FOLLOWING INFORMATION RELATING TO THE PREVIOUS WEEK'S OPERATIONS MUST BE SUPPLIED TO THE PORT MANAGEMENT AT THE BEGINNING OF EACH WEEK BY EVERY SHIPOWNER OR SHIP'S AGENT.

A) NUMBER OF CONTAINERS LANDED IN THE PORT;

B) NUMBER OF CONTAINERS HAVING LEFT THE PORT FOR INLAND DELIVERY;

C) NUMBER OF CONTAINERS HAVING LEFT THE PORT BY SEA;

D) NUMBER OF CONTAINERS IN PORT AT THE END OF THE PREVIOUS WEEK.

E) A DETAILED LIST OF CONTAINERS (WITH FULL ADDRESS OF THEIR CONSIGNEES), WHICH HAVE BEEN LYING IN THE PORT FOR A PERIOD OF MORE THAN 15 DAYS.

7.6.3 CONSIGNEES SHALL REQUEST THE SHIPPER TO STICK THE PACKING LIST ON THE INTERIOR PART OF CONTAINER DOOR AT THE TERMINAL OF ORIGIN. THE PACKING LIST MUST SPECIFY THE CARGO AND IT'S QUANTITIES CLEARLY, AND THE CONSIGNEE SHALL KEEP A COPY OF THE STATEMENT UPON CUSTOM INSPECTION.

7.6.3.1 CONSIGNEES SHALL REQUEST THE SHIPPERS TO STOWAGE GOODS INSIDE THE CONTAINER IN A WAY TO BE HANDLED EASILY BY MECHANICAL MEANS, AND SHALL BE PUT ON PALLETS, AND A CLAUSE CONCERNING THIS SUBJECT SHALL BE MENTIONED IN ITS DOCUMENTS, AND THE WEIGHT OF A PALLET OR UNIT SHALL NOT EXCEED 2000 KG.

7.6.3.2 IN CASE OF UNOBLIGATION WITH THE CONDITIONS OF ABOVE MENTIONED PARA. 7.6.3.1 ABOVE, FINE SHALL BE APPLIED FOR EVERY CONTAINER WHICH DOES NOT COMPLY WITH THE REQUIRED CONDITIONS.

7.6.4 AT THE END OF EACH THREE MONTHS PERIOD, AGENTS ON BEHALF OF EACH SHIPOWNER MUST SUBMIT TO PORT MANAGEMENT THE STATUS OF EACH LINE'S CONTAINERS IN THE COUNTRY BY THE FOLLOWING CATEGORIES:-

IN PORT LOADED

IN COUNTRY

IN PORT/DEPOT EMPTY.

7.6.5 AGENTS MUST ALSO RETURN FULL DETAILS OF ANY CONTAINER/TRAILER LOST AND/OR ANY CONTAINER THAT THE CONSIGNEE REFUSES TO RELEASE/RETURN.

7.6.6 IF AND WHEN A CONTAINER CHANGES IT STATUS AS DEFINED ABOVE, THE PARTIES TO SUCH CHANGE SHALL ISSUE AND SIGN AN INTERCHANGE REPORT.

7.6.7 EACH AGENT WILL BE RESPONSIBLE FOR WITHDRAWING ANY CONTAINERS OF THE SHIPPING LINES HE REPRESENTS WHICH ARE ABANDONED OR UNCLAIMED IN THE COUNTRY. IN THE EVENT OF AN AGENT CEASING TO REPRESENT A SHIPPING LINE HE WILL CONTINUE TO BE RESPONSIBLE FOR CONTAINERS IMPORTED UNTIL THE PORT RECEIVES A LETTER OF GUARANTEE FROM THE PARTY ASSUMING RESPONSIBILITY.

7.7 SAFETY

7.7.1 PARTIES USING THE TERMINAL ARE REQUIRED TO CONFORM TO ALL PORT SAFETY RULES AND REGULATIONS.

7.7.2 ALL VEHICLES AND TRAILERS SHALL CONFORM TO THE SAFETY STANDARD DETAILED IN PART 3.

7.7.3 ALL TRACKED UNITS SHALL BE TRANSPORTED ON AN APPROPRIATE TYPE OF TRAILER.

7.7.4 ALL GOODS ON TRAILERS MUST BE ADEQUATELY PROTECTED FROM WEATHER DAMAGE AND/OR PILFERAGE.

7.7.5 ALL CONTAINERS ENTERING OR LEAVING ANY G.C.C. PORTS ARE TO CARRY A VALID CSC SAFETY APPROVAL PLATE AS REQUIRED BY THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS.

7.7.6 WHEN GOODS ARE LOADED IN CONTAINERS AT POINT OF ORIGIN OR TRANSPORTED ON TRUCKS THE SAFETY PRECAUTIONS MENTIONED IN THE INSTRUCTIONS OF INTERNATIONAL MARITIME ORGANIZATION AND INTERNATIONAL LABOUR ORGANIZATION ARE TO BE FOLLOWED.

7.7.6.1 IN CASE OF NONCOMPLIANCE WITH ARTICLE 7.7 ABOVE, CONSIGNEES, SHIPPING AGENTS, AND SHIPPERS WILL BE SUBJECTED TO A FINE STIPULATED IN CHAPTER 9 OF THIS PART 2.

7.8 DOCUMENTS

7.8.1 DOCUMENTS REQUIRED FOR CUSTOM PROCEDURES AS PER THE APPLICABLE SYSTEM MUST BE SUBMITTED TO THE CUSTOM AGENCY COPIED TO THE PORT MANAGEMENT NOT LESS THAN 48 HOURS BEFORE DISCHARGING COMMENCES BY THE SHIPOWNER OR SHIP'S AGENT.

7.8.2 ALL CONTAINER VESSELS AND RO-RO VESSELS NOT LESS THAN 48 HOURS PRIOR TO ARRIVAL FOR LOADING AND UNLOADING, SHALL REPORT TO THE PORT TERMINAL OPERATOR ALL CARGO TO BE DISCHARGED FROM OR LOADED ONTO SUCH VESSELS BY MEANS OF BAY PLANS OR SHIP'S STOWAGE

PROGRAMMES. SUCH INFORMATION SHALL BE IN WRITING IN THE FORM SPECIFIED BY THE TERMINAL OPERATOR.

7.8.3 THE PAYLOAD WEIGHT, THE TARE WEIGHT AND THE GROSS WEIGHT OF EACH CONTAINER OR TRAILER MUST BE SHOWN ON THE MANIFEST, IN ADDITION TO THE GROSS WEIGHT THEREOF INCLUDING THE CARGO (SEE PART 2, 7.11.4 BELOW).

7.8.4 THE NAME, FULL POSTAL ADDRESS, CABLE ADDRESS, TELEX AND TELEPHONE NUMBER (IF AVAILABLE) OF ULTIMATE CONSIGNEE MUST BE SHOWN ON THE MANIFEST.

7.8.5 ALL VESSELS AND OTHER USERS OF THE CONTAINER TERMINAL OR THOSE HAVING CARGOES PASSING THROUGH SAME ARE REQUIRED TO PERMIT THE CONTAINER TERMINAL MANAGER OR HIS DESIGNATE ACCESS TO CARGO MANIFEST AND SUCH OTHER DOCUMENTS IN THEIR POSSESSION REQUIRED FOR THE PURPOSE OF VERIFYING THE CORRECTNESS OF DATA SUBMITTED. ANY SUCH INFORMATION SO OBTAINED SHALL NOT BE DIVULGED TO THIRD PARTIES.

7.8.6 MANIFEST OF VESSELS MUST STATE THAT EACH CONTAINER HAS BEEN TESTED AND APPROVED TO CSC STANDARD AND THAT EACH CONTAINER BEARS A VALID CSC SAFETY APPROVAL PLATE.

7.9 DELIVERY OF GOODS

7.9.1 THE PORT TERMINAL OPERATOR WILL ONLY RELEASE THE GOODS ON PRESENTATION OF A BILL OF LADING OR DELIVERY ORDER DULY ENDORSED BY THE SHIP'S AGENT AND UPON CONFIRMATION OF SETTLEMENT OF PORT DUES.

7.9.1.1 CARGO COVERED BY BILL OF LADING FOR A BANK SHALL NOT BE DELIVERED TO THE IMPORTER UNLESS THE BILL OF LADING HAVE BEEN ENDORSED BY THE BANK, OR THE IMPORTERS SHALL SUBMIT A BANK GUARANTEE TO THE MARINE AGENT FOR AN AMOUNT EQUAL TO THE VALUE OF GOODS SPECIFIED IN THE BILLS OF LADING, AND NO PERSONAL GUARANTEE CONCERNING THIS SUBJECT SHALL BE ACCEPTED.

7.9.1.2 UPON CARGO RELEASE, THE IMPORTER SHALL SUBMIT THE ENDORSED BILL OF LADING, OR A COPY OF THE BANK GUARANTEE SUBMITTED BY THE IMPORTER AND AUTHENTICATED BY THE SHIPPING AGENT.

7.9.1.3 THE RELEVANT PORT AUTHORITY SHALL IMPOSE A FINE ON SHIPPING AGENCIES OR THEIR AGENTS AGAINST VIOLATION OF CONDITIONS MENTIONED IN THESE ARTICLES.

7.9.2 SHIPOWNERS, SHIP'S AGENTS, CONSIGNEES SHALL TAKE PROMPT DELIVERY OF THEIR CONTAINERS OR TRAILERS FROM THE PORT FACILITY.

7.9.3 ALL CARGO ON TRAILERS MUST BE PALLETISED OR UNITIZED, IF PRACTICABLE, AT THE PORT OF LOADING.

7.9.4 CONSIGNEES OR THEIR AGENTS MUST ARRANGE FOR THE PROMPT COLLECTION AND RE-EXPORT OF EMPTY TRAINERS.

7.9.5 RO-RO VESSELS SHALL NOT CARRY CARGO OTHER THAN IN CONTAINERS OR ON TRUCKS OR

TRAILERS. GOODS WHICH CANNOT PHYSICALLY BE ACCOMMODATED IN A CONTAINER OR ON A TRAILER BUT THE SIZE AND WEIGHT OF WHICH MAKE THEM SUITABLE FOR HANDLING BY FORKLIFT TRUCKS MAY SO BE CARRIED AND HANDLED SUBJECT TO PRIOR ADVICE TO THE PORT MANAGEMENT.

7.9.6 THE PORT MANAGEMENT RESERVES THE RIGHT, AFTER GIVING DUE NOTICE, TO LIMIT THE NUMBER OF TRAILERS OR CONTAINERS WHICH MAY BE LANDED IN THE PORT.

7.10 OVERDUE CONTAINERS OR TRAILERS

7.10.1 EVERY CONTAINER OR TRAILER, EMPTY OR FULL, IMPORT OR RE-EXPORT, WILL BE CONSIDERED OVERDUE AND CUSTOMS DEMURRAGE CHARGED TO:

A) CONSIGNEES OR SHIPPING AGENT IN THE CASE OF IMPORT CONTAINERS OR TRAILERS NOT CLEARED FROM THE PORT AREA WITHIN THE PERMITTED PERIOD AFTER COMPLETION OF DISCHARGE, AND

B) SHIP'S AGENTS IN THE CASE OF RE-EXPORT CONTAINERS OR TRAILERS NOT RE-SHIPED WITHIN THE PERMITTED PERIOD AFTER ENTERING THE PORT.

7.10.2 THE SHIP'S AGENTS SHALL SEND REGULAR REMINDERS TO CONSIGNEES TO TAKE DELIVERY OF ANY OVERDUE CONTAINER OR TRAILER FROM THE PORT.

7.10.3 THE PORT MANAGEMENT RESERVES THE RIGHT TO REMOVE ALL CONTAINERS, TRAILERS AND CARGOES FROM THE MARSHALLING OR STORAGE AREAS HELD IN THE PORT BEYOND THE PERMITTED PERIOD. SUCH OVERDUE CONTAINERS, TRAILERS AND CARGOES MAY BE TAKEN TO DESIGNATED AREAS WITHIN THE PORT AND GOODS ARE SUBJECT TO BEING AUCTIONED OR DESTROYED AFTER INFORMING THE CONSIGNEE DIRECTLY OR BY PUBLICATION OF SUCH NOTICE

ANY CARGO KNOWN TO HAVE MATERIALLY ALTERED ITS PROPERTIES IN TRANSIT OR DURING STORAGE OR EXPECTED TO SUFFER DETERIORATION OR BECOME DANGEROUS OR OBNOXIOUS, DELIVERY OF WHICH HAS NOT BEEN TAKEN WITHIN THE PERMITTED PERIOD, MAY BE REMOVED OR AUCTIONED BY THE PORT MANAGEMENT IN COORDINATION WITH CONCERNED AGENCIES.

7.11 CONTAINERS LOADED IN EXCESS OF RATED WEIGHT CAPACITY

7.11.1 THE SHIPMENT OF CONTAINERS WHICH ARE LOADED IN EXCESS OF THEIR RATED CAPACITY IS PROHIBITED. IN CASE OF NON-COMPLIANCE WITH THIS PROVISION, THE PARTY IN BREACH SHALL BE LIABLE FOR ALL LOSSES, CLAIMS, AND/OR COMPENSATIONS FOR ANY DAMAGES, INCLUDING DEATHS AND INJURIES, THAT MAY ARISE AS A RESULT OF OR IN CONNECTION TO SUCH BREACH.

7.11.2 THE RATED CAPACITY OF A CONTAINER SHALL MEAN THE MAXIMUM GROSS WEIGHT AS MARKED ON THE CSC SAFETY APPROVAL PLATE, AND ALL MAXIMUM GROSS WEIGHT MARKINGS DISPLAYED ON THE CONTAINER MUST BE CONSISTENT WITH THIS RATED CAPACITY. (IN THE CASE OF CONTAINERS, THE CONSTRUCTION OF WHICH WAS COMMENCED BEFORE 1 JANUARY 1984, ALL MAXIMUM GROSS WEIGHT MARKINGS DISPLAYED ON THE CONTAINER MUST BE MADE CONSISTENT WITH THE MAXIMUM GROSS WEIGHT SHOWN ON THE CSC SAFETY APPROVAL PLATE NOT LATER THAN 1 JANUARY 1989).

7.11.3 IN NO CASE MAY THE STATED RATING OF A CONTAINER EXCEED THE MAXIMUM GROSS WEIGHT SHOWN ON THE CSC SAFETY APPROVAL PLATE AFFIXED TO THE CONTAINER. THE VESSEL MANIFEST MUST CARRY A CLEAR STATEMENT THAT EACH CONTAINER CARRIES A CSC SAFETY APPROVAL PLATE.

7.11.4 IN NO INSTANCE SHOULD THE GROSS WEIGHT OF A CONTAINER EXCEED THE MAXIMUM GROSS WEIGHT AS SHOWN ON THE CONTAINER'S CSC SAFETY APPROVAL PLATE.

7.11.5 THE TERMINAL OPERATOR WILL NOT PERMIT HIS CONTAINER CRANES OR HIS MECHANICAL EQUIPMENT TO BE USED IN ANY WAY TO LIFT, MOVE OR TRANSPORT A CONTAINER, WHICH IS LOADED IN EXCESS OF THE CONTAINER'S RATED WEIGHT CAPACITY. SHOULD THE TERMINAL OPERATOR'S CRANE OR EQUIPMENT BE USED TO LIFT IT, MOVE OR TRANSPORT A CONTAINER WHICH IS LOADED IN EXCESS OF THE CONTAINER'S RATED WEIGHT CAPACITY, THE PARTY OR PARTIES CAUSING SUCH UNAUTHORIZED USE SHALL BE HELD LIABLE FOR ALL LOSSES, CLAIMS, DEMANDS AND SUITS FOR DAMAGES, INCLUDING DEATH AND PERSONAL INJURY AND INCLUDING COURT COSTS AND ATTORNEY'S FEES, INCIDENTAL TO OR RESULTING FROM SUCH UNAUTHORIZED USE.

7.12 DANGEROUS AND HAZARDOUS MATERIALS

(ALSO SEE PART 3, REGULATIONS FOR PORT SAFETY)

7.12.1 MATERIALS OF A DANGEROUS, HAZARDOUS OR OBJECTIONABLE NATURE WILL NOT BE RECEIVED AT THE TERMINAL EXCEPT BY MAKING ARRANGEMENTS IN ADVANCE WITH THE PORT TERMINAL OPERATOR.

7.12.2 SUBJECT TO SUBCLAUSE (1), THE HANDLING, STORING, STACKING OR PARKING OF DANGEROUS GOODS SHALL BE GOVERNED BY THE INTERNATIONAL MARITIME DANGEROUS GOODS CODE (IMDG CODE) PUBLISHED BY THE INTERNATIONAL MARITIME ORGANIZATION (IMO).

7.12.3 CONTAINERS OR TRAILERS CARRYING DANGEROUS GOODS MUST BEAR THE APPROPRIATE IMDG LABELS.

7.13 REJECTION OF CONTAINERS, TRAILERS AND GOODS

7.13.1 THE PORT MANAGEMENT AND PORT TERMINAL OPERATOR RESERVES THE RIGHT TO REJECT ANY CONTAINER OR TRAILER, IF IN THEIR OPINION THE CONTAINER OR ITS CONTENTS, OR THE TRAILER OR ITS CONTENTS APPEAR TO BE DAMAGED OR IN ANY WAY UNSAFE. IN VIEW OF THE FOREGOING, SHIPOWNERS AND SHIP'S AGENTS WILL USE THEIR BEST ENDEAVOURS TO SUPPLY OR DELIVER CONTAINERS OR TRAILERS IN GOOD REPAIR AND CONDITION AND AS FAR AS PRACTICABLE FIT AND SUITABLE FOR THEIR PURPOSE.

7.13.2 THE PORT MANAGEMENT AND PORT TERMINAL OPERATOR RESERVE THE RIGHT TO REFUSE ACCEPTANCE OF GOODS IN CONTAINERS OR ON TRAILERS WHICH, IN THEIR OPINION, ARE DANGEROUS, DAMAGED, OBNOXIOUS, INFESTED, ROTTEN OR LIABLE TO ENDANGER OR CONTAMINATE ANY PERSON, PREMISES OR OTHER GOODS. WHERE SUCH GOODS ARE ACCEPTED OR HANDLED, THE PORT MANAGEMENT OR TERMINAL OPERATOR RESERVES THE RIGHT, AFTER PRIOR ADVICE TO THE SHIP'S AGENT AND CONSULTATION WITH THE CUSTOMS, TO TREAT OR REMOVE TO OTHER PREMISES, OR TO DISPOSE OF OR DESTROY, THE SAME, IN SUCH MANNER AS THEY CONSIDER DESIRABLE AND WITHOUT LIABILITY. THE

SHIPOWNER/AGENT SHALL INDEMNIFY THE PORT MANAGEMENT OR PORT TERMINAL OPERATOR AGAINST ALL COSTS, CHARGES, AND EXPENSES INCURRED BY THE PORT MANAGEMENT OR TERMINAL OPERATOR IN THE ACCEPTANCE AND HANDLING OF GOODS AND/OR THEIR SUBSEQUENT TREATMENT, REMOVAL OR DESTRUCTION.

