



SIPC PORT AREA EMERGENCY RESPONSE PLAN

There is vested in the Sohar Port Authority the power to act as conservator of all navigable waters and the general superintendent of all matters within the jurisdiction relating to the preservation of the Port and thereby empowers the Sohar Port Authority with the power to command an emergency situation of the types outlined in this plan.

3. GUIDELINES.

3.1. The SIPC PORT AREA -ERP outlines basic guidelines which should be followed by Sohar Port Authority personnel in the event of an incident/disaster occurring in the Port of Sohar or in waters under the jurisdiction of the Sohar Port Authority and, as incidents/disasters occur under a wide variety of different circumstances, and no two incidents follow an identical course, it is impractical to attempt to formulate a plan which would meet the requirements of all situations.

3.2. Each basic incident/emergency covers a very wide spectrum of specific causes, consequently the circumstances under which remedial measures should be adopted for the safety of people and property, and the protection of the Port of Sohar, necessitates a substantial degree of flexibility, innovation and practical common sense.

4. PORT LIMITED DEFINED

4.1. Port of Sohar

As defined in the royal decree 2008

5. THE THREAT

5.1. The Port of Sohar faces potential natural or man-made incidents and disasters of various types. Such a disaster may be the result of any one, or a combination of a number of the agencies listed below and may cause the Sohar Port Authority Management to activate SIPC PORT AREA -ERP.

5.2. NATURAL DISASTERS

5.2.1. Cyclone, Storm and Tempest;

5.2.2. Ocean swell;

5.2.3. Earthquake;

5.2.4. Tsunami.

5.3. MAN-MADE DISASTERS

5.3.1. Fire on board vessels or shore establishments;

5.3.2. Explosion on board vessels or shore establishments;

5.3.3. Collision between ships or between a vessel and a fixed object;

5.3.4. Stranding of vessels;

5.3.5. Foundering or capsizing of vessels

5.3.6. Discharge of pollutants into the water;



5.3.7. Escape of inflammable, explosive or toxic gas;

5.3.8. Terrorist activity;

6. SIPC PORT AREA -ERP AIM

6.1. The aim of the SIPC PORT AREA -ERP is to ensure that adequate measures are formulated to prevent, prepare for, respond to and assist recovery from incidents/disasters in the Port of Sohar.

6.2. Priority. In the event of an emergency/incident/disaster all available resources are to be used to achieve the following in priority order:

6.2.1.1. PROTECTION AND RESCUE OF HUMAN LIFE

6.2.1.2. PROTECTION OF PROPERTY, EQUIPMENT AND PRODUCTS

6.2.1.3. PROTECTION OF THE ENVIRONMENT

6.2.1.4. RESTORATION OF FACILITIES

6.2.1.5. RESUMPTION OF NORMAL OPERATIONS

7. OBJECTIVES

7.1.1. To establish and review systems for use in the control and co-ordination of incidents/disaster operations.

7.1.2. To establish communication networks within the Sohar Port and between other parties.

7.1.3. To arrange the conduct of training exercises to periodically test the SIPC PORT AREA -ERP and review as necessary.

8. ACTIVATION OF SOHAR PORT -ERP

8.1. ACTIVATION

8.1.1 The Chief Executive Officer or in his absence his representative will direct the activation of the SIPC PORT AREA -ERP.

8.2. WARNING

8.2.1. The warning of or information concerning an incident/disaster or potential incident/disaster may come from any source and should be reported immediately to the Sohar Port Coordination Centre (SPCC).

8.3. ALTERING PROCEDURES

8.3.1. On receipt of all relevant information the Port Control officer on duty will alert all concerned parties.

8.3.2. The notified Manager will, when satisfied that an incident/disaster or potential incident/disaster exists, brief the Port Management team without delay.



8.3.3. If considered necessary, other services such as the Police, Fire Brigade and Ambulance Service may be placed on alert.

9.0 Response

Refer to the SIP emergency response plan.