7.14 REMOVAL OF OBJECTIONABLE GOODS, CONTAINERS OR TRAILERS

7.14.1 THE PORT TERMINAL OPERATOR RESERVES THE RIGHT TO MOVE GOODS, CONTAINERS OR TRAILERS, WHICH IN HIS JUDGEMENT ARE LIKELY TO DAMAGE OTHER PROPERTY, TO ANOTHER LOCATION AT THE RISK AND EXPENSE OF THE OWNER OF THE GOODS, CONTAINERS OR TRAILERS OR THE SHIPPING AGENT.

7.15 PAYMENT OF INVOICES

7.15.1 THE PORT TERMINAL OPERATOR RESERVES THE RIGHT TO DEMAND ADVANCE PAYMENT TO COVER ALL CHARGES WHICH MAY BE INCURRED BY CARGO OR VESSEL UNLESS CREDIT HAS BEEN PREVIOUSLY ESTABLISHED WITH THE TERMINAL OPERATOR. USE OF THE TERMINAL MAY BE DENIED UNTIL SUCH FUNDS HAVE BEEN RECEIVED.

7.15.2 ALL INVOICES ARE DUE ON PRESENTATION. FAILURE TO PAY ON TIME WILL ENTITLE THE PORT MANAGEMENT TO TAKE STEPS OUTLINED IN 6.5.1.

7.16 LIABILITIES

7.16.1 THE SHIPPING AGENT SHALL BE LIABLE FOR LOSS OF AND PROVEN DAMAGE TO THE CONTAINER SHIP, INCLUDING ITS GEAR, WHILE THE CONTAINER SHIP IS BERTHED AT THE TERMINAL, PROVIDED ALWAYS THAT THE CLAIMANTS PROVE THAT SUCH LOSS OR DAMAGE WAS DIRECTLY OR INDIRECTLY CAUSED BY THE NEGLIGENCE OR FAULT OF THE SHIPPING AGENT, HIS SERVANTS, AGENTS OR CONTRACTORS.

7.16.2 THE SHIPPING AGENT SHALL BE LIABLE FOR LOSS OF AND DAMAGE TO, CHASSIS AND ALL OTHER EQUIPMENT BELONGING TO OR LEASED BY OR AT THE RISK OF THE OWNERS AND ANY CARGO BELONGING TO THE OWNERS WHETHER IN CONTAINERS OR NOT WHILE SUCH PROPERTY IS IN THE TERMINAL OR IN THE CUSTODY OF THE SHIPPING AGENT. THE SHIPPING AGENT SHALL SIMILARLY BE LIABLE FOR CONTAINERS FROM (AND INCLUDING) THE TIME OF LOADING INTO A VESSEL OR BARGE. THESE LIABILITIES SHALL ALWAYS BE SUBJECT TO THE CLAIMANT PROVING THAT SUCH LOSS OR DAMAGE WAS DIRECTLY OR INDIRECTLY CAUSED BY THE NEGLIGENCE OR FAULT OF THE SHIPPING AGENT, HIS SERVANTS, AGENTS OR CONTRACTORS.

7.16.3 IF THE SHIPOWNERS IN THEIR CAPACITY AS CARRIERS SHOULD BE LIABLE TO THE CARGO OWNERS OR THIRD PARTIES FOR ANY LOSS, DAMAGE OR DELAY TO CARGO, WHETHER IN CONTAINERS OR NOT, AND IF SUCH LOSS, DAMAGE OR DELAY IS PROVED TO HAVE BEEN CAUSED WHILE THE CARGO IS IN THE TERMINAL OR IN THE CUSTODY OF THE SHIPPING AGENT, THE SHIPPING AGENT SHALL INDEMNIFY THE SHIPOWNERS AGAINST SUCH LIABILITY, PROVIDED ALWAYS THAT THE CLAIMANT PROVES THAT SUCH LOSS, DAMAGE OR DELAY WAS DIRECTLY OR INDIRECTLY CAUSED BY THE NEGLIGENCE OR FAULT OF THE SHIPPING AGENT, HIS SERVANTS, AGENTS OR CONTRACTORS.

7.16.4 THE SHIPPING AGENT SHALL HOLD HARMLESS AND INDEMNIFY THE OWNERS AGAINST DEATH AND

PERSONAL INJURY CLAIMS MADE AGAINST THE OWNERS BY THIRD PARTIES ARISING OUT OF ACCIDENTS IN CONNECTION WITH THE SERVICES RENDERED BY THE SHIPPING AGENT UNDER THESE RULES AND REGULATIONS PROVIDED ALWAYS THAT THE CLAIMANT PROVES THAT THE DEATH OR PERSONAL INJURY WAS DIRECTLY OR INDIRECTLY CAUSED BY THE NEGLIGENCE OR FAULT OF THE SHIPPING AGENT, HIS SERVANTS, AGENTS OR SUB-CONTRACTORS.

7.16.5. TERMINAL USERS OR THEIR AGENTS SHALL BE LIABLE FOR ANY DAMAGES THAT MAY INCUR AS A RESULT OF THEIR NEGLIGENCE OR THEIR USE OF THE QUAYS, BERTHS, DOCKS OR ANY OTHER FACILITY OF THE TERMINAL.

7.16.6 CLAIMS SHOULD BE FILED AGAINST THE SHIPPING AGENT ACCORDING TO THE APPLICABLE LAWS.

7.17 FORCE MAJEURE

7.17.1 NO LIABILITY SHALL ATTACH TO THE SHIPPING AGENT IF THE TERMS OF THESE RULES CANNOT BE PERFORMED DUE TO FORCE MAJEURE INCLUDING, BUT NOT LIMITED TO, ACTS OF GOD, WAR, COUNTER OR CONTRADICTORY GOVERNMENT REGULATION, FIRE, FLOOD, RADIOACTIVE EMISSION, OR EXPLOSION BEYOND THE CONTROL OF THE PARTIES STRIKES OR LOCKOUTS, PROVIDED ALWAYS THAT ANY PARTY RELYING ON FORCE MAJEURE SHALL NOTIFY THE OTHER PARTY WITHIN 7 DAYS OF THE CIRCUMSTANCES ON WHICH HE RELIES, THE NOTICE TO BE CONFIRMED IN WRITING.

7.18 TRANSHIPMENT

7/18/1 TRANSSHIPPED GOODS SHALL BE ACCEPTED ACCORDING TO THE FOLLOWING CONDITIONS:

7/18/2 AN INDEPENDENT AND SEPARATE MANIFEST OF TRANSSHIPPED GOODS SHALL BE SUBMITTED IN ACCORDANCE WITH ITEM 6/2/1 OF THIS PART. THE MANIFEST SHALL IDENTIFY THE GOODS TO BE DISCHARGED AT THE PORT FOR TRANSHIPMENT OPERATIONS, IN ADDITION TO THE DOCUMENTS OF OTHER GOODS PROVIDED FOR IN PARAGRAPH A/2 OF ANNEX (A) OF CHAPTER ONE OF THESE REGULATIONS.

7/18/3 IN ADDITION TO THE MANIFEST DETAILS REQUIRED UNDER ITEM 6/2/1 OF THIS PART, THE FINAL DESTINATION PORT, WHERE TRANSSHIPPED GOODS ARE DISCHARGED, SHALL BE INDICATED.

7/18/4 IN ACCORDANCE WITH ISLAMIC SHARI'A, TRANSHIPMENT OF PROHIBITED GOODS SHALL NOT BE PERMISSIBLE. IN ADDITION, TRANSHIPMENT OF DANGEROUS GOODS SHALL BE WITHIN CERTAIN LIMITATIONS AND SHALL BE SUBJECT TO THE APPROVAL OF THE PORT ADMINISTRATION.

7/18/5 TRANSHIPMENT CONTAINERS SHALL BE TIGHTLY CLOSED AND SEALED TO PREVENT UNAUTHORIZED OPENING WHILE BEING IN PORT.

7/18/6 THE COMPETENT GOVERNMENT AUTHORITIES MAY INSPECT TRANSSHIPPED GOODS.

7/18/7 TRANSPORTATION OF TRANSSHIPPED GOODS OUTSIDE THE CUSTOMS BOUNDARIES OR OUTSIDE THE DESIGNATED AREA THEREOF SHALL BE PROHIBITED.

7/18/9 THE SHIP OWNER, SHIPMASTER OR LOCAL AGENT OF THE SHIP WHICH DISCHARGES THE REQUIRED GOODS SHALL BE LIABLE THEREFOR UNTIL GOODS ARE LOADED ONBOARD OF THE SHIP WHICH WILL TRANSPORT THE SAME OUTSIDE THE COUNTRY.

7/18/10 TRANSSHIPMENT SERVICES SHALL BE PROVIDED IN PORTS DESIGNATED THEREOF WITH THE KNOWLEDGE OF THE COMPETENT PORT AUTHORITY. THE GOODS TO BE TRANSSHIPPED SHALL CONFORM WITH THESE REGULATIONS AND INSTRUCTIONS.

REGULATIONS FOR PORT OPERATION CHAPTER 8

PREVENTION OF ACCIDENTS

8.1 GENERAL REGULATIONS.

8.2 SAFETY IN LOADING AND DISCHARGING VESSELS.

8.3 MOBILE OR TRAVELLING CRANES ASHORE.

8.4 HOOKS, WIRES, ROPES, CHAINS AND GEAR CONSTRUCTED THEREWITH.

8.5 FORK-LIFTS AND OTHER SIMILAR EQUIPMENT BASED ASHORE.

8.1 GENERAL REGULATIONS

8.1.1 DUTY OF EVERY EMPLOYER WITHIN THE PORT

8.1.1.1 IT SHALL BE THE DUTY OF EVERY EMPLOYER TO ENSURE, AS FAR AS REASONABLY PRACTICABLE, THE HEALTH, AND SAFETY AT WORK OF ALL HIS EMPLOYEES.

8.1.1.2 WITHOUT PREJUDICE TO THE GENERALITY OF AN EMPLOYER'S DUTY UNDER THE PRECEDING SECTION, THE MATTERS TO WHICH THAT DUTY EXTENDS INCLUDE IN PARTICULAR:

A) THE PROVISION AND MAINTENANCE OF PLANT AND THE IMPLEMENTATION OF METHODS OF WORK THAT ARE, AS FAR AS REASONABLY PRACTICABLE, SAFE AND WITHOUT RISKS TO HEALTH;

B) ARRANGEMENTS TO ENSURE, AS FAR AS REASONABLY PRACTICABLE, SAFETY AND ABSENCE OF RISKS TO HEALTH IN CONNECTION WITH THE USE, HANDLING, STORAGE AND TRANSPORT OF ARTICLES AND SUBSTANCES;

C) THE PROVISION OF SUCH INFORMATION, INSTRUCTION, TRAINING AND SUPERVISION AS IS NECESSARY TO ENSURE, AS FAR AS REASONABLY PRACTICABLE, THE HEALTH AND SAFETY AT WORK OF HIS EMPLOYEES.

D) THE MAINTENANCE OF ANY PLACE OF WORK UNDER THE EMPLOYER'S CONTROL, TOGETHER WITH ITS ACCESS AND EGRESS, IN A SAFE CONDITION AND WITHOUT RISKS TO HEALTH, AS FAR AS REASONABLY PRACTICABLE.

E) THE PROVISION AND MAINTENANCE OF A WORKING ENVIRONMENT FOR HIS EMPLOYEES THAT IS, AS FAR AS REASONABLY PRACTICABLE, SAFE WITHOUT RISKS TO HEALTH, AND ADEQUATE AS REGARDS FACILITIES AND ARRANGEMENTS FOR THEIR WELFARE AT WORK.

8.1.1.3 THE PORT STEVEDORE, MASTER OR EMPLOYER SHALL FULFIL THEIR RESPECTIVE DUTIES IN TAKING

WHATEVER MEASURES ARE NECESSARY TO MAINTAIN OR RESTORE SAFETY IN THE EVENT OF DAMAGE TO OR DEFECT ARISING FROM THE USE OF PLANT OR EQUIPMENT.

8.1.2 SUPERVISION

8.1.2.1 EVERY WORKING GROUP OR GANG SHALL BE SUPERVISED BY A RESPONSIBLE PERSON AUTHORIZED TO GIVE DIRECTIVES. SUCH SUPERVISOR SHALL BE PROPERLY TRAINED AND EQUIPPED WITH ADEQUATE KNOWLEDGE TO PERFORM AND SUPERVISE HANDLING OPERATIONS.

8.1.3 LIGHTING

8.1.3.1 WHERE NATURAL LIGHT IS NOT SUFFICIENT, IT SHALL BE THE DUTY OF THE PORT STEVEDORE, MASTER OR EMPLOYER TO PROVIDE SUFFICIENT LIGHTS TO ILLUMINATE THE WORK AREA FOR WORK TO BE PERFORMED SAFELY IN LINE WITH THE REQUIREMENTS OF PART 1, 7.6 OF THIS REGULATION.

8.1.4 WORKING AT DIFFERENT LEVELS AND IN EXPOSED PLACES

8.1.4.1 IF WORK IS PERFORMED SIMULTANEOUSLY AT VARIOUS LEVELS AND IF THE DIFFERENCE BETWEEN THOSE LEVELS EXCEEDS 2 METRES, SAFETY DEVICES SHALL BE PROVIDED TO PREVENT PEOPLE OR OBJECTS FALLING.

8.1.4.2 EMPLOYEES AT WORKPLACE SHALL WEAR SAFETY SHOES, WORK GLOVES AND AN APPROVED TYPE HARD HAT WHERE CONSIDERED NECESSARY. IN ADDITION, THEY SHALL WEAR ANY PROTECTIVE EQUIPMENT WHICH MAY BE PROVIDED OR REQUIRED FOR A SPECIFIC JOB OR CONDITION.

8.1.5 SAFETY IN THE WORKING AREA

8.1.5.1 THE PORT STEVEDORE, MASTER OR EMPLOYER SHALL ENSURE ACCORDING TO THEIR RESPECTIVE DUTIES, THAT WORK IS NOT PERFORMED NOR PASSAGE OF GOODS OR PERSONS PERMITTED UNDER A SWINGING LOAD.

8.1.5.2 PORTABLE BARRIERS SHALL BE SET UP TO PREVENT THE PASSAGE OF PERSONS OR TRAFFIC INTO THE WORKING AREA WHERE OTHER MEASURES ARE INSUFFICIENT TO KEEP IT FREE.

8.1.6 HANDLING OF DANGEROUS GOODS AND HAZARDOUS MATERIALS

8.1.6.1 BEFORE PERMITTING WORK TO START, THE PORT STEVEDORE, MASTER OR EMPLOYER SHALL MAKE SUCH INSPECTIONS, AND TAKE SUCH GENERAL OR SPECIAL PRECAUTIONS AS MAY BE REQUIRED UNDER THE REGULATIONS FOR HANDLING DANGEROUS GOODS.

8.1.7 HEALTH REQUIREMENTS

8.1.7.1 EMPLOYEES SHOULD BE PHYSICALLY AND MENTALLY FIT TO UNDERTAKE THE WORK ASSIGNED TO

THEM.

8.2 SAFETY IN LOADING AND DISCHARGING VESSELS

8.2.1 MEANS OF ACCESS TO THE VESSEL

8.2.1.1 IN ADDITION TO THE REGULATIONS IN SECTION 5.1 OF THIS PART, THE MEANS OF ACCESS TO THE VESSEL SHALL BE OUTSIDE THE REACH OF ANY SWINGING LOAD WHEN THE VESSEL IS BEING WORKED.

8.2.1.2 SAFE ACCESS TO SEAGOING VESSELS FROM HARBOUR CRAFT SHALL BE PROVIDED BY OUTBOARD ROPE LADDERS, FITTED WITH APPROPRIATE STEPS, ACCOMMODATION LADDER OR SIMILAR IF APPROPRIATE, SUCH LADDERS SHALL BE PROPERLY FASTENED AND SECURED, AND LIGHTED AT THE NIGHT.

8.2.2 PASSAGES ON BOARD VESSELS

8.2.2.1 SAFE PASSAGES AND ACCESS TO THE WORKING AREA SHALL BE PROVIDED ON DECK AND IN VESSEL'S HOLDS. ANY SUBSTANCE SPILLED CREATING A SLIPPERY SURFACE IN THE WORK AREA SHALL BE IMMEDIATELY REMOVED OR RENDERED HARMLESS. SAFE PASSAGE WAYS SHALL BE PROVIDED OVER DECKLOADS WHEREVER REQUIRED. WHERE THE VESSEL'S RAIL HAS BEEN REMOVED, OR IF THERE ARE FLUSH DECK OPENINGS, PROTECTIVE MEASURES SHOULD BE TAKEN TO PREVENT PERSONS FALLING.

8.2.3 ACCESS TO THE HOLDS

8.2.3.1 ACCESS TO THE HOLDS BY BUILT-IN LADDERS IS ONLY PERMITTED PROVIDED THEY LEAD FROM DECK TO DECK IN A CONTINUOUS VERTICAL LINE, OR, IF INTERRUPTED BY THE VESSEL'S CONSTRUCTION, FREE PASSAGE TO THE DECK IS NOT IMPEDED. IF FOR ANY REASON, BUILT-IN LADDERS ARE NOT USABLE, ONLY STURDY RIGID LADDERS MAY BE USED.

8.2.4 WORKING AREA

8.2.4.1 NO LOADING OR UNLOADING OPERATIONS SHALL BE PERFORMED UNLESS:

A) CARGO HOLDS ARE SUFFICIENTLY UNCOVERED TO ALLOW FREE HANDLING OF CARGO;

B) THE NUMBER OF PERSONS WORKING IN THE HOLDS BE RESTRICTED TO THAT REQUIRED TO AVOID HINDERING ONE ANOTHER AND TO ALLOW FOR FREE MOVEMENT.

C) SUCH SEVERAL SECTIONS OF CARGO HOLDS WHERE WORK IS IN PROGRESS SIMULTANEOUSLY BE SEPARATED FROM ONE ANOTHER;

D) IN THE TWEENDECK A FREE PASSAGE OF AT LEAST 1.0 METRE ON ALL SIDES IS PROVIDED FOR OPENING AND CLOSING THE HATCHWAYS.

8.2.4.2 HATCH BEAMS AND HATCH COVERS IN PLACE, WHETHER MECHANICAL OR NOT, SHALL BE SECURED AGAINST ACCIDENTAL LIFTING OR DISPLACEMENT. NO ROPES OR WIRES SHALL BE USED FOR SECURING THE

HATCH BEAMS OR HATCH COVERS.

8.2.4.3 LOOSE HATCH COVERS, PARTICULARLY IF STACKED CLOSE TO AN OPEN HATCH, SHALL BE PROPERLY SECURED.

8.2.5 UNLOADING

8.2.5.1 WORKING PLATFORMS, IF REQUIRED FOR UNLOADING OF LOADS, SHALL BE RIGID AND STURDY. THE DIMENSIONS SHOULD BE SUCH AS TO PROVIDE A CONVENIENT AREA FOR THE CARGO AS WELL AS ADEQUATE SPACE FOR LABOUR WORKING THEREON.

8.2.5.2 THE CARRYING CAPACITY OF HATCH COVERS AND THEIR MAXIMUM PERMISSIBLE LOADS SHALL BE ASCERTAINED PRIOR TO UNLOADING ANY HEAVY LOAD ON TOP OF HATCH COVERS.

8.2.6 SECURING OF CARGO STACKS

8.2.6.1 THE SUPERVISOR SHALL CHECK THE CONDITION AND CONSTRUCTION OF ANY CARGO STACK BEFORE COMMENCING LOADING OR DISCHARGING OPERATIONS EITHER NEXT TO AND/OR ON TOP OF SUCH CARGO STACK. IF THE GOODS THEREON HAVE ANY TENDENCY TO ROLL, SLIP OR FALL DUE TO THE PULLING OUT A PART OF THE CARGO NEARBY THEN THE STACK SHALL BE SECURED SO AS TO AVOID THAT.

8.2.7 SIGNALMEN

8.2.7.1 SIGNALMEN HAVE TO WEAR BRIGHT AND NOTABLE SUITS AND HELMET TO DISTINGUISH THEM EASILY.

8.2.7.2 THE SIGNALMEN SHALL COMMUNICATE WITH THE CRANE DRIVER OR WINCHMAN BY UNEQUIVOCAL AND CLEARLY VISIBLE SIGNALS. HE SHALL ENSURE THAT:

A) NO-ONE IN THE SHIP'S HOLD OR ON DECK IS IN THE WAY OF THE LOAD OR THE RUNNING TACKLE.

B) ANYONE IN THE WAY OF THE LOAD OR THE RUNNING TACKLE SHALL KEEP AWAY FROM THE DANGER ZONE WHILST ANY OPERATIONS IS IN PROGRESS;

C) THE LOAD OR LIFT ARE RUNNING FREELY;

D) LOADS OR SLINGS ARE CORRECTLY HOOKED BEFORE LIFTING;

E) NO-ONE IS RIDING WITH A LOAD OR HOOK.

8.2.8 WINCH OPERATORS

8.2.8.1 THE EMPLOYER SHALL PROVIDE ONE WINCH OPERATOR FOR EACH SINGLE LOADING WINCH. WINCH OPERATOR SHALL BE FULLY QUALIFIED.

8.2.8.2 AS AN ALTERNATIVE TO 8.2.8.1 ABOVE, THE EMPLOYER MAY ASSIGN ONE WINCH OPERATOR ONLY TO

TWO CARGO WINCHES IF THE STEERING POSTS ARE CLOSELY POSITIONED TO ONE ANOTHER, AND SUITABLE FOR ONE MAN OPERATION.

8.2.8.3 WINCH RUNNERS SHALL BE PROPERLY PLACED ON THE WINCH DRUM AND SLACK ROPE AVOIDED.

8.2.9 LOADING GEAR CONTROL POINT

8.2.9.1 LOADING GEAR IS ONLY TO BE OPERATED FROM THE CONTROL POINT UNLESS THE REMOTE CONTROL IS OF AN APPROVED TYPE.

8.2.10 RIGGING OF GEAR

8.2.10.1 ALL NORMAL AND USUAL SAFETY PRECAUTIONS SHALL BE TAKEN WHEN RIGGING GEAR.

8.2.11 USE OF LOADING GEAR AND LIFTING DEVICES

8.2.11.1 FULL SAFETY PRECAUTIONS SHALL BE TAKEN IN THE OPERATION OF LOADING GEAR AND LIFTING DEVICES AND SHALL INCLUDE BUT NOT BE LIMITED TO:

- A) NOT USING GEAR FOR WHICH THERE IS NO "S.W.L." (SAFE WORKING LOAD) CERTIFICATE;
- B) NO OVERLOADING BEYOND S.W.L. LIMITS WHETHER LIFTING OR DRAGGING;
- C) CORRECTLY SETTING OF THE DERRICKS;
- D) OBSERVING CORRECT ANGLE BETWEEN TWO CARGO FALLS ON ONE LOAD WHEN USING TWO WINCHES.
- E) USE OF PREVENTERS, GUYS AND STAYS IN AN APPROVED MANNER;
- F) PROPER RIGGING OF WIRES OR ROPES WHEN DRAGGING.

8.2.12 WORKING WITH ELEVATORS

8.2.12.1 ALL KINDS OF ELEVATORS AND/OR CONVEYORS SHALL BE OPERATED WITH DUE CARE AND ATTENTION. WHERE PEOPLE ARE PRESENT IN THE HOLDS DURING OPERATIONS, THE OPERATOR SHALL ESTABLISH DIRECT SIGHT OR SIGNAL COMMUNICATION.

8.2.13 INTERFERENCE WITH CARGO OPERATIONS

8.2.13.1 PROPER PRECAUTIONS SHALL BE TAKEN WHEN SEVERAL GANGS ARE WORKING TOGETHER TO PREVENT THEM EITHER HINDERING OR ENDANGERING ONE ANOTHER, AND IN ANY DANGEROUS SITUATION OR EMERGENCY, WORK SHALL BE STOPPED.

8.3 MOBILE OR TRAVELLING CRANES ASHORE

8.3.1 APPLICATION

8.3.1.1 THESE REGULATIONS APPLY TO PRIVATELY OWNED CRANES OR THOSE OPERATED BY SPECIAL PERMISSION OF THE PORT MANAGEMENT.

8.3.2 TESTING

8.3.2.1 ALL SHORE-BASED DERRICKS, CRANES AND GEAR ACCESSORY THERETO AND USED FOR PORT WORK SHALL BE TESTED PRIOR TO COMMISSIONING AND THEREAFTER, IN ACCORDANCE WITH RULING SAFETY REGULATIONS.

8.3.3 SAFE WORKING LOAD

8.3.3.1 THE SAFE WORKING LOAD CAPACITY OF EACH HOISTING GEAR OF A CRANE SHALL BE PLAINLY MARKED IN A CONSPICUOUS PLACE.

8.3.3.2 NO CRANE SHALL BE USED BEYOND ITS SAFE WORKING LOAD CAPACITY.

8.3.3.3 THE LIFTING CUT-OUT DEVICES SHALL BE IN ACCORDANCE WITH THE MAXIMUM RATED CAPACITY.

8.3.4 ENTRY TO CRANE CABS

8.3.4.1 NO UNAUTHORIZED PERSON SHALL ENTER A CRANE CAB. WARNING NOTICES TO THIS EFFECT SHALL BE DISPLAYED NEAR THE ACCESS POINT TO THE CAB.

8.3.4.2 THE CRANE DRIVER SHALL HAVE AN UNOBSTRUCTED VIEW OF THE BOOM AND LOAD AND SIGNALMAN WHEN WORKING.

8.3.4.3 SAFE AND READY ACCESS TO AND FROM THE CAB SHALL BE GUARANTEED AT ALL TIMES, REGARDLESS OF THE POSITION OF THE BOOM.

8.3.4.4 NO-ONE SHALL ENTER, AND THE CRANE DRIVER SHALL NOT LEAVE, THE CAB WHILE THE CRANE IS WORKING.

8.3.5 CRANE DRIVERS

8.3.5.1 ONLY EXPERIENCED DRIVERS OR LEARNERS UNDER THE SUPERVISION OF AN EXPERIENCED DRIVER OR INSPECTOR SHALL OPERATE A CRANE, DERRICK OR HOIST.

8.3.5.2 NO-ONE SHALL DRIVE A CRANE UNLESS HE CAN READ AND UNDERSTAND THE SIGNS, NOTICES, AND OPERATING INSTRUCTIONS AND IS FAMILIAR WITH THE SIGNALS TO BE USED.

8.3.5.3 NO-ONE WITH DEFECTIVE EYESIGHT OR HEARING WITHOUT CORRECTIVE DEVICES, SHALL DRIVE A

CRANE.

8.3.6 DUTIES OF CRANE DRIVERS

8.3.6.1 THE DRIVER SHALL CHECK THE SAFE WORKING CONDITION OF THE CRANE BEFORE STARTING WORK.

8.3.6.2 IF ANY REPAIR OR ADJUSTMENT IS NECESSARY, HE SHALL STOP WORK AND REPORT SAME.

8.3.6.3 THE DRIVER SHALL BE GUIDED ONLY BY THE SIGNALS FROM THE SIGNALMAN.

8.3.6.4 THE DRIVER SHALL NOT LEAVE THE CAB WHILE A LOAD IS HANGING ON THE HOOK NOR SHALL HE DO SO UNTIL THE CRANE IS SECURED.

8.3.7 LIFTING OF PERSONS ON THE HOOK

8.3.7.1 NO-ONE SHALL BE PERMITTED TO RIDE THE CARGO HOOK OR GEAR.

8.3.7.2 EXEMPTIONS MAY BE MADE WHERE APPROVED SPECIAL GEAR IS PROVIDED FOR HOISTING OR LOWERING PERSONS OR FOR EFFECTING REPAIRS AND MAINTENANCE OR IN CASE OF EMERGENCY.

8.3.8 DRAGGING PROHIBITED

8.3.8.1 THE DRAGGING OF ANY KIND OF CARGO OR GOODS IS PROHIBITED UNLESS THE LOADING CABLE IS IN VERTICAL POSITION.

8.4 HOOKS, WIRES, ROPES, CHAINS AND GEAR CONSTRUCTED THEREWITH

8.4.1 HOOKS

8.4.1.1 HOOKS SHALL BE OF SUFFICIENT STRENGTH TO LIFT DOUBLE THE WEIGHT OF THEIR RATED LIFTING CAPACITY WITHOUT BENDING OR SPRINGING.

8.4.1.2 LOADS SHALL BE APPLIED TO THE THROAT OF THE HOOK TO PREVENT OVERSTRESSING AND BENDING OR SPRINGING THE HOOK. BENT OR SPRUNG HOOKS SHALL NOT BE USED.

8.4.2 INSPECTION

8.4.2.1 A VISUAL INSPECTION OF WIRE ROPES, HOOKS, AND ALL LOOSE GEAR SHALL BE MADE BEFORE STARTING ANY JOB, AND ALL LOOSE GEAR AS NECESSARY DURING THE COURSE OF OPERATIONS. DEFECTIVE EQUIPMENT SHALL NOT BE USED AT ANY TIME. WORK SHOULD BE STOPPED IF EQUIPMENT BECOMES DEFECTIVE.

8.4.3 MAXIMUM LOADS

8.4.3.1 WIRE ROPES, HOOKS, CHAIN SLINGS AND OTHER LOOSE GEAR SHALL NOT BE LOADED BEYOND THEIR

RATED LIFTING CAPACITY.

8.4.4 LIFTING AND LANDING OF LOADS

8.4.4.1 THE LOADING, LIFTING AND LANDING OF LOADS SHALL BE PERFORMED IN A MANNER TO PREVENT THE LOAD FROM TURNING OVER, SLIPPING OR FALLING.

8.5 FORKLIFTS AND OTHER SIMILAR EQUIPMENT BASED ASHORE

8.5.1 APPLICATION

8.5.1.1 THESE REGULATIONS APPLY TO PRIVATELY OWNED FORK-LIFTS AND OTHER SIMILAR EQUIPMENT OR THOSE OPERATED BY SPECIAL PERMISSION OF THE PORT MANAGEMENT.

8.5.2 TESTING

8.5.2.1 FORKLIFT TRUCKS AND OTHER CRAWLER TYPE, RIDER OPERATED, BULK CARGO MOVING VEHICLES SHALL BE TESTED PRIOR TO COMMISSIONING AND THEREAFTER BY AN AUTHORIZED PERSON IN ACCORDANCE WITH RULING SAFETY REGULATIONS.

8.5.2.2 THE DRIVER SHALL CHECK THE SAFE WORKING CONDITION OF THE VEHICLE BEFORE STARTING WORK.

8.5.3 MAXIMUM LOAD

8.5.3.1 THE VEHICLE WEIGHT AND THE RATED LIFTING CAPACITY, BOTH WITH AND WITHOUT REMOVABLE COUNTERWEIGHTS, SHALL BE CLEARLY MARKED ON THE VEHICLE.

8.5.3.2 LOADS IN EXCESS OF THE RATED CAPACITY SHALL NOT BE LIFTED OR CARRIED BY FORK-LIFT TRUCKS.

8.5.4 SAFETY MEASURES

8.5.4.1 ONLY FULL TRAINED AND QUALIFIED DRIVERS SHALL OPERATE FORKLIFT TRUCKS.

8.5.4.2 FORK-LIFT TRUCKS SHALL BE EQUIPPED WITH LOCKS TO PREVENT UNAUTHORIZED USE.

8.5.4.3 WHEN LEFT UNATTENDED, THE CONTROLS SHALL BE NEUTRALIZED, THE POWER SHUT OFF, BRAKES SET, AND THE FORKS, BLADE OR SCOOP, SHALL BE PLACED IN THE LOWERED POSITION.

8.5.4.4 EVERY VEHICLE IN THIS CATEGORY SHALL BE EQUIPPED WITH A DRIVER'S GUARD OF SUCH DESIGN AND CONSTRUCTION AS TO PROTECT THE DRIVER WHEN SEATED.

8.5.5 WORKING WITH FORK-LIFT TRUCKS, ETC.

8.5.5.1 FORK-LIFT TRUCKS SHALL BE LOADED SO FAR AS IS PRACTICABLE IN A WAY TO ENABLE THE DRIVER TO

SEE HIS WAY AHEAD CLEARLY OTHERWISE HE SHALL OBEY THE SIGNALS OF A SIGNALMAN.

8.5.5.2 NO-ONE SHALL BE LIFTED OR CARRIED EXCEPT WHERE SPECIAL GEAR IS PROVIDED.

8.5.5.3 THE LOAD SHALL ALWAYS BE CARRIED IN A LOWERED POSITION DURING TRANSPORTATION.

8.5.5.4 FORK-LIFTS AND OTHER SIMILAR EQUIPMENT SHALL BE LIGHTED ENOUGH DURING NIGHT AND WHEN VISIBILITY LEVEL IS DOWN.

8.5.6 FORK-LIFTS WORKING ON BOARD VESSELS

8.5.6.1 USE OF FORK-LIFTS ON BOARD VESSELS OR HARBORING CRAFT IS ONLY PERMITTED PROVIDED THE FLOOR OR WORKING SURFACE CAN SUPPORT THE VEHICLE AND LOAD, AND THAT THE HATCH COVERS, TRUCK PLATES, OR OTHER TEMPORARY SURFACES CANNOT BE DISLODGED BY MOVEMENT OF THE VEHICLE. SAFETY RAILINGS OR SIDE BOARDS SHALL BE PLACED TO PREVENT THE VEHICLE FROM LEAVING THE SAFE WORKING SURFACE, OR FROM ROLLING OVERBOARD.

CHAPTER NINE

VIOLATIONS AND FINES

10 - STATEMENT OF VIOLATIONS AND FINES:

10/1 EVERY PERSON WHO VIOLATES THE PROVISIONS OF THESE REGULATIONS SHALL BE SUBJECT TO LIABILITY, WITH THE POSSIBILITY OF IMPOSING A FINE THEREUPON BY THE COMPETENT AUTHORITY IN WHICH JURISDICTION THE VIOLATION OCCURS.

10/1/1 THE FINE AMOUNT SHALL NOT BE LESS THAN THE MINIMUM AND NOT HIGHER THAN THE MAXIMUM SET FORTH AS FOLLOWS:

CHAPTER I: GENERAL PROVISIONS		FINE VALUE/YEMENI RIYALS	
		MINIMUM	MAXIMUM
1/2	FAILURE OF THE SERVICES COMPANIES TO REQUEST A COPY OF THESE REGULATIONS	2,500	25,000
1/4	INDIVIDUALS' OBJECTION	12,500	125,000
1/5	PERSONS OR COMPANIES FAILURE TO COMPLY WITH THESE REGULATIONS AND RULES	2,500	25,000

CHAPTER II: LICENSES AND PERMITS OF PORT SERVICES		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
2/1/1	PERSONS, COMPANIES OR INSTITUTIONS PROVIDING OR PARTICIPATING IN THE PORT ACTIVITIES WITHOUT LICENSE	25,000	500,000
2/2/3/2	AGENTS' FAILURE TO OVERSEE GOODS INSTRUCTIONS OR FAILURE TO PROVIDE CLERKS AND SUPERVISORS	2,500	25,000
2/2/3/4	AGENTS' FAILURE TO SEND MANIFESTS TO THE PORT ADMINISTRATION AND CUSTOMS AUTHORITIES IN A TIMELY MANNER	125,000	125,000
2/2/3/5	AGENTS' FAILURE TO PREPARE REPORTS ON GOODS OPERATIONS OR ATTEND WHEN INSPECTING OR REPAIRING PACKAGES	125,000	125,000
2/2/3/7 2/2/3/8	AGENTS' FAILURE TO PROVIDE REQUIRED NOTICES	125,000	125,000
2/2/3/9 2/2/3/10 2/2/3/11	AGENTS' FAILURE TO PROVIDE THE NECESSARY INFORMATION REGARDING SHIP MOVEMENTS AND DETAILS OF	125,000	125,000

	GOODS		
2/2/3/14	AGENTS' FAILURE TO PROVIDE THE PORT ADMINISTRATION WITH THE INFORMATION ABOUT GOODS WHICH HAVE NO DELIVERY NOTES ISSUED	2,500	10,000
2/2/3/17	AGENTS' FAILURE TO SUBMIT STATISTICAL DATA OR OTHER DOCUMENTS UPON THE REQUEST OF ANY GOVERNMENT AUTHORITIES	2,500	25,000
2/3/2	FAILURE OF LICENSED SHIP SUPPLIERS TO COMPLY WITH REQUIREMENTS UPON WHICH THE LICENSE IS ISSUED	2,500	25,000

CHAPTER III: ROAD TRAFFIC AT THE PORT		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
3/1/1	PERSONS ENTERING OR LEAVING THE PORT IN AN UNSYSTEMATIC MANNER	2,500	25,000
3/1/3	TRANSPORTING GOODS IN SMALL VEHICLES WHICH ARE NOT ALLOWED OTHER THAN SMALL TRUCKS (PICKUPS)	2,500	25,000
3/2/1	DRIVING VEHICLES IN THE PORT AREA WITHOUT A VALID LICENSE	2,500	25,000
3/3/1	PERSONS DRIVING VEHICLES WITH NO LICENSE	2,500	25,000
3-4	FAILURE OF VEHICLES OWNERS TO MAINTAIN THEIR VEHICLES OPERATIONAL	2,500	25,000
3-5	ENTERING THE PORT AREAS WITHOUT A PERMIT	2,500	25,000
3/6/1/1	FAILURE OF PERSONS TO OBEY THE ORDERS OF THE AUTHORIZED PERSON	12,500	125,000
3/6/1/2	FAILURE TO COMPLY WITH THE INSTRUCTIONS OF THE PORT ADMINISTRATION OR BEHAVE IN AN UNSYSTEMATIC MANNER.	12,500	125,000
3/6/1/2	DRIVING A VEHICLE IN A DANGEROUS MANNER	2,500	25,000
3/6/1/4	DRIVING A VEHICLE IN AN INAPPROPRIATE MANNER NEAR LOADED VEHICLES OR VEHICLES LOADED WITH DANGEROUS GOODS	2,500	25,000
3/6/2/1	EXCEEDING THE SPEED LIMITS PERMITTED	2,500	25,000
3/6/3/1	DRIVING VEHICLES INTO SHEDS WITHOUT AN AUTHORIZATION	2,500	25,000
3/7/1/1	PARKING VEHICLES IN PLACES NOT DESIGNATED THEREOF AND HINDERING	2,500	25,000

	OTHERS		
3/7/1/2	FAILURE OF PERSONS TO COMPLY WITH THE OFFICIAL INSTRUCTIONS RELATED TO THEIR VEHICLES	12,500	125,000
3/7/1/3	PARKING VEHICLES OVER OR NEAR FIRE HYDRANTS	12,500	125,000
3/8/1/1	LOADING VEHICLES WITH CARGO EXCEEDING THE CAPACITY THEREOF	2,500	25,000
3/8/1/2	FAILURE OF TRUCKS CARRYING EXTRAORDINARY LOADS TO FOLLOW CARS WITH WARNING LIGHTS	12,500	125,000
3/8/4	FILLING VEHICLES WITH FUEL WITHOUT TAKING NECESSARY PRECAUTIONS	12,500	125,000
3/9 3/10	FAILURE TO REMOVE THE FALLING GOODS OR REPORT AN ACCIDENT IN WHICH THE PERSON IS PART	2,500	25,000

CHAPTER IV: COMMUNICATIONS		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
4/1	USING VHF COMMUNICATION DEVICES WITHOUT AUTHORIZATION	2,500	25,000
4/2	USING UNAPPROVED VHF COMMUNICATION DEVICES	2,500	25,000
4/3	USING VHF COMMUNICATION DEVICES WHICH ARE NOT INSPECTED OR CERTIFIED	2,500	25,000
4/4/1	USING THE INTERNATIONAL MARITIME CHANNEL FOR PURPOSES OTHER THAN THOSE DESIGNATED THEREOF	2,500	25,000
4/5/1	USING CHANNEL (16) VHF TO CONDUCT OTHER COMMUNICATIONS	2,500	25,000
4/5/2	FAILURE OF PERSONS TO DISCONTINUE USING RADIO IF THE PORT CONTROL AUTHORITIES REQUESTED SO.	12,500	125,000
4/7/1	ENTRY OF PERSONS TO THE CONTROL CENTER WITHOUT AUTHORIZATION	2.500	25.000

CHAPTER V: SAFETY AND ORDER		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
5/1	ENTRY INTO THE PORT AREA WITHOUT AN AUTHORIZATION	2,500	25,000
5/1/4/1	PERSONS BOARDING SHIPS WITHOUT A SPECIAL AUTHORIZATION	2,500	25,000
5/2	NOT HOLDING ENTRY BADGES OR AUTHORIZATIONS	2,500	25,000
5/2/1	ATTEMPT OF PERSONS TO SMUGGLE OR STEAL	12,500	125,000
5/3/3/1	SAILORS IMPORTING GOODS IN EXCESS OF PERSONAL USE	25,000	50,000
5/4	TRYING TO TRANSPORT GOODS OR EQUIPMENT WITHOUT AN AUTHORIZATION	12,500	125,000
5/5	PERSONS PRACTICING SALE OR TRADE IN THE PORT AREA WITHOUT AN AUTHORIZATION	12,500	125,000
5/6	PERSONS DISSEMINATION OF UNAUTHORIZED ADVERTISING	2,500	25,000
5/7	FAILURE TO TAKE NECESSARY PRECAUTIONS TO PREVENT DAMAGE OR FAILURE TO COMPLY WITH SIGNS, WARNINGS OR INSTRUCTIONS OF PROHIBITION	2,500	25,000
5/8	FAILURE OF EMPLOYEES OR EMPLOYERS TO COMPLY WITH SAFE OPERATION OF CRANES	2,500	25,000
5/9	ACTIONS LEADING TO SPREAD OF WASTES OR FAILURE TO KEEP THE PORT AREA CLEAN.	2,500	25,000

CHAPTER VI: GOODS HANDLING, STORAGE AND DELIVERY		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
6/1/1/2	EMPLOYER REQUESTING EMPLOYEES TO CARRY OUT ADDITIONAL WORK WITHOUT AN AUTHORIZATION	12,500	125,000
6/1/3/2	EMPLOYERS' USE OF THEIR GOODS-HANDLING EQUIPMENT WITHOUT AN AUTHORIZATION	12,500	125,000
6/1/4/2 6/1/4/3	MISUSE OF LEASED EQUIPMENT	12,500	125,000
6/1/5/2	PERSONS' USE OF THEIR BARGES OR SHIPS WITHOUT AN AUTHORIZATION	2,500	25,000
6/1/5/3	FAILURE TO SUBMIT COUNTING DATA AS REQUIRED	2,500	25,000
6/1/6	TRANSPORTING GOODS FROM OR TO TRUCKS OR VEHICLES WITHOUT AN AUTHORIZATION	2,500	25,000
6/2/1	FAILURE OF AGENTS TO SUBMIT MANIFEST DURING THE SPECIFIED TIME OR IN THE REQUIRED FORM	12,500	125,000
6/2/1/3	UNAVAILABILITY OF IMPORTER DETAILS OR TRADEMARK ON EACH CONSIGNMENT OR A PART THEREOF	2,500	25,000
6/2/3/9	FAILURE TO SUBMIT DATA OF PRECIOUS GOODS OR PACKAGES AS REQUIRED	12,500	125,000
6/2/4/1	FAILURE TO SUBMIT THE FINAL PRODUCTION REPORT AS REQUIRED	12,500	25,000
6/2/5/4 6/2/5/5	OPENING UNITS LOADED ON PALLETS OR OPENING GOODS BOXES AVAILABLE IN THE PORT AREA WITHOUT AN AUTHORIZATION	12,500	125,000
6/2/8	DELIVERY OF GOODS WITHOUT THE REQUIRED AUTHORIZATION AND NECESSARY DOCUMENTS	2,500	25,000
6/2/12 6/2/13	FAILURE TO COMPLY WITH THE SPECIAL REGULATIONS RELATED TO THE DELIVERY OF GOODS OR REFRIGERATED VEHICLES	12,500	125,000
6/3	FAILURE TO COMPLY WITH THE REGULATIONS RELATED TO RECEIVING AND DELIVERING EXPORT GOODS	2,500	25,000

CHAPTER VII : CONTAINER AND RO-RO OPERATIONS		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
7/3	FAILURE TO SUBMIT THE REQUIRED NOTICE	12,500	125,000
7/6	FAILURE TO COMPLY WITH PROVISIONS SET FORTH IN THE CONTAINERS CONTROL SYSTEM BY SHIP OWNERS, BERTH OPERATORS, GOODS OWNERS, AGENTS AND PARTICIPANTS IN THE INTERNATIONAL TRANSPORTATION CHAIN	12,500	125,000
7/6/3	FAILURE TO AFFIX THE LOADING STATEMENT ON THE INTERNAL PART OR FAILURE TO KEEP THE STATEMENT UPON CUSTOMS INSPECTION	12,500	125,000
7/7	FAILURE OF CONCERNED PARTIES TO COMPLY WITH THE APPLICABLE SAFETY REGULATIONS AND RULES	25,000	250,000
7/7/5	IMPOSING A FINE ON EACH CONTAINER WHICH DOES NOT HAVE A SAFETY PLATE IN ACCORDANCE WITH THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS	2,500	25,000
7/8	FAILURE OF SHIP OWNERS OR AGENTS TO SUBMIT THE REQUIRED DOCUMENTS IN THE REQUIRED FORM AND MANNER	12,500	125,000
7/8/6	FAILURE TO STATE IN THE MANIFEST THAT EACH CONTAINER HAS BEEN SELECTED AND FOUND COMPATIBLE WITH THE STANDARDS OF THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS AND THAT IT BEARS THE PLATE INDICATING THEREOF	25,000	50,000
7/9	DELIVERING GOODS IN CONTRARY TO ARTICLE 7/9/1	25,000	50,000
7/10	FAILURE TO COMPLY WITH REGULATIONS RELATED TO CONTAINERS OR GOODS WHOSE OWNERS DELAY IN RECEIVING THE SAME	2,500	25,000
7/11	CONTAINERS LOADED WITH WEIGHTS HIGHER THAN THE DECLARED LIMITS	12,500	125,000
7/12 7/13	FAILURE TO COMPLY WITH REGULATIONS AND RULES RELATED TO DANGEROUS GOODS AND MATERIALS	12,500	125,000
7/18	PERSONS VIOLATING TERMS OF TRANSSHIPMENT	125,000	500,000

CHAPTER VII: PREVENTION OF ACCIDENTS		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
8/1/1/1	EMPLOYERS' FAILURE TO PROVIDE SAFE EQUIPMENT AND SAFE WORKING CONDITIONS.	12,500	125,000
8/1/2	EMPLOYERS' FAILURE TO PROVIDE APPROPRIATE SUPERVISION	12,500	125,000
8/1/3	EMPLOYERS' FAILURE TO PROVIDE ADEQUATE LIGHTING IN WORK AREAS	12,500	125,000
8/1/4	EMPLOYERS' FAILURE TO TAKE APPROPRIATE SAFETY PROCEDURES WHEN WORKING AT DIFFERENT LEVELS OR IN OPEN AREAS	12,500	125,000
8/1/5	EMPLOYERS' FAILURE TO MAKE REGULAR PRECAUTIONS TO PREVENT THE PASSAGE OF PERSONS UNDER SWINGING LOADS OR THROUGH HAZARDOUS AREAS	12,500	125,000
8/1/6	EMPLOYERS' FAILURE TO CONDUCT WORK INSPECTION OR TO TAKE PRECAUTIONS PRIOR TO HANDLING DANGEROUS GOODS	12,500	125,000
8/1/7	EMPLOYERS ALLOWING PHYSICALLY UNFIT INDIVIDUALS TO ATTEND TO WORK	12,500	125,000
8/2/1 8/2/2 8/2/3	EMPLOYERS' FAILURE TO PROVIDE SAFE ACCESS METHODS TO SHIPS, AND/OR TO THE WORK AREA	12,500	125,000
8/2/4	EMPLOYERS' FAILURE TO PROVIDE SAFE WORKING AREAS FOR GOODS OPERATIONS IN SHIPS	12,500	125,000
8/2/5	EMPLOYERS' FAILURE TO TAKE APPROPRIATE PRECAUTIONS TO DISCHARGE GOODS	2,500	25,000
8/2/6	SUPERVISORS' FAILURE TO ENSURE SAFETY OF SACKING GOODS PACKS.	2,500	25,000
8/2/7	EMPLOYERS' FAILURE TO APPOINT A QUALIFIED SIGNAL WORKER OR THE WORKER'S FAILURE TO PERFORM HIS DUTIES.	2,500	25,000
8/2/8	EMPLOYERS' FAILURE TO APPOINT A QUALIFIED CRANE/LEVER OPERATOR OR THE OPERATOR'S FAILURE TO PERFORM HIS DUTIES SAFELY	2,500	25,000
8/2/9	EMPLOYERS ALLOWING UNAUTHORIZED	2,500	25,000

	CONTROL OF LOADING EQUIPMENT		
8/2/10 8/2/11	EMPLOYERS ALLOWING UNAUTHORIZED USAGE OF SHIP ROPES, LOADING DEVICES AND LIFTING EQUIPMENT	2,500	25,000
8/2/12	EMPLOYERS' FAILURE TO TAKE PROPER PRECAUTIONS WHEN USING CRANES	2,500	25,000
8/2/13	EMPLOYERS' LENIENCY IN CASES OF OVER TRAFFIC OR INADEQUATE SIGNALS AND COMMUNICATIONS	2,500	25,000
8/3 8/4 8/5	EMPLOYERS' USE OF CRANES, FORKLIFTS AND EQUIPMENT ...ETC. WITHOUT A PERMISSION FROM THE PORT ADMINISTRATION	2,500	25,000

PART III
REGULATIONS FOR PORT SAFETY

Chapter 1

PRELIMINARY

1.1 APPLICATION

1.2 RESPONSIBILITY.

1.1 APPLICATION

1.1.1 PARTS 1 AND 2 OF THESE RULES AND REGULATIONS SHALL APPLY TO ALL PORTS LISTED IN THIS PART 1 AND TO ALL VESSELS CARRYING DANGEROUS GOODS AND TO ALL PERSONS ENGAGED IN THE HANDLING, TRANSPORTATION AND STORAGE OF DANGEROUS GOODS AND HAZARDOUS MATERIALS COVERED BY THE "INTERNATIONAL MARITIME DANGEROUS GOODS CODE", WITHIN THE PORTS.

1.1.2 NOTHING CONTAINED IN THE REGULATIONS OF THIS PART SHALL BE CONSTRUED TO INVALIDATE ANY GENERAL SAFETY REGULATION CONTAINED IN OTHER PARTS OF THESE REGULATIONS. TO THE EXTENT THAT ANY SPECIAL REGULATION CONFORMING TO THE INTERNATIONAL MARITIME DANGEROUS GOODS CODE AND PERTAINING TO DANGEROUS GOODS IS IN CONFLICT WITH ANY OTHER GENERAL SAFETY REGULATION, THE SAID SPECIAL REGULATION SHALL PREVAIL.

1.2 RESPONSIBILITY

1.2.1 THE MASTER AND THE BERTH OPERATOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THESE REGULATIONS ACCORDING TO THEIR RESPECTIVE DUTIES.

REGULATIONS FOR PORT SAFETY

CHAPTER 2

GENERAL SAFETY REGULATIONS PERTAINING TO DANGEROUS GOODS

2.1 ACCEPTANCE OF DANGEROUS GOODS IN PORT AREA.

2.2 SPECIAL DOCUMENTS FOR DANGEROUS GOODS.

2.3 CLASSIFICATION, LABELLING AND PROPERTIES OF DANGEROUS GOODS.

2.4 SIGNALS.

2.5 COMMUNICATIONS.

2.6 EMERGENCY SERVICES.

2.7 EMERGENCY PROCEDURES.

2.8 FIRE FIGHTING.

2.9 UNAUTHORIZED PERSONS.

2.10 INSPECTION.

2.11 HANDLING OF DANGEROUS GOODS.

2.12 SAFETY OF PERSONNEL.

2.13 WEATHER CONDITIONS.

2.14 LIMITATION OF THE QUANTITY.

2.15 STORAGE OF DANGEROUS GOODS.

2.16 VEHICLES.

2.17 HARBOUR CRAFT.

2.18 EXCEPTIONS.

2.1 ACCEPTANCE OF DANGEROUS GOODS IN PORT AREAS

2.1.1 NO VESSEL OR PERSON SHALL CARRY ANY DANGEROUS GOODS WITHOUT WRITTEN NOTIFICATION OTHER THAN LISTED IN THE INTERNATIONAL MARITIME DANGEROUS GOODS CODE OR CLASSIFIED IN THE INTERNATIONAL MARITIME DANGEROUS BULK GOODS.

2.1.2 THE PORT HAS THE RIGHT TO REFUSE ANY OF THESE DANGEROUS GOODS FOR HANDLING, STORAGE, OR TRANSHIPMENT IN THE PORT OF IT CONSIDERS THAT IN SO DOING THERE WOULD BE DANGER TO LIFE AND PROPERTY OR ANY OTHER CONDITIONS IN THE PORT.

2.1.3 THE PORT MAY REMOVE, OR GIVE ORDERS TO REMOVE, ANY VESSEL OR CONTAINER OR MOVABLE TANK OR ANY CONTAINER LOADED WITH OR PREVIOUSLY LOADED WITH DANGEROUS SUBSTANCES WHICH WOULD BE DANGEROUS TO LIFE AND PROPERTIES WITHIN THE PORT AREA LIMITS.

2.1.4 IT IS FORBIDDEN TO BRING UNSTABLE/DANGEROUS SUBSTANCES INTO THE PORT UNLESS ALL NECESSARY MEASURES ARE COMPLETED TO SECURE THE TRANSPORT AND HANDLING OF THEM. THIS SHOULD BE REGISTERED IN SPECIAL DOCUMENTS FOR THE CARRIAGE OF THESE SUBSTANCES.

2.1.5 ALL DANGEROUS GOODS MUST BE PACKED, LABELLED, MARKED, STOWED AND SEPARATED IN ACCORDANCE WITH THE IMDG CODE.

2.1.5.1 THE INTERNATIONAL MARITIME DANGEROUS GOODS CODE (IMDG CODE) PRESCRIBES THE CLASSIFICATION, PROPERTIES, LABELLING INSTRUCTIONS, GENERAL INSTRUCTIONS, PRECAUTIONS AND EMERGENCY PROCEDURES.

2.1.6 THE STOWAGE OF CONTAINERS WITH DANGEROUS CARGO SHOULD BE IN ACCORDANCE WITH THE IMO STANDARD OF SUBSTANCE PACKAGING.

2.2 SPECIAL DOCUMENTS FOR DANGEROUS GOODS

2.2.1 ADVANCE NOTIFICATION

2.2.1.1 THE MASTER, OWNER OR AGENT OF ANY VESSEL CARRYING DANGEROUS SUBSTANCES EITHER FOR DISCHARGING OR IN TRANSIT MUST NOTIFY THE PORT MANAGEMENT, THE CUSTOMS, THE COMPETENT MARITIME AUTHORITY, BEFORE THE E.T.A. AS FOLLOWS:

- NOTIFICATION (20) DAYS BEFORE IN A CASE WHERE THE VESSEL IS CARRYING RADIOACTIVE GOODS.

- NOTIFICATION (20) DAYS BEFORE IN A CASE WHERE THE VESSEL IS CARRYING DANGEROUS CARGO OR RECYCLABLE MATERIALS.

- NOTIFICATION (20) DAYS BEFORE IN A CASE WHERE THE VESSEL IS CARRYING POLLUTED GOODS OR GOODS CAUSING INFECTION.

- NOTIFICATION (48) HOURS FOR OTHER NORMAL DANGEROUS GOODS.

ATTACHED TO THIS NOTIFICATION THERE SHOULD BE A LIST OF THE FOLLOWING INFORMATION:

A) STOWAGE DETAILS.

B) NUMBER AND KIND OF PACKAGES AND THE TOTAL QUANTITY OF DANGEROUS GOODS INCLUDING A DESCRIPTION (SIZE, WEIGHT IN CASE OF EXPLOSIVES) OF THE CONTENTS.

C) NAME OF MANUFACTURER AND NAME OF SUBSTANCE ACCORDING TO THE IMDG CODE.

D) U.N. NUMBER

E) IMDG CLASS ACCORDING TO IMO AND DEFINE THE SECTION OF THE GOODS (FOLLOWED BY THE GROUP AND KIND OF STOWAGE).

F) EMERGENCY PROCEDURES NUMBER.

G) NUMBER OF FIRST AID DIRECTORY.

H) THE FLASH POINT: IF IT IS 61 DEG OR LESS.

I) EMPTY PACKAGES WHICH CONTAIN THE REMAINS OF DANGEROUS GOODS SHOULD BE DEFINED BY "EMPTY",

THE LAST SUBSTANCE LOADED OR THE WORD EMPTY SHOULD WRITTEN ON THE PACKAGE AND OTHER INFORMATION AS THE NAME OF SUBSTANCE ACCORDING TO IMDG CODE AND THE NUMBER OF U.N.

J) IMPORT PERMISSION ISSUED BY THE AUTHORIZED PARTIES CONCERNED.

K) SPECIAL INFORMATION ABOUT LIMITED QUANTITIES, IF ANY.

L) SPECIAL INSTRUCTIONS NECESSARY FOR HANDLING, TRANSFERRING OR SAFE STORAGE.

M) WHEN RADIOACTIVE SUBSTANCES ARE BEING TRANSPORTED THE FOLLOWING INFORMATION IS REQUIRED.

- RADIOACTIVE

- NAME OF SUBSTANCE, CODE, ELEMENT AND ITS NUCLEAR NUMBER

- THESE DESCRIPTIONS SHOULD BE WRITTEN ACCORDING TO THE TYPE OF CARGO.

- LOW ACTIVE TYPE OR LOWER LEVEL SOLID.

- THE ACTIVE SUBSTANCE IN (BECREEL)

- WRITE (A), ON PACKAGES OF THIS KIND.

- TRANSPORTING INDEX (CARRYING)

- INFORMATION ABOUT THE PACKAGE, MASS AND THE ARRANGE OF SURFACE HEAD IF THIS ACTIVE SUBSTANCE IS FISSIONABLE.

- IF THE CARGO IS FISSIONABLE, SUBSTANCES OF THE CLASSES EXEMPTED ACCORDING TO ITEM 1.6 OF THE INTERNATIONAL AGENCY OF ATOMIC ENERGY.

THE INTERNATIONAL AGENCY OF ATOMIC ENERGY:

THE PHRASE "FISSIONABLE - EXEMPTED" SHOULD BE WRITTEN ON IT. IF IT IS DIFFERENT FROM THAT MENTIONED ABOVE, THE CLASS OF THIS SUBSTANCES SHOULD BE WRITTEN ON THE PACKAGE.

- AUTHORIZED CERTIFICATE OF THE PACKAGE DESIGN ACCORDING TO THE INTERNATIONAL AGENCY OF ATOMIC ENERGY'S RECOMMENDATIONS.

- PHYSICAL AND CHEMICAL DESCRIPTION OF THE SUBSTANCE FORM.

N) DETAILS OF ANY DANGEROUS WASTES CARRIED ON THE VESSEL.

O) DECLARATION BY THE CARRIER:

"I HEREBY CONFIRM THAT THE CONTENTS OF THE ABOVE CARGO IS IN DETAILS AND IN FULL THROUGH THE TECHNICAL NAME/NAMES (NAME/NAMES) ACCORDING TO IMDG CODE. THIS SUBSTANCE IS CLASSIFIED, PACKED, SUPPLIED WITH THE MARKS AND ILLUSTRATION CARDS NEEDED. IT IS IN A VERY GOOD CONDITION TO BE CARRIED BY (WRITE THE MEANS OF TRANSPORTATION USED) ACCORDING TO THE INTERNATIONAL AND LOCAL (DOMESTIC) RULES".

SIGNATURE ON BEHALF OF THE CARRIER.

2.2.1.2 THE FOLLOWING ADDITIONAL DETAILS MUST BE COMPLETED FOR EACH SHIPMENT DISCHARGED:

A) SHIPMENT LABELS.

B) BILL OF LADING NUMBER.

C) NAME AND ADDRESS OF SENDER.

D) NAME AND ADDRESS OF THE OWNER OF GOODS.

2.2.1.3 IN CASE OF THE INABILITY TO SUBMIT A NOTIFICATION 48 HOURS BEFORE OR 20 DAYS (IF IN EMERGENCY OR THE COMING VOYAGE IS VERY SHORT) SHOULD SUBMIT THE LISTS MENTIONED IN ITEMS 2.2.1.1 , 2.2.1.2 ABOVE AT THE TIME OF ARRIVAL OR BEFORE BERTHING.

2.3 DANGEROUS GOODS MANIFEST

2.3.1 THE CARRIER, HIS AGENT OR ANY OTHER AUTHORIZED PERSON MUST SUBMIT A

DANGEROUS GOODS MANIFEST IN SUFFICIENT TIME BEFORE ARRIVAL.

2.3.2 THIS DOCUMENT MUST INCLUDE THE INFORMATION REQUIRED ACCORDING TO SECTION 2.2.1 ABOVE.

2.3.3 THE MASTER OF A VESSEL MUST SIGN THAT THE DANGEROUS GOODS MANIFEST IS CORRECT.

2.4 HAZARDOUS/DANGEROUS WASTES MANIFEST

2.4.1 A VESSEL IS NOT ALLOWED TO TRANSFER ANY POISONOUS SUBSTANCES OR ANY SUBSTANCES WHICH HAVE AN ABILITY TO BE RECYCLED WHICH IS PROHIBITED BY LAW IN YEMEN.

2.5 SIGNALS:

2.5.1 VESSELS CARRYING DANGEROUS SUBSTANCES OR VESSELS NOT FREE FROM GASES SHALL SHOW THE FOLLOWING SIGNALS WHEN ENTERING PORT OR DURING THEIR STAY IN PORT:

- THE SIGNAL FLAG (B) BY DAY ACCORDING TO IMO.
- A RED ALL ROUND LIGHT, FIXED OR WITH FLASHES, BY NIGHT.

THE SAID FLAG AND LIGHT SHOWN IN THE BEST POSITION TO ENSURE ITS VISIBILITY AND ABOVE ANY OTHER SIGNAL OR LIGHT DISPLAYED BY THE VESSEL.

2.5.2 OTHER VESSELS SHALL KEEP A SAFE DISTANCE FROM VESSELS DISPLAYING THE SIGNALS MENTIONED IN ITEM 2.5.1 ABOVE.

2.5.3 RADIO COMMUNICATIONS

2.5.3.1 FOR EMERGENCY PURPOSES, VESSELS WITH DANGEROUS GOODS ON BOARD SHALL ENSURE THAT VHF COMMUNICATION IS ESTABLISHED WITH PORT CONTROL ON THE FREQUENCY ESTABLISHED FOR THIS PURPOSE AND KEPT OPEN THROUGHOUT THE VESSELS STAY IN PORT. A SHIP TO SHORE TELEPHONE, IF AVAILABLE, SHALL BE INSTALLED IMMEDIATELY ON BERTHING.

2.6 EMERGENCY SERVICES:

2.6.1 THE BERTH OPERATOR SHALL TAKE APPROPRIATE STEPS TO INFORM, THE MASTER OF A VESSEL BERTHING IN PORT, OF THE LOCATION AND MEANS OF COMMUNICATION WITH FIRE, MEDICAL AND OTHER EMERGENCY SERVICES.

2.7 EMERGENCY PROCEDURES

2.7.1 THE MASTER OF A VESSEL CARRYING DANGEROUS GOODS UNDERWAY IN THE PORT SHALL ENSURE THAT A RADIO LISTENING MONITOR IS KEPT ON THE FREQUENCY PUBLISHED BY THE PORT MANAGEMENT.

2.7.2 THE MASTER SHALL ENSURE THAT FULL WRITTEN INFORMATION ON THE QUANTITY, CORRECT TECHNICAL NAME, CLASSIFICATION AND STOWAGE OF ALL DANGEROUS GOODS ON BOARD THE VESSEL (INCLUDING THE MEASURES TO DEAL WITH ACCIDENTS) IS IN THE POSSESSION OF THE DUTY OFFICER AND BERTH OPERATOR AND IS AVAILABLE FOR USE BY THE EMERGENCY SERVICES.

2.7.3 THE PORT MANAGEMENT SHALL COORDINATE ALL SERVICES IN THE EVENT OF A MAJOR EMERGENCY AND SHALL DESIGNATE RESPONSIBILITY FOR DEALING WITH MINOR EMERGENCIES, LEAKS, SPILLAGES OR SHIFTING OF DANGEROUS GOODS.

2.7.4 ANYONE OBSERVING AN IMMINENT OR ACTUAL LEAKAGE, SPILLAGE, INCIDENT OR ACCIDENT RELATING TO OR INVOLVING DANGEROUS GOODS WHETHER OR NOT IT IS ENDANGERING LIFE OR PROPERTY WITHIN THE PORT AREA, SHALL REPORT THE SAME TO THE PORT MANAGEMENT. THIS OBLIGATION SHALL NOT RELIEVE THE INDIVIDUAL OF THE DUTY TO TAKE IMMEDIATE SAFETY PRECAUTIONS.

2.7.5 ATTENTION IS DRAWN TO "EMERGENCY PRECAUTIONS" IN PART 1 ITEM 7.9. OF THESE RULES AND REGULATIONS CONCERNING IMDG CODE SPECIAL APPENDIX.

2.8 FIRE FIGHTING

2.8.1 BEFORE DISCHARGING OR LOADING DANGEROUS GOODS COMMENCES, THE MASTER AND PORT MANAGEMENT SHALL JOINTLY AGREE ON THE PRECAUTIONS AND PROCEDURES IN THE EVENT OF FIRE OR EMERGENCY. ATTENTION IS DRAWN TO "FIRE ON VESSELS" IN PART I, CHAPTER 7 AND ESPECIALLY TO THE "NO SMOKING" NOTICES.

2.8.2 THE FIRE WATCHMAN ON DUTY SHALL BE INFORMED WHETHER OR NOT WATER MAY BE USED IN THE EVENT OF A FIRE IN THE PARTICULAR CARGO.

2.8.3 THE BERTH OPERATOR SHALL ENSURE THAT THE ABILITY TO REACH VESSELS AND BERTHS WITH FULL ACCESS IS MAINTAINED AT ALL TIMES FOR THE EMERGENCY SERVICES.

2.8.4 DANGEROUS GOODS SHALL ONLY BE STORED IN SPECIAL SEGREGATED AREAS ACCORDING TO THEIR CLASSIFICATION AND TYPE.

2.8.5 ALL AREAS USED FOR HANDLING AND STORAGE OF DANGEROUS GOODS SHALL BE KEPT CLEAN AND TIDY. NOBODY IS ALLOWED TO ENTER EXCEPT THOSE AUTHORIZED.

2.9 UNAUTHORIZED PERSONS

2.9.1 A GUARD SHALL BE POSTED AT THE GANGWAY OF A VESSEL CARRYING DANGEROUS GOODS TO PREVENT ACCESS OF ANY UNAUTHORIZED PERSON. ONLY AUTHORIZED PERSONS, PERSONS NECESSARY FOR THE DISPATCH OF THE VESSEL AND CREW ARE ALLOWED ON BOARD.

2.9.2 WHEN DISCHARGING OR LOADING OPERATIONS ARE BEING CARRIED OUT AT ANY QUAY, PIER OR JETTY, TEMPORARY BARRIERS ARE TO BE SET UP AND THE ENTRY OF UNAUTHORIZED PERSONS INTO THE WORKING AREA IS FORBIDDEN.

2.10 INSPECTION

2.10.1 PRIOR TO UNLOADING OF DANGEROUS GOODS FROM ANY VESSEL OR VEHICLE, THE GOODS ARE TO BE INSPECTED BY AN AUTHORIZED, COMPETENT PERSON OF THE PORT TO ENSURE THAT THE PACKAGING IS INTACT AND THAT THE DETAILED CARDS NEEDED ARE IN ACCORDANCE WITH THE IMDG CODE.

2.10.2 THE INSPECTIONS SHALL INCLUDE A SCRUTINY OF CARGO DOCUMENTS AND CERTIFICATES RELATING TO THE DANGEROUS GOODS. ANY CONTRADICTION IN DATA MUST BE REPORTED AND DISCHARGING MUST BE STOPPED IF IT IS NECESSARY.

2.11 HANDLING OF DANGEROUS GOODS

2.11.1 IN ADDITION TO THE REGULATIONS ON CARGO HANDLING IN CHAPTER 8 OF PART I, VESSELS' MASTERS AND BERTH OPERATORS, ACCORDING TO THEIR RESPECTIVE DUTIES, SHALL APPOINT A RESPONSIBLE AND TRAINED PERSON TO SUPERVISE HANDLING AND STOWAGE OF DANGEROUS GOODS BEFORE STARTING WORK.

2.11.2 NO DANGEROUS GOODS SHALL BE DISCHARGED OR LOADED WITHOUT THE PERMISSION OF THE PORT MANAGEMENT, WHO SHALL SPECIFY THE TIME OF COMMENCEMENT OF OPERATIONS.

2.11.3 THE MASTERS OF VESSELS AND BERTH OPERATORS SHALL ENSURE THAT PERSONNEL INVOLVED IN THE HANDLING OR STOWING OF DANGEROUS GOODS ARE TRAINED TO A LEVEL COMMENSURATE WITH THEIR RESPECTIVE DUTIES.

2.12 SAFETY OF PERSONNEL

2.12.1 THE VESSEL'S MASTER AND BERTH OPERATOR SHALL STOP CARGO HANDLING TEMPORARILY IN THE EVENT OF IMMINENT DANGER TO PERSONS OR ASSETS.

2.12.2 ANYONE NOTICING ANYTHING UNUSUAL OR RISKY SHALL IMMEDIATELY REPORT SAME TO THE PERSON IN CHARGE OF THE OPERATION.

2.12.3 THERE SHALL BE NO ADMITTANCE TO ANY HOLD OR CARGO COMPARTMENT CONTAINING

DANGEROUS GOODS LIABLE TO GIVE OFF INFLAMMABLE OR TOXIC GASES UNTIL THE VESSEL'S MASTER, OR THOSE WORKING ON THEIR BEHALF OPEN THE HOLDS IN WHICH CARGO IS STOWED FOR VENTILATING AND DECLARE THAT SUCH HOLDS OR CARGO COMPARTMENTS ARE SAFE. GAS-TESTING EQUIPMENT DESIGNATED FOR THE PARTICULAR GASES MAY BE USED TO ENSURE SAFETY AND MEASURE OXYGEN CONTENT INSTEAD OF OR IN ADDITION TO VENTILATION.

2.12.4 IN AN EMERGENCY, PROTECTIVE CLOTHING SHALL BE WORN BEFORE ENTERING ANY HOLD OR CARGO COMPARTMENT CONTAINING DANGEROUS GOODS. IF BREATHING APPARATUS IS REQUIRED, ONLY PERSONS TRAINED IN THE USE THEREOF SHALL BE ALLOWED TO ENTER THE HOLD OR CARGO COMPARTMENT.

2.12.5 ANYONE INVOLVED IN HANDLING DANGEROUS GOODS WHICH PRESENT A PARTICULAR HEALTH RISK OR DANGER OF BODILY INJURY AS INDICATED IN THE IMDG CODE, SHALL BE PROVIDED WITH APPROPRIATE PROTECTIVE CLOTHING EQUIPMENT.

2.13. WEATHER CONDITIONS

2.13.1 THE MASTER AND THE BERTH OPERATOR WITHIN THEIR RESPECTIVE AREAS OF RESPONSIBILITY SHALL NOT PERMIT DANGEROUS GOODS TO BE HANDLED IN WEATHER CONDITIONS LIKELY TO SERIOUSLY INCREASE THE HAZARDS PRESENTED BY SUCH GOODS.

2.14 LIMITATION OF QUANTITIES

2.14.1 THE VESSELS' MASTERS OR AGENTS (UNLESS THE VESSELS ARE FOR SPECIAL PURPOSES AND AUTHORIZED BY INTERNATIONAL MARITIME ORGANIZATION) SHALL ENSURE THAT NOT MORE THAN THE QUANTITIES MENTIONED BELOW ARE ON BOARD THEIR VESSELS WHEN DANGEROUS GOODS ARE LOADED.

IMDG CLASS	TYPE	MAXIMUM QUANTITIES FOR EVERY TRANSIT VESSEL
1	EXPLOSIVES	25 TONNES.
2-1/2-3	FLAMMABLE TOXIC GASES.	150 TONNES.
2-2	INFLAMMABLE GASES	UNLIMITED PROVIDED VESSEL CARRIES ONLY ONE CLASS.
3-1	FLAMMABLE LIQUIDS	200 TONNES.
3-2	FLAMMABLE LIQUIDS	400 TONNES.
3-3	FLAMMABLE LIQUIDS	UNLIMITED.
4-1	FLAMMABLE SOLID	UNLIMITED.

	MATERIALS	
4-2	SPONTANEOUS COMBUSTIBLE MATERIALS	UNLIMITED. (ONLY 200 TONNES DISCHARGE)
4-3	MATERIALS DANGEROUS WHEN EXPOSED TO HEAT	200 TONNES.
5-1	OXIDE SUBSTANCES	250 TONNES
5-2	PEROXIDE MATERIALS	50 TONNES
6-1	TOXIC SUBSTANCES	UNLIMITED.
7	RADIATED SUBSTANCES	ACCORDING TO IMDG CODE AND THESE RULES AND REGULATIONS UNLIMITED.
8	CORROSIVE SUBSTANCES	UNLIMITED.
9	OTHER VARIED SUBSTANCES	UNLIMITED.

THE PORT MANAGEMENT RESERVES THE RIGHT TO AMEND THESE QUANTITIES AND TO IMPOSE QUANTITY LIMITATIONS ON OTHER IMDG CLASSES.

2.14.2 VESSELS WHICH HAVE BUILT ACCORDING TO IMDG CODE WILL BE EXEMPTED FROM THE PURPOSE OF LOADING THESE MATERIALS IN BULK FROM THE RESTRICTIONS OF THE CLASS 2.3.5.1 (EXCEPT AMONIUM CARGO WHICH SHOULD BE SECURED PRIOR TO AN APPROVAL OF PORT MANAGEMENT).

2.15 STORAGE OF DANGEROUS GOODS

2.15.1 DANGEROUS GOODS RECEIVED IN THE PORT SHALL BE CLEARED OR SHIPPED WITHIN THE SAME DAY UNLESS OTHERWISE PERMITTED BY THE PORT MANAGEMENT.

2.15.2 STORAGE AREAS FOR DANGEROUS GOODS IN THE PORT SET ASIDE BY THE PORT MANAGEMENT SHALL BE SUITABLY DESIGNATED BY CONSPICUOUSLY DISPLAYED NOTICES. SHEDS, SHELTERED AND OPEN STORAGE AREAS SHALL BE PROTECTED AGAINST UNAUTHORIZED ENTRY.

2.15.3 STORAGE AREAS SHALL BE SUBJECT TO CONSTANT SUPERVISION AND INSPECTION FOR

SIGNS OF LEAKAGE, SPILLAGE, DAMAGE OR ANY OTHER IRREGULARITY.

2.15.4 THE IMDG CODE SHALL BE USED TO PROVIDE THE NECESSARY RULES FOR SEGREGATION OF CARGO, METHODS OF STORAGE AND ANY LIMITS REQUIRED ON WEIGHT OR NUMBER OR PACKAGES.

2.16 VEHICLES

2.16.1 WITHIN THE PORT, ALL VEHICLES USED FOR FEEDER SERVICES, WHETHER TRAVELLING BY ROAD OR RAIL, SHALL OBSERVE THE SAFETY WEIGHT LIMITS, AND DISPLAY THE APPROPRIATE IMDG CODE WARNING LABELS.

2.16.2 ALL SUCH VEHICLES SHALL BE CLEAN AND FIT FOR THE PURPOSE FOR WHICH THEY ARE TO BE USED.

2.16.3 ALL DRIVERS OF SUCH VEHICLES SHALL BE AWARE OF THE INHERENT RISKS OF THE DANGEROUS GOODS CARRIED AND WHAT STEPS SHOULD BE TAKEN IN AN EMERGENCY.

2.17 HARBOUR CRAFT

2.17.1 STOWAGE OF DANGEROUS GOODS IN HARBOUR CRAFT SHALL CONFORM TO THE IMDG CODE GENERAL SEGREGATION TABLE. EACH CRAFT SHALL BE SUPPLIED WITH A DANGEROUS CARGO LIST.

2.17.2 IN ADDITION TO THE WARNING SIGNALS, HARBOUR CRAFT MAY NEED TO ADOPT THE IMDG CODE FOR LABELLING.

2.17.3 A COMPETENT PERSON SHALL BE APPOINTED TO ATTEND AND KEEP WATCH OVER THE CARGO CONSTANTLY, WHERE REQUIRED UNDER THE IMDG CODE. SUCH PERSON SHALL NOT HAVE CHARGE OF MORE THAN ONE CRAFT.

REGULATIONS FOR PORT SAFETY

CHAPTER 3

SPECIAL SAFETY REGULATIONS PERTAINING TO TANKERS

3.1 APPLICATION

3.2 RESPONSIBILITIES.

3.3 ADDITIONAL DEFINITIONS.

3.4 CLASSIFICATION AND OTHER CERTIFICATES.

3.5 ARRIVAL.

3.6 PORT ENTRY.

3.7 BERTHING.

3.8 FIRE PRECAUTIONS.

3.9 EMERGENCY PLAN.

3.10 LOADING/DISCHARGING PLAN.

3.11 PRECAUTIONS BEFORE CARGO HANDLING.

3.12 LOADING OF CARGO.

3.13 SUPERVISION.

3.14 INCIDENTS.

3.15 BALLAST AND SLOPS.

3.16 TANK CLEANING AND GAS-FREEING.

3.17 SPECIAL PURPOSE TANKERS.

3.18 SUPPLY OF BUNKER FUEL.

3.19 SUPPLY OF BUNKER FUEL PROHIBITED.

3.20 BUNKER FUEL SUPPLY REGISTER.

3.21 SAFETY CHECK LIST.

3.22 RECOMMENDATIONS CONCERNING CRUDE OIL CONTAINING HYDROGEN SULPHIDE.

3.1 APPLICATION

3.1.1 THIS CHAPTER SHALL APPLY TO ALL COMMERCIAL PORTS BELONGING TO THE YEMENI PORTS CORPORATIONS AND ALL VESSEL TANKERS ENTERING ANY OF THOSE PORT. IT DOES NOT APPLY TO ANY OF THE SPECIALIZED PORTS, OFFSHORE OIL AND GAS TERMINALS SUPERVISED BY THE MARITIME AFFAIRS AUTHORITY, OR TO ANY TANKER WHILE BEING THEREIN.

3.1.2 ALL VESSELS CARRYING LIQUID HAZARDOUS MATERIALS IN TANKS FORMING A STRUCTURAL PART OF THE VESSEL, ALL VESSELS HAVING CARRIED SUCH CARGOES AND ARE NOT CLEAN OR EMPTY AND THE SHORE TERMINALS FOR HANDLING SUCH MATERIALS SHALL, AS APPLICABLE, BE SUBJECT TO THE REGULATIONS CONTAINED IN PARTS 1 AND 2 OF THESE RULES AND REGULATIONS, AND ALSO TO THE FOLLOWING SPECIAL REGULATIONS.

3.1.3 ALL VESSELS (TANKERS) MENTIONED IN THE TWO PRECEDING PARAGRAPHS SHALL BE SUBJECT TO THE REGULATIONS OF THE INTERNATIONAL CONVENTIONS AND TO THOSE OF THE COMPETENT MARITIME AUTHORITY.

3.2 RESPONSIBILITIES

3.2.1 THE MASTER OF THE VESSEL AND THE TERMINAL OPERATOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THESE REGULATIONS ACCORDING TO THEIR RESPECTIVE DUTIES, HAVING DUE REGARD TO ANY OTHER INTERNATIONAL OR TECHNICAL INSTRUCTIONS CONCERNING THE VESSEL, CARGO OR THEIR HANDLING.

3.2.2 RECOMMENDATIONS CONCERNING THE HAZARDS OF CRUDE OIL CONTAINING HYDROGEN SULPHIDE.

3.3 ADDITIONAL DEFINITIONS

3.3.1 TANKER

MEANS A VESSEL DESIGNATED TO CARRY LIQUID CARGO IN BULK IN TANKS FORMING A STRUCTURAL PART OF THE VESSEL INCLUDING A COMBINATION CARRIER WHEN BEING USED FOR THIS PURPOSE.

3.3.2 TANKER TERMINAL

MEANS A PLACE WHERE TANKERS ARE BERTHED OR MOORED FOR THE PURPOSE OF LOADING OR DISCHARGING LIQUID HAZARDOUS MATERIALS.

3.3.3 FLAMMABLE

MEANS A MATERIAL CAPABLE OF BEING IGNITED AND OF BURNING. FOR THE PURPOSES OF THIS GUIDE THE TERMS "FLAMMABLE" AND "COMBUSTIBLE" ARE SYNONYMOUS.

3.3.4 APPROVED EQUIPMENT

MEANS EQUIPMENT OF A DESIGN THAT HAS BEEN TESTED AND CERTIFIED FOR USE UNDER GIVEN HAZARDOUS CONDITIONS AND APPROVED BY AN APPROPRIATE AUTHORITY. THE AUTHORITY SHOULD HAVE CERTIFIED THE EQUIPMENT AS SAFE FOR USE IN A SPECIFIED HAZARDOUS ATMOSPHERE.

3.3.5 SPONTANEOUS COMBUSTION

MEANS THE IGNITION OF MATERIAL BROUGHT ABOUT BY A HEAT PRODUCING (EXOTHERMIC) CHEMICAL REACTION WITHIN THE MATERIAL ITSELF WITHOUT EXPOSURE TO AN EXTERNAL SOURCE OF IGNITION.

3.3.6 SELF-IGNITION

MEANS THE IGNITION OF COMBUSTIBLE MATERIAL, WITHOUT INITIATION BY SPARK OR FLAME, WHEN THE MATERIAL HAS BEEN RAISED TO A TEMPERATURE AT WHICH SELF-SUSTAINING COMBUSTION OCCURS.

3.3.7 VOLATILE CARGO

MEANS CARGO HAVING A FLASH POINT BELOW 60 DEGREE CENTIGRADE (140 DEG. FARANHEAT) AS DETERMINED BY THE CLOSED CUP METHOD OF TEST.

3.3.8 ULLAGE

MEANS THE AMOUNT THAT A PARTIALLY FILLED TANK LACKS BEING FULL.

3.3.9 ULLAGE PORT

MEANS THE OPENING IN THE TANK LID TO TAKE THE ULLAGE.

3.3.10 GAUZE SCREEN

MEANS A PORTABLE OR FITTED DEVICE INCORPORATING ONE OR MORE CORROSION RESISTANT WIRE WOVEN FABRICS OF VERY SMALL MESH USED FOR PREVENTING SPARKS FROM ENTERING A TANK OR VENT OPENING, OR, FOR A SHORT TIME, PREVENTING THE PASSAGE OF FLAME. FOR THE PURPOSES OF THIS GUIDE THE TERMS "GAUZE SCREEN" AND "FLAME SCREEN" ARE SYNONYMOUS.

3.4 CLASSIFICATION AND OTHER CERTIFICATES

3.4.1 ALL TANKERS ENTERING ANY OF THE PORTS UNDER THESE RULES AND REGULATIONS SHALL BE FULLY CLASSED 100 A-1 OR THE EQUIVALENT OF A RECOGNIZED CLASSIFICATION SOCIETY APPROVED BY THE COMPETENT MARITIME AUTHORITY. ALL TANKERS MUST COMPLY WITH THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974 (EFFECTIVE MAY 1980) AND ITS AMENDMENTS.

3.4.2 THE CONSTRUCTION OF ANY VESSEL CARRYING DANGEROUS CHEMICALS OR LIQUEFIED GASES SHALL COMPLY WITH THE IMO CODE FOR THE CONSTRUCTION OF SUCH VESSELS.

3.4.3 ALL FOREIGN TANKERS REFERRED TO IN THE TWO PRECEDING PARAGRAPHS WHICH ARE OPERATING WITHIN THE YEMENI PORTS SHALL OBTAIN AN OPERATION PERMIT FROM THE COMPETENT MARITIME AUTHORITY; IN ADDITION TO THE CERTIFICATES AND OTHER DOCUMENTS THEY HAVE TO HAVE ONBOARD ACCORDING TO THE INTERNATIONAL CONVENTIONS.

3.5 ARRIVAL

3.5.1 THE MASTER OF ANY TANKER OR THE SHIP'S AGENT SHALL GIVE NOTICE OF INTENDED ARRIVAL AS FAR IN ADVANCE AS IS PRACTICABLE TO THE PORT MANAGEMENT STATING:

A) THE ESTIMATED TIME OF ARRIVAL;

B) THE QUANTITY AND NATURE OF CARGO TO BE DISCHARGED OR LOADED;

C) THE FLASH POINT OF ANY CARGO TO BE DISCHARGED;

D) ANY OTHER RELEVANT INFORMATION CONCERNING SPECIAL CONDITIONS, DIFFICULTIES, DEFECTIVE EQUIPMENT OR GEAR WHICH COULD CREATE SPECIAL HAZARDS WHEN MOORING AND UNMOORING OR HANDLING THE CARGO;

E) IF THE VESSEL IS EMPTY BUT IN BALLAST, IT MUST BE STATED WHETHER GAS FREE OR NOT, OR IN AN INERT CONDITION.

3.6 PORT ENTRY

3.6.1 NO TANKER SHALL ENTER A PORT UNDER THE JURISDICTION OF THE CONCERNED AUTHORITY WITHOUT EXPRESS PERMISSION OF THE PORT MANAGEMENT.

3.6.2 SIGNALS

3.6.2.1 THE VESSEL SHALL DISPLAY THE APPROPRIATE WARNING FLAG OR LIGHTS UPON ENTERING THE PORT.

3.6.3 TUG ASSISTANCE

3.6.3.1 NO TUG SHALL COME ALONGSIDE TO ASSIST A TANKER TO BERTH UNTIL ALL CARGO AND BALLAST WATER TANKS AND ULLAGE AND SIGHTING PORTS HAVE BEEN CLOSED UNLESS THE CARGO TANKS ARE GAS-FREE.

3.7 BERTHING

3.7.1 NO TANKER SHALL DROP ANCHOR WITHIN THE PORT OR BERTH AT ANY PLACE OTHER THAN THAT ALLOCATED BY THE PORT MANAGEMENT.

3.7.2 IF REQUIRED, THE PORT MANAGEMENT SHALL INDICATE THE MINIMUM SAFE DISTANCE TO BE KEPT BETWEEN A TANKER AND ANY OTHER VESSEL AT ANCHOR OR AT BERTH.

3.7.3 NO CRAFT SHALL COME ALONGSIDE A TANKER WITHOUT PERMISSION OF THE TERMINAL OPERATOR OR PORT MANAGEMENT FOLLOWING A PRIOR COORDINATION WITH THE PORT SECURITY AGENCY. SUCH CRAFT SHALL COMPLY WITH SAFETY PRECAUTIONS TO PREVENT ALL SOURCES OF IGNITION AND SHALL SUPPLY PROPER FENDERING.

3.7.4 MOORING AND UNMOORING

3.7.4.1 THE MASTER SHALL BE RESPONSIBLE FOR THE SAFE MOORING OF THE VESSEL.

3.7.4.2 THE MASTER SHALL ENSURE THAT THE FULL ENGINE POWER SHALL BE AVAILABLE FOR MANOEUVRING IN AND OUT OF BERTH. MANOEUVRES WITH OTHER THAN FULL ENGINE POWER AVAILABLE SHALL ONLY BE PERFORMED WITH THE CONSENT OF THE PORT MANAGEMENT.

3.7.4.3 THE PORT MANAGEMENT MAY DECLINE TO MOOR A TANKER WITH UNSATISFACTORY MOORING EQUIPMENT.

3.7.4.4 THE MOORINGS SHOULD BE REGULARLY MONITORED BY THE OFFICER ON DUTY ON BOARD AND BY A COMPETENT PERSON FROM THE SHORE. TENSION WINCHES ON THE VESSEL SHALL BE ON MANUAL BRAKE.

3.7.4.5 UPON COMPLETION OF LOADING OR DISCHARGING AND THE DISCONNECTION OF HOSES, THE VESSEL WILL BE UNMOORED AND, IF USING EARLY DEPARTURE PROCEDURES, THE MASTER SHOULD MAKE READY TO DEPART AS SOON AS POSSIBLE. OTHERWISE, VESSELS ARE TO AWAIT CARGO AND PORT CLEARANCE DOCUMENTS WHILE LYING IN STREAM.

3.7.4.6 WHEN THE ASSISTANCE OF HARBOUR CRAFT IS PROVIDED, THE CRAFT, MASTER AND CREW THEREOF SHALL, IN THE PERFORMANCE OF SUCH SERVICES AS THEY RENDER TO THE VESSEL, BECOME AND BE DEEMED TO BE THE AGENTS AND SERVANTS OF THE OWNERS AND/OR CHARTERERS OF THE VESSEL ASSISTED. THE PORT MANAGEMENT SHALL NOT BE RESPONSIBLE AND SHALL BE HELD HARMLESS FROM ALL LIABILITY FOR ANY DAMAGE THAT MAY BE DONE BY OR TO THE CRAFT OR ITS CREW WHILE ASSISTING ANOTHER VESSEL, WHETHER OCCASIONED BY ANY ACT OF OMISSION OF THE CRAFT OR ITS CREW OR BY ANY DEFECT OR INADEQUACY OF THE CRAFT OR THE CRAFT'S MACHINERY OR GEAR. THIS SHALL NOT GIVE THE TANKER'S MASTER THE RIGHT TO DETAIN SUCH CRAFT FOR DUTIES OTHER THAN MOORING, UNMOORING OR HOSE WORK NOR SHALL THIS PREVENT THE CRAFT FROM BEING REASSIGNED DURING MOORING, UNMOORING OR HOSE WORK.

3.7.5 HOSES

3.7.5.1 NO HOSE FOR LOADING OR DISCHARGING SHALL BE CONNECTED UNTIL SAFE MOORING HAS BEEN SECURED.

3.7.5.2 THE TERMINAL OPERATOR SHALL SUPERVISE THE CONNECTING AND DISCONNECTING OF CARGO AND BUNKER HOSES BY THE TANKER'S CREW. THE LOADING OR DISCHARGING OPERATION SHALL BE PERFORMED TO THE COMPLETE SATISFACTION OF THE TERMINAL OPERATOR.

3.7.5.3 THE MASTER SHALL INSPECT AND ENSURE TO HIS SATISFACTION THAT CARGO LOADING HOSES OR ARMS ARE IN GOOD CONDITION AND NON-CONDUCTIVE TO STATIC ELECTRICITY.

3.7.5.4 THE MASTER SHALL ENSURE THAT THE OIL LOADING LINE CONNECTION BETWEEN THE SHORE AND THE VESSEL IS INSPECTED AND IS MADE TO HIS SATISFACTION.

3.7.6 AUTHORIZED PERSON

3.7.6.1 THE MASTER SHALL PERMIT INSPECTORS OF THE COMPETENT MARITIME AUTHORITY TO COME ON BOARD AT ANY TIME WHILE IN PORT TO INSPECT THE STATE OF THE VESSEL, ITS TANKS AND THE CONDITION OF THE CARGO, THE VESSEL'S DOCUMENTS AND PAPERS REQUIRED AND LISTED IN PART 1 OF THESE REGULATIONS (INCLUDING THE OIL REGISTER), AND TO ASCERTAIN WHETHER THESE SAFETY REGULATIONS ARE BEING OBSERVED.

3.8 FIRE PRECAUTIONS

3.8.1 ALL PROPER PRECAUTIONS SHALL BE TAKEN ON A TANKER FOR THE PREVENTION OF ACCIDENTS BY FIRE OR EXPLOSION.

3.8.2 THE MASTER OF A VESSEL SHALL BE RESPONSIBLE FOR ENSURING THAT ALL STEPS ARE TAKEN TO AVOID RISK OF IGNITION IN ANY CARGO COMPARTMENT, PUMP ROOM, DECK SPACE OR WHERE CONCENTRATION OF FLAMMABLE GAS MAY BE EXPECTED. ALL PRACTICABLE STEPS SHALL ALSO BE TAKEN TO AVOID THE FORMATION OF SUCH FLAMMABLE GAS CONCENTRATIONS BY CLOSING TANK AND ULLAGE PORTS OR BY ANY OTHER MEANS AT HIS DISPOSAL.

3.8.3 THE PROHIBITION OF SMOKING, USE OF NAKED LIGHTS, AND CARRYING OF MATCHES OR LIGHTERS ON THE PERSON SHALL BE RIGOROUSLY ENFORCED BOTH ON BOARD AND ASHORE IN HAZARDOUS AREA WHICH ARE TO BE CLEARLY MARKED. DANGER WARNING SIGNS AND NO SMOKING SIGNS SHALL BE PROMINENTLY DISPLAYED, WRITTEN IN ENGLISH AND ARABIC, AND ADEQUATELY ILLUMINATED BY NIGHT. SHIP'S FIRE SAFETY ORDERS SHALL BE FULLY OBSERVED, PARTICULARLY IN RESPECT OF LIVING ACCOMMODATION AND QUARTERS, BY BOTH SHIP AND ANY SHORE PERSONNEL AUTHORIZED TO COME TO ABOARD. NO GALLEY FIRES SHALL BE USED WITHOUT PERMISSION IN WRITING FROM THE TERMINAL OPERATOR.

3.8.4 FIRE FIGHTING EQUIPMENT

3.8.3.1 FIRE FIGHTING EQUIPMENT BOTH ON BOARD AND ASHORE SHALL BE KEPT READY FOR IMMEDIATE USE AT ALL TIMES WHILE THE VESSEL IS AT THE BERTH. VESSEL'S FIRE HOSE WILL BE UNCOILED AND LAID OUT, ONE FORWARD AND ONE AFT, UNLESS VESSEL'S MONITORS CAN BE SUBSTITUTED FOR THIS REQUIREMENT.

3.8.5 ELECTRICAL EQUIPMENT

3.8.5.1 ALL ELECTRICAL EQUIPMENT BOTH FIXED AND PORTABLE USED ON BOARD AND ASHORE SHALL BE OF AN APPROVED TYPE. PORTABLE EQUIPMENT SHALL BE CAREFULLY EXAMINED FOR POSSIBLE DEFECTS BEFORE BEING USED. POWER CABLES TO PORTABLE EQUIPMENT SHALL BE OF AN APPROVED STANDARD AND BE DISCONNECTED BEFORE COMMENCEMENT OF HANDLING OPERATIONS.

3.8.6 RADIO EQUIPMENT

3.8.6.1 PORT RULES AND CONCERNING USE OF RADIO VHF EQUIPMENT SHALL BE CAREFULLY OBSERVED (PART 1, 6.13 AND PART 2).

3.8.6.2 PORTABLE VHF AND UHF RADIO SETS SHALL NOT BE USED ON DECK DURING CARGO HANDLING UNLESS SPECIFICALLY PERMITTED BY THE PORT MANAGEMENT.

3.8.7 RISK OF SPARKS

3.8.7.1 THE FUNNEL OF A TANKER SHALL BE FITTED WITH SPARK ARRESTORS, FAILING WHICH EVERY PRECAUTION SHALL BE TAKEN TO PREVENT SPARKS ESCAPING FROM THE FUNNEL.

3.8.7.2 NO REPAIR OR MAINTENANCE WORK OF ANY KIND INVOLVING THE RISK OF SPARKS OR OTHER MEANS OF IGNITION SHALL BE UNDERTAKEN ON A TANKER AT THE BERTH WITHOUT WRITTEN PERMISSION OF THE PORT MANAGEMENT.

3.8.7.3 INSTRUMENTS MADE OF IRON, STEEL OR OTHER MATERIALS CAPABLE OF CAUSING SPARKS SHALL NOT BE USED FOR THE PURPOSE OF OPENING OR CLOSING THE HATCHES OF A HOLD OR THE LIDS, SCREW CAPS, ULLAGE PLUGS, SIGHTING PORT AND OTHER COVERINGS OF A TANK OR IN CONNECTION WITH ANY OF THE FOLLOWING OPERATIONS.

A) LOADING, DISCHARGING OR TRANSHIPPING HAZARDOUS MATERIALS FROM OR INTO A TANK;

B) CLEANING OR GAS-FREEING A TANK;

C) DISCHARGING OR LOADING BALLAST WATER FROM OR INTO A TANK.

3.8.8 SPONTANEOUS COMBUSTION

3.8.8.1 NO COTTON WASTE, RAGS, CANVAS, JUTE SACKING OR OTHER SIMILAR ABSORBENT MATERIAL SHALL BE STOWED OR LEFT LYING IN CLOSE PROXIMITY TO OIL OR OTHER MATERIAL LIABLE TO SPONTANEOUS COMBUSTION.

3.8.9 SELF-IGNITION

3.8.9.1 ALL MEASURES SHALL BE TAKEN TO PREVENT ANY PETROLEUM PRODUCT LIABLE TO SELF-IGNITION COMING INTO CONTACT WITH HOT SURFACES.

3.8.10 TO MAINTAIN THE VESSEL'S PROPULSION IN A CONDITION READY FOR USE (ENGINES AT THE READY)

3.8.10.1 WHILE THE TANKER IS BERTHED AT A TERMINAL, THE MAIN ENGINES AND ALL OTHER MACHINERY ESSENTIAL FOR MANOEUVRING SHALL BE MAINTAINED AT THE READY. ALL NAVIGATIONAL EQUIPMENT SHALL BE TESTED PRIOR TO SAILING, OR SHIFTING TO ANOTHER BERTH OR ANCHORAGE.

3.8.11 EMERGENCY TOWING-OFF WIRES

3.8.11.1 TOWING-OFF WIRES OF ADEQUATE STRENGTH AND CONDITION MUST BE MADE FAST TO BOLLARDS ON THE TANKER. FORWARD AND AFT, AND THEIR EYES RUN OUT AND MAINTAINED AT OR ABOUT THE WATERLINE. THE WIRES MUST BE OVER THE OFFSHORE SIDE.

3.8.11.2 IN ORDER THAT SUFFICIENT WIRE CAN BE PUT OUT TO ENABLE THE TUGS TO TOW EFFECTIVELY, ENOUGH SLACK MUST BE RETAINED BETWEEN THE BOLLARD AND CHECK AND PREVENTED FROM RUNNING OUT BY A ROPEYARN OR OTHER EASILY BROKEN MEANS.

3.8.12 EARTHING

3.8.12.1 ALL CONNECTING PIPE LINES OR HOSES SHALL, WHILST RIGGED, BE ADEQUATELY AND CONTINUOUSLY EARTHED AND KEPT CONSTANTLY UNDER SUPERVISION.

3.9 EMERGENCY PLAN

3.9.1 IMMEDIATELY ON ARRIVAL THE MASTER AND TERMINAL OPERATOR SHALL AGREE ON AN EMERGENCY PLAN WHICH WILL OUTLINE THE PROCEDURE AND RESPONSIBILITIES TO BE ADOPTED IN THE EVENT OF AN EMERGENCY. THE LOCATION AND MEANS OF SUMMONING SPECIALIST EMERGENCY SERVICES AND EQUIPMENT SHALL BE CLEARLY SET OUT.

3.10 LOADING/DISCHARGING PLAN

3.8.10.1 THE MASTER SHALL PROVIDE THE TERMINAL OPERATOR WITH THE FOLLOWING INFORMATION:

A/ PRIOR TO LOADING:

- A) DETAILS OF LAST CARGO CARRIED, METHOD OF TANK CLEANING (IF ANY) AND STATE OF THE CARGO TANKS AND LINES;
- B) MAXIMUM ACCEPTABLE LOADING RATES AND TOPPING UP RATES;
- C) MAXIMUM ACCEPTABLE PRESSURE AT THE SHIP/ShORE CARGO CONNECTION DURING LOADING.
- D) CARGO QUANTITIES ACCEPTABLE FROM THE TERMINAL NOMINATIONS;
- E) PROPOSED DISPOSITION OF NOMINATED CARGO AND PREFERRED ORDER OF LOADING;
- F) MAXIMUM ACCEPTABLE TRUE VAPOUR PRESSURE (WHERE APPLICABLE).
- G) MAXIMUM ACCEPTABLE CARGO TEMPERATURE (WHERE APPLICABLE);
- H) PROPOSED METHOD OF VENTING;
- I) DISPOSITION, COMPOSITION AND QUANTITIES OF BALLAST AND TIME REQUIRED FOR DISCHARGE;
- I) QUANTITY AND DISPOSITION OF SLOPS.

B/ PRIOR TO DISCHARGING:

- A) CARGO SPECIFICATIONS;
- B) FLASH POINTS (WHERE APPLICABLE) OF PRODUCTS AND THEIR TEMPERATURES UPON ARRIVAL PARTICULARLY WHEN THE CARGO IS NON-VOLATILE;
- C) CARGO QUANTITY OR QUANTITIES LOADED AND DISPOSITION IN SHIP'S TANKS;
- D) QUANTITY AND DISPOSITION OF SLOPS;
- E) ANY UNACCOUNTABLE CHANGES OF ULLAGES IN SHIP'S TANKS SINCE LOADING;
- F) WATER DIPS IN CARGO TANKS (WHERE APPLICABLE);
- G) PREFERRED ORDER OF DISCHARGE FROM SHIP'S TANKS;
- H) MAXIMUM ATTAINABLE DISCHARGE RATES AND PRESSURES.

3.10.2 THE TERMINAL OPERATOR SHALL PROVIDE THE MASTER OF THE VESSEL WITH THE FOLLOWING INFORMATION:

A/ PRIOR TO LOADING:

A) CARGO SPECIFICATIONS;

B) FLASH POINTS (WHERE APPLICABLE) OF PRODUCTS AND THEIR ESTIMATED LOADING TEMPERATURES, PARTICULARLY WHEN THE CARGO IS NON-VOLATILE;

C) NOMINATED QUANTITY OR QUANTITIES OF CARGO TO BE LOADED;

D) ANY OTHER LIMITATION;

E) EMERGENCY STOP PROCEDURE.

3.10.3 COMMUNICATION BETWEEN TERMINAL AND VESSEL

3.10.3.1 BEFORE LOADING OR DISCHARGING COMMENCES, A RELIABLE COMMUNICATION SYSTEM SHALL BE ESTABLISHED AND TESTED FOR CONTROL OF THE OPERATIONS. A SECONDARY STAND-BY SYSTEM SHOULD ALSO BE ESTABLISHED AND AGREED. ALLOWANCE SHOULD BE MADE FOR THE TIME REQUIRED FOR ACTION IN RESPONSE TO SIGNALS.

THESE SYSTEMS SHOULD INCLUDE SIGNALS FOR :

"STAND BY"

"START LOADING" OR "START DISCHARGING"

"SLOW DOWN"

"STOP LOADING" OR "STOP DISCHARGING"

"MAKE AN EMERGENCY STOP".

3.10.4 ON THE BASIS OF THE INFORMATION SO EXCHANGED A DETAILED LOADING/DISCHARGING PLAN SHALL BE AGREED BETWEEN THE VESSEL AND THE TERMINAL OPERATOR TO COVER THE FOLLOWING:

A) THE SEQUENCE IN WHICH SHIP'S TANKS ARE TO BE LOADED/DISCHARGED, TAKING INTO ACCOUNT:

I) SHIP AND SHORE TANK CHANGE OVER;

II) AVOIDANCE OF CONTAMINATION OF CARGO;

III) PIPELINES CLEARING FOR LOADING/DISCHARGING;

IV) OTHER MOVEMENTS OR OPERATIONS WHICH MAY AFFECT FLOW RATES;

V) LIMITING STRESSES AND TRIM OF THE TANKER.

B) THE INITIAL AND MAXIMUM LOADING/DISCHARGING RATES, TOPPING OFF RATES AND NORMAL STOPPING TIMES, HAVING REGARD TO:

I) THE NATURE OF CARGO TO BE LOADED;

II) THE ARRANGEMENT AND CAPACITY OF THE SHIP'S CARGO LINES AND GAS VENTING SYSTEM;

III) THE MAXIMUM ALLOWABLE PRESSURE AND FLOW RATE IN THE SHIP/ShORE HOSES OR LOADING ARMS;

IV) PRECAUTIONS TO AVOID ACCUMULATION OF STATIC ELECTRICITY;

V) ANY OTHER FLOW CONTROL LIMITATIONS;

C) THE METHOD OF TANK VENTING TO AVOID OR REDUCE GAS EMISSIONS AT DECK LEVEL, TAKING INTO ACCOUNT:

I) THE TRUE VAPOUR OF THE CARGO TO BE LOADED;

II) THE LOADING RATES;

III) ATMOSPHERIC CONDITIONS;

IV) EMERGENCY STOP PROCEDURES.

3.11 PRECAUTIONS BEFORE CARGO HANDLING

3.11.1 DOORS AND PORTS AMIDSHIP ACCOMMODATION

ALL EXTERNAL DOORS AND PORTS IN AMIDSHIPS ACCOMMODATION SHALL BE KEPT CLOSED DURING LOADING/DISCHARGING AND EVERY EFFORT SHALL BE MADE TO PREVENT ENTRY OF GAS INTO THIS ACCOMMODATION.

3.11.2 DOORS AND PORTS AFTER ACCOMMODATION

3.11.2.1 :

A) ALL DOORS, PORTS AND OPENING IN THE AFTER ACCOMMODATION THAT OVERLOOK THE CARGO LOADING/DISCHARGING DECK SHALL BE KEPT CLOSED;

B) PORTHOLES AND DOORS DOWNWIND OF LODING/DISCHARGING DECK WHICH MIGHT TAKE IN GAS SHALL BE CLSOED. IF REQUESTED BY THE TERMINAL OPERATOR SUCH OTHER ACTION AS IS NECESSARY SHALL BE TAKEN TO ENSURE THAT NO HYDROCARBON VAPOUR SHALL ENTER A HAZARDOUS AREA OF THE VESSEL.

3.11.3 VENTILATION

3.11.3.1 VENTILATORS SHALL BE KEPT SUITABLY TRIMMED AT ALL TIMES WITH REGARD TO TANK VENTS AND PREVAILING WIND CONDITIONS TO PREVENT ENTRY OF FLAMMABLE GAS.

3.11.4 CENTRAL AIR CONDITIONING INTAKES

3.11.3.1 ANY AIR CONDITIONING OR FRESH AIR INTAKES WHICH MIGHT TAKE IN GAS SHALL BE CLOSED. THAT

IS, INTAKES WITHIN THE RANGE OF GAS RELEASES FROM CARGO TANK OPENINGS AND/OR VENTING POINTS SHALL BE CLOSED.

3.11.5 WINDOW TYPE AIR CONDITIONING UNITS

3.11.5.1 ALL WINDOW TYPE AIR CONDITIONING UNITS SHALL BE KEPT DISCONNECTED DURING THE CARGO HANDLING OPERATIONS.

3.11.6 OPENINGS IN CARGO TANKS

3.11.6.1 DURING THE HANDLING OF HAZARDOUS MATERIALS LIABLE TO FAST EVAPORATION INTO TANKS NOT GAS-FREE, AND WHILE BALLASTING AFTER THE DISCHARGE OF VOLATILE CARGO, ALL CARGO TANK LIDS, ULLAGE PLUGS AND SIGHTING PORT SHOULD BE CLOSED AND SECURED.

3.11.6.2 TANK LIDS OF CARGO TANKS NOT GAS-FREE SHOULD NORMALLY BE KEPT CLOSED UNLESS GAS-FREEING IS DONE WITH PERMISSION OF THE PORT MANAGEMENT.

3.11.7 SIGHTING AND ULLAGE PORTS

3.11.7.1 DURING ANY OF THE CARGO AND BALLAST HANDLING OPERATIONS, SIGHTING AND ULLAGE PORTS SHOULD BE KEPT CLOSED WHEREVER POSSIBLE. WHEN OPEN FOR OPERATIONAL PURPOSES, THE OPENING SHOULD BE PROTECTED BY ANTI-SPARKING MATERIAL. THIS MATERIAL MUST BE KEPT CLEAN AND IN GOOD CONDITION.

3.11.8 CARGO TANK VENT OUTLETS

3.11.8.1 THE CARGO TANK VENTILATION SYSTEM MUST BE SET FOR THE OPERATIONS CONCERNED, AGREED AND SIGNED BY BOTH MASTER AND TERMINAL OPERATOR AND THE OUTLETS SHOULD BE PROTECTED BY ANTI-SPARKING MATERIAL.

3.11.9 CARGO SYSTEM ALARMS AND SAFETY TRIPS

3.11.9.1 ALL CARGO SYSTEM ALARMS AND SAFETY TRIPS SHOULD BE TESTED AND IN WORKING ORDER PRIOR TO CARGO HANDLING.

3.11.10 EQUIPMENT

3.11.10.1 ALL PIPES, VALVES, HOSES, AND OTHER APPARATUS, USED IN THE OPERATION SHALL BE SUITABLE FOR THE PURPOSE, IN GOOD CONDITION, AND AS FAR AS PRACTICABLE FREE FROM LEAKAGE, AND, WHEN NOT FORMING PART OF THE PERMANENT FITTINGS OF THE TANKER, SHALL WHILST RIGGED BE CAPABLE OF BEING DISCONNECTED WITHOUT DELAY.

3.11.10.2 BEFORE EITHER ROUTINE OR EMERGENCY DISCONNECTION OF THE COUPLINGS, THE HOSES OR ARMS SHOULD ALWAYS BE DRAINED, PURGED OR ISOLATED, AS APPROPRIATE, TO PREVENT OIL SPILLAGE.

3.11.10.3 PIPE LINES INCLUDING CARGO AND BUNKER CONNECTIONS, AND STERN DISCHARGE LINE IF FITTED, NOT IN USE SHALL BE SECURELY BLANKED OR ISOLATED AS APPROPRIATE.

3.11.10.4 BEFORE LOADING OR DISCHARGING ALL PIPELINE VALVES NOT IN USE SHALL BE CLOSED AND ALL DRIP PANS AND DECK SCUPPERS SHALL BE IN POSITION AND PLUGGED EXCEPT WHERE REFRIGERATED GASES OR CORROSIVES ARE BEING HANDLED WHEN THEY MAY BE KEPT OPEN PROVIDED THAT AMPLE SUPPLY OF WATER IS AVAILABLE.

3.11.10.5 SEA VALVES AND OVERBOARD DISCHARGE VALVES SHALL BE CLOSED, AND IF NECESSARY LASHED, AND MONITORED DURING CARGO OPERATIONS TO ENSURE THAT THERE IS NO OIL ESCAPE OR LEAK.

3.12 LOADING OF CARGO

3.12.1 THE FLOW OF CARGO SHALL BE CONTROLLED BY THE TERMINAL OPERATOR IN ACCORDANCE WITH THE

LOADING PLAN. TOPPING OFF SHALL BE EFFECTIVELY CONTROLLED TO PREVENT OVERFLOW OR DAMAGE TO PIPES, FITTINGS OR VALVES.

3.12.2 IF A STAND-BY PERIOD IS REQUIRED FOR SHUTTING OFF PUMPS THIS SHALL BE ESTABLISHED BEFORE LOADING COMMENCES.

3.13 SUPERVISION

3.13.1 THE MASTER SHALL ENSURE THAT THERE IS A RESPONSIBLE SHIP'S OFFICER AND SUFFICIENT CREW ON BOARD TO SUPERVISE CARGO OPERATIONS. THE TERMINAL OPERATOR SHALL ENSURE ADEQUATE SUPERVISION ASHORE AND MAINTAIN CLOSE COMMUNICATIONS WITH THE VESSEL.

3.14 INCIDENTS

3.13.1 ANY LEAK, SPILLAGE, INCIDENT OR ACCIDENT SHALL BE REPORTED IMMEDIATELY TO THE SENIOR OFFICER ON DUTY AND IF NECESSARY ALL OPERATIONS SHALL BE IMMEDIATELY STOPPED UNTIL APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN.

3.15 BALLAST AND SLOPS

3.15.1 THE MASTER OF A VESSEL SHALL ENSURE THAT NO CONTAMINATED BALLAST WATER OR CARGO SLOPS ARE DISCHARGED EXCEPT INTO AN APPROVED RECEPTION FACILITY.

IN THE ABSENCE OF SUCH FACILITIES, THE PORT MANAGEMENT IN SOME PORTS MAY ALLOW, FOLLOWING THE APPROVAL OF THE MARITIME AFFAIRS AUTHORITY, CHANGING THE CONTAMINATED WATER PROVIDED THE TOTAL HYDROCARBON IN THE COMPARTMENT DOES NOT EXCEED (8) EIGHT PARTS PER MILLION AND IT IS LIMITED TO (15) FIFTEEN PARTS OF A MILLION IN ONE COMPARTMENT.

3.15.2 THE VESSEL SHALL BE RESPONSIBLE FOR ANY AND ALL CLEANING COSTS IN THE EVENT OF RELEASE OF OIL OR OILY BALLAST WATER AT EITHER THE BERTH OR IN THE ANCHORAGE AREA.

3.16. TANK CLEANING AND GAS-FREEING

3.16.1 THE MASTER OF A VESSEL CARRYING OR HAVING CARRIED FLUID HAZARDOUS MATERIALS SHALL ENSURE THAT NO-GAS FREEING, TANK CLEANING (CRUDE OIL WASHING INCLUDED) OR PURGING WITH INERT GAS IS CARRIED OUT WITHIN THE PORT WITHOUT THE PERMISSION OF THE PORT MANAGEMENT, TERMINAL OPERATOR AND THE MARITIME AFFAIRS AUTHORITY, AND THEN ONLY AT SUCH BERTH OR PLACE AS MAY BE DESIGNATED.

3.17 SPECIAL PURPOSE TANKERS

3.17.1 CHEMICAL TANKERS

3.17.1.1 ADDITIONAL PRECAUTIONS SHALL BE TAKEN APPROPRIATE TO THE NATURE OF THE CARGO, PAYING SPECIAL ATTENTION TO SEGREGATION AND CONTAMINATION.

3.17.2 COMBINATION VESSELS

3.17.2.1 A COMBINATION VESSEL WHICH HAS CARRIED OIL AS HER LAST CARGO SHALL BE SUBJECT TO THE SPECIAL REGULATIONS FOR TANKERS UNLESS THE MASTER CAN PRODUCE EVIDENCE THAT THE TANKS ARE CLEAN AND GAS-FREE.

3.17.3 BUNKERING VESSELS

3.17.3.1 WHEN OPERATING, FUEL BUNKERING VESSELS SHALL BE PERMITTED BY THE COMPETENT MARITIME AUTHORITY ACCORDING TO THE APPLICABLE REGULATIONS AND BE SUBJECT TO THE SAME REGULATIONS THAT APPLY TO TANKERS.

3.18 SUPPLY OF BUNKER FUEL

3.18.1 BEFORE COMMENCEMENT OF DELIVERY OF BUNKERS A PLAN SHALL BE AGREED BETWEEN THE SUPPLIER AND RECIPIENT SHOWING:

- A) THE QUANTITY OF BUNKERS REQUIRED;
- B) THE TYPE AND QUALITY OF THE BUNKERS REQUIRED;
- C) THE MAXIMUM RATE OF PUMPING;
- D) THE STOPPING TIME TO AVOID OVERFLOW;
- E) THE SEQUENCES OF THE TANKS AND THE CHANGE OVER, IF REQUIRED.
- F) THE CONNECTIONS OF THE HOSES.
- G) THE SAFETY PRECAUTIONS.
- H) THE COMMUNICATIONS AND SIGNALS FOR THE BUNKERING OPERATIONS.

3.19 SUPPLY OF BUNKER PROHIBITED

3.19.1 THE SUPPLY OF BUNKERS IS PROHIBITED DURING:

- A) THE LOADING AND DISCHARGING OF DANGEROUS GOODS AND HAZARDOUS MATERIALS;
- B) THE EMBARKING AND DISEMBARKING OF PASSENGERS TO OR FROM PASSENGER VESSELS;
- C) THE LOADING AND DISCHARGING OPERATIONS OF TANKERS WITH VOLATILE CARGO.
- D) THE BALLASTING OPERATIONS OF TANKERS AFTER DISCHARGING A VOLATILE CARGO OR AT ANY TIME ON GAS TANKERS LOADED WITH LIQUEFIED GAS OF A TYPE WITH A LOW FLASH POINT.

3.20. BUNKER FUEL SUPPLY REGISTER

3.20.1 A VESSEL LICENCED BY THE COMPETENT MARITIME AUTHORITY TO SUPPLY BUNKER FUEL TO SHIPS IN PORT SHALL KEEP A REGISTER RECORDING:

- A) THE QUANTITY OF FUEL TAKEN ON BOARD THE BUNKERING CRAFT AND THE TIMES OF LOADING;
- B) THE QUANTITY OF FUEL SUPPLIED TO EACH SHIP AND THE TIMES OF THE OPERATION.
- C) THE NAME OF EVERY SHIP SUPPLIED WITH FUEL AND THE ANCHORAGE OR BERTH AT WHICH THE SHIP WAS SUPPLIED.

3.21 SAFETY CHECK LIST

3.21.1 THE MASTER OF A TANKER, BUNKER SUPPLY VESSEL OR VESSEL RECEIVING BUNKERS SHALL BE SUPPLIED WITH A SAFETY CHECK LIST AND NO OPERATIONS SHALL COMMENCE BEFORE ALL ITEMS HAVE BEEN CHECKED IN A JOINT INSPECTION WITH THE TERMINAL OPERATOR, AND DULY SIGNED BY BOTH PARTIES. ANY COSTS OR EXPENSES ARISING FROM DELAY CAUSED BY THE VESSEL NOT CONFORMING TO THESE REGULATIONS SHALL BE FOR ACCOUNT OF THE VESSEL.

3.21.2 THE SAFETY CHECK LIST SHOULD BE PRESENTED TO THE MASTER .

3.21.3 INERT CONDITION OF VESSEL'S TANKS

INERT GAS SUPPLIED TANKERS MAINTAIN THEIR TANKS IN ORDER TO BE INFLAMMABLE AS FOLLOWS:

3.21.3.1 CARGO TANKS ARE TO BE IN INERT CONDITION WHEN THEY CONTAINS SLOPS ON CONTAMINATED WATER TO KEEP THE OXYGEN CONTENT AT A LEVEL OF (8%) OR LESS IN VOLUME WITH A POSITIVE GAS PRESSURE IN ALL THE TANKS.

3.21.3.2 AIR IS ALLOWED TO ENTER THE TANKS BY CHANGING THE INERT CONDITION TO THE NORMAL WITHOUT PASSING THROUGH THE INFLAMMABLE CONDITION AND BECOMES FAS FREE PROVIDED IT IS

CLEANED BY INERT GAS FREE PROVIDED IT IS CLEANED BY INERT GAS IN ORDER FOR THE HYDROCARBON CONTENT OF THE TANK AIR TO BE BELOW THE HAZARDOUS LEVEL.

3.21.3.3 WHEN TANKERS ARE UNLOADING THE INERT GAS MUST BE PRESSURIZED INSIDE ITS TANKS. THIS MUST TAKE PLACE BEFORE LOADING THE NEW CARGO IN ORDER TO AVOID FLAMMABLE CONDITIONS "FLASHING PONT".

3.22 INSTRUCTIONS FOR MASTERS CONCERNING RISK DURING LOADING OF CRUDE OIL CONTAINING HYDROGEN SULPHIDE.

IMPORTANT NOTE:

PERSONS OVERCOME BY HYDROGEN SULPHIDE MUST BE PROMPTLY MOVED OUT OF THE GASEOUS AREA AND IMMEDIATELY GIVEN ARTIFICIAL RESPIRATION.

IF YOUR CARGO NOMINATION INCLUDES OIL CONTAINING MORE THAN 20 PART PER MILLION HYDROGEN SULPHIDE BY WEIGHT IN LIQUID, THE VAPOURS VENTED FROM THIS CARGO MIGHT CONTAIN LETHAL CONCENTRATIONS OF HYDROGEN SULPHIDE GAS. THIS HAZARD IS GREATEST WHILE TOPPING UP THE LAST TEN FEET OF ANY TANK.

IF THE INSTRUCTIONS FROM YOUR OWNERS DO NOT INCLUDE PROCEDURES FOR HANDLING HIGH H₂S CONTENT CRUDE OILS, WE OFFER THE FOLLOWING RECOMMENDATIONS TO LESSEN THE H₂S HAZARD ON BOARD YOUR SHIP

1. USE THE MAST VENTING SYSTEM, IF SO REQUIRED, TO VENT ALL VAPOURS.
2. PROVIDE A WATCHMAN WITH THE SOLE DUTY OF STANDING IN A SAFE PLACE TO OBSERVE EVERYONE WORKING ON DECK. THIS WATCHMAN SHOULD CARRY AN ATMOSPHERE SUPPLYING RESPIRATOR AND SHOULD BE TRAINED IN RESUSCITATION.
3. MAKE FREQUENT GAS TESTS FOR HYDROGEN SULPHIDE ON DECK, IN THE ACCOMMODATION AREA, THE ENGINE ROOM AND AT ALL INTAKES. RECOMMENDATIONS TO MASTER CONCERNING HAZARDS WHILE LOADING CRUDE OILS CONTAINING HYDROGEN SULPHIDE (PAGE 2).
3. IF A CONCENTRATION IN EXCESS OF 50 PARTS PER MILLION H₂S IN THE AIR IS FOUND IN ANY LOCATION MORE THAN TEN FEET FROM ANY VENT OR TANK OPENING, THE TERMINAL OPERATOR SHOULD BE NOTIFIED. FOR YOUR INFORMATION, TERMINAL PERSONNEL WILL STOP LOADING IMMEDIATELY IF CONCENTRATION OF HYDROGEN SULPHIDE IS GREATER THAN 50 PARTS PER MILLION IN THE AIR.
5. ENSURE THAT NO ONE ON DECK STANDS DOWNWIND OF SAMPLING OR GAUGING HATCHES OR OTHER DECK LEVEL VENT OPENINGS.
6. ANYONE WORKING WITHIN TEN FEET OF AN OPEN DECK VENT, HATCH OR ULLAGE PORT, DURING THE LAST TEN FEET OF FILLING OF THAT COMPARTMENT OR TANK, SHALL WEAR AN ATMOSPHERE SUPPLYING RESPIRATOR. SAMPLING OR GAUGING AT OPEN HATCHES OR PORTS AFTER ALL LOADING HAS STOPPED MAY

BE CONDUCTED WITHOUT SPECIAL RESPIRATORY EQUIPMENT IN THE ABSENCE OF ANY VAPOURS.

7. AVOID LOADING THROUGH THE PUMP-ROOM TO REDUCE THE POSSIBILITY OF H₂S CONTAMINATION OF THE PUMP-ROOM ATMOSPHERE.

8. ENSURE THAT ANYONE ENTERING THE PUMP-ROOM FIRST STARTS THE VENTILATION SYSTEM, TESTS THE PUMP-ROOM ATMOSPHERE FOR HYDROGEN SULPHIDE, AND HAS A MAN STANDING BY.

THE PORT MANAGEMENT ASSUMES NO LIABILITY IN RESPECT OF YOUR LOADING H₂S BEARING CRUDE OIL OTHER THAN THAT ARISING OUT OF POSSIBLE NEGLIGENCE ON THE PART OF ITS EMPLOYEES ENGAGED IN SUCH LOADING OPERATIONS.

RECOMMENDED MEMORANDUM TO MASTER WHEN LOADING CRUDE OILS CONTAINING HYDROGEN SULPHIDE.

DATE:

TO: CAPTAIN

VESSEL

BERTH

YOUR CARGO NOMINATION INCLUDES CRUDE OIL CONTAINING HYDROGEN SULPHIDE. BREATHING THE VAPOURS VENTED FROM THIS CARGO COULD BE HAZARDOUS. CRUDE OIL SHIPPED AT TANKERS WILL OFTEN HAVE A HIGH CONCENTRATION OF HYDROGEN SULPHIDE. CONCENTRATION OF H₂S IN THE CRUDE OIL LIQUID WILL OFTEN BE BETWEEN 70 AND 100 PARTS PER MILLION AND WILL AT TIMES REACH 150 TO 175 PART PER MILLION. VAPOURS FORMED DURING LOADING OF THESE CRUDES CAN CONTAIN DEADLY CONCENTRATIONS OF THOUSANDS OF PARTS PER MILLION H₂S CONTENT.

WE RECOMMEND YOU REVIEW THE INSTRUCTIONS ISSUED BY YOUR OWNERS IN REGARD TO THIS SUBJECT. IF THE LOADING OF H₂S BEARING CRUDE OIL IS NOT COVERED BY YOUR INSTRUCTIONS, YOU MAY REFER TO THE ATTACHED EXTRACT FROM THE IOTTS G SAFETY GUIDE.

THE PORT MANAGEMENT ASSUMES NO LIABILITY, WITH RESPECT TO YOUR LOADING OF H₂S BEARING CRUDE OIL, OTHER THAN THAT ARISING OUT OF POSSIBLE NEGLIGENCE ON THE PART OF ITS EMPLOYEES ENGAGED IN SUCH LOADING OPERATIONS.

YOURS...

TERMINAL OPERATOR

CHAPTER IV

VIOLATIONS AND FINES

10 - STATEMENT OF VIOLATIONS AND FINES:

10/1 EVERY PERSON WHO VIOLATES THE PROVISIONS OF THESE REGULATIONS SHALL BE SUBJECT TO LIABILITY, WITH THE POSSIBILITY OF IMPOSING A FINE THEREUPON BY THE COMPETENT AUTHORITY IN WHICH JURISDICTION THE VIOLATION OCCURS.

10/1/1 THE FINE AMOUNT SHALL NOT BE LESS THAN THE MINIMUM AND NOT HIGHER THAN THE MAXIMUM SET FORTH AS FOLLOWS:

CHAPTER II: GENERAL SAFETY RULES RELATED TO DANGEROUS GOODS		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
2/1/1	PERSONS OR SHIPS' BRINGING DANGEROUS GOODS TO THE PORT IN A MANNER THAT IS INCONSISTENT WITH THE INTERNATIONAL CLASSIFICATION OF DANGEROUS GOODS AND WITHOUT SUBMITTING A NOTICE IN WRITING	12,500	125,000
2/2/1	AGENTS' FAILURE TO SUBMIT THE PRIOR NOTICE IN THE REQUIRED FORM AND THE MANIFEST OF THE DANGEROUS GOODS, OR SUBMITTING AN INCOMPLETE MANIFEST.	2,500	25,000
2/4	AGENTS' FAILURE TO SUBMIT THE MANIFEST OF NON-HAZARDOUS WASTE OR SUBMITTING AN INCOMPLETE MANIFEST.	2,500	25,000
2/4/5	FAILURE OF SHIPMASTERS TO COMPLY WITH THE MANDATORY NOTIFICATION IN CASE OF TRANSPORTING TOXIC WASTES	2,500	25,000
2/5	FAILURE OF SHIPS TO DISPLAY WARNING SIGNS OF DANGEROUS GOODS IN THE REQUIRED MANNER.	12,500	125,000
2/5/1	FAILURE TO ALERT SHIPS ON A CONTINUOUS BASIS ABOUT THE WIRELESS EQUIPMENT SIGNALS (VHS) WHILE BEING ANCHORED.	5,000	50,000
2/11	SHIPMASTER'S OR PERSONS' FAILURE TO COMPLY WITH THE SPECIFIED REGULATIONS TO HANDLE DANGEROUS GOODS.	12,500	125,000
2/12	INADEQUATE ATTENTION OF THE SHIPMASTER OR BERTH OPERATOR TO THE SAFETY OF INDIVIDUALS AS REQUIRED	12,500	125,000
2/16 2/17	FAILURE OF PERSONS TO ENSURE COMPLIANCE BY VEHICLES AND SHIPS WITH SAFETY REGULATIONS	12,500	125,000

CHAPTER III: SPECIAL SAFETY RULES OF OIL TANKERS		FINE VALUE /YEMENI RIYALS	
		MINIMUM	MAXIMUM
3/5	OIL TANKERS' FAILURE TO SUBMIT THE REQUIRED INFORMATION	12,500	125,000
3/6	ENTRY OF OIL TANKERS TO THE PORT WITHOUT AN AUTHORIZATION	12,500	125,000
3/6/2	OIL TANKERS' FAILURE TO DISPLAY THE REQUIRED WARNING SIGNS	12,500	125,000
3/7	OIL TANKERS' FAILURE TO OBSERVE BERTHING REGULATIONS.	12,500	125,000
3/8	OIL TANKERS' FAILURE TO OBSERVE PRECAUTIONS AGAINST FIRE	12,500	125,000
3/10	FAILURE OF SHIPMASTER AND STATION OPERATOR TO PREPARE A MASTER PLAN OF LOADING/DISCHARGING	12,500	125,000
3/11	FAILURE OF PERSONS TO OBSERVE PRECAUTIONS BEFORE AND DURING GOODS OPERATIONS	12,500	125,000
3/13	FAILURE OF SHIPMASTER AND STATION OPERATOR TO PROVIDE ADEQUATE SUPERVISION	12,500	125,000
3/14	FAILURE OF PERSONS TO REPORT ACCIDENTS (OTHER THAN FINES AND COMPENSATIONS RELATED TO POLLUTION AND DAMAGES INCURRED TO THE MARINE ENVIRONMENT IN ACCORDANCE WITH THE EFFECTIVE LAWS)	12,500	125,000
3/15	FAILURE OF SHIPMASTERS TO USE SPECIAL FACILITIES TO RECEIVE BALLAST WATER OR DIRTY WASTES (OTHER THAN FINES AND COMPENSATIONS RELATED TO POLLUTION AND DAMAGES INCURRED TO THE MARINE ENVIRONMENT IN ACCORDANCE WITH THE EFFECTIVE LAWS)	12,500	125,000
	FAILURE OF SHIPMASTERS TO COMPLY WITH THE LIST OF SAFETY PROCEDURES REVIEW.	12,500	125,000

ARTICLE (2): THE PROVISIONS OF THE ABOVE RULES AND REGULATIONS REFERRED TO IN ARTICLE (1) OF THIS RESOLUTION SHALL BE APPLICABLE TO ALL SHIPS, COMPANIES, INDIVIDUALS AND INSTITUTIONS THAT ENTER, USE OR BENEFIT FROM ANY COMMERCIAL PORTS AFFILIATED WITH ANY OF THE YEMENI PORTS CORPORATIONS.

ARTICLE (3): THESE RULES AND REGULATIONS SHALL BE EFFECTIVE AFTER 90 DAYS AS FROM THE DATE OF ISSUING THIS RESOLUTION AND BE PUBLISHED IN THE OFFICIAL GAZETTE.

ARTICLE (4): THESE RULES AND REGULATIONS ARE MADE IN BOTH ARABIC AND ENGLISH. IN CASE OF CONFLICT OF MEANINGS, THE ARABIC VERSION SHALL BE APPLICABLE.

ISSUED AT THE MINISTRY OF TRANSPORT ON 28 Rajab 1430 (HIJRI) , 20 July 2009.

**KHALID IBRAHIM AL WAZIR
MINISTER OF TRANSPORT**