10.0 SECURITY

10.1. During an incident/disaster the Security is more than likely to become busy with interlopers seeking admission for various reasons or information, unrelated bodies wishing to offer assistance or just purely the curious. Therefore, an efficient security structure must be in place at all times to secure the integrity of the area.

10.2. Considering that the locations of designated Control Centers have land and water access and given that it will be necessary for response vessels to utilize berths and jetties within the confines of the Control Centers, the security of both these avenues of access must be maintained.

11.0 GUIDELINES FOR PERSONNEL

11.1. GENERAL

It has already been stated that incidents/disasters occur under a wide variety of different circumstances and no two incidents follow an identical course, however, the following basic precepts are guidelines to assist appropriate Sohar Port Authority Officers involved in incidents/disasters.

In any emergency the order of priority is;

- Safety of life
- Protection of the environment
- Preservation of property
- Return to normal activity

11.2. FIRE

11.2.1. All equipment and personnel involved in firefighting (including crews of ships) shall be subject to the authority of the Civil Defense Senior Fire Officer in attendance whether:-

11.2.1.1. On Sohar Port Authority property;

11.2.1.2. On Sohar Port Authority leased property;

11.2.1.3. On adjacent property, or

11.2.1.4. On board a vessel (including tankers).

11.2.2. Depending on the severity of the fire, the Sohar Police are to be requested to immediately:-

11.2.2.1. Close off all access into the Port area at a mutually agreed location;



- 11.2.2.2. Prevent unauthorized vehicles and persons from entering the area;
- 11.2.2.3. Maintain a clear passage for entry of emergency resources into the area,
- 11.2.2.4. If necessary, adopt crowd control measures and evacuation of residents from threatened areas.
- 11.2.3. If any form of work is in progress (including cargo handling operations) in the area or near vicinity which may be affected by the fire, arrangements should be made for:-
- 11.2.3.1. Work to cease until the area is declared safe by the senior fire Officer in attendance;
- 11.2.3.2. All personnel not required or unauthorized to be in the area to be evacuated to a "safe zone" designated by the Senior Fire Officer, and a check carried out against "labour lists" or other means to ensure all are accounted for;
- 11.2.3.3. All mobile cargo handling equipment, trucks and other vehicles being moved clear of the area to ensure ready access for emergency vehicles and equipment.
- 11.2.4. Should the fire be on board a vessel, all persons not required to remain aboard to fight the fire or undertake other emergency duties, should be evacuated ashore to a designated "safe zone" and a roll call conducted against crew/labour lists.
- 11.2.5. It will be necessary to ascertain:
- 11.2.5.1. The exact location/seat of the fire;
- 11.2.5.2. The nature of substances burning;
- 11.2.5.3. The threat of the fire being a hazard to surrounding buildings, vessels, etc.
- 11.2.5.4. The presence and exact location of any dangerous goods in the immediate locality, and
- 11.2.5.5. The threat they pose of exploding, or
- 11.2.5.6. Generating hazardous gas which may be explosive or toxic.
- 11.2.6. If appropriate and available within the Port, arrangements should be made to have tugs on stand-by, such that, should the need arise, they will be readily available. Alternatively, assistance may be sought from other suitable and available vessels.
- 11.2.7. Ascertain the location of suitable moorings for vessels which may have to be removed from the danger area and assess the need to curtail or stop the movement of other vessels into, through or near the danger area.
- 11.2.8. Consultation should be entered into with the Senior Officer in control relating to the strategy to be adopted for controlling and extinguishing the fire, the safety of vessels and the protection of cargo, equipment and facilities in the immediate vicinity.
- 11.2.10. At no time will Masters of vessels in a fire fighting support role take any action on their own volition but shall:-



11.2.10.1. have on board a Fire Officer who will direct any action to be taken;

11.2.10.2. For whatever reason, negate any action that will place themselves, their crew or vessel in danger.

11.2.10.3. Maintain command of their vessel at all times.

11.2.11. The location and number of casualties should be ascertained and provisions made for their immediate evacuation and treatment, if safe to do so.

11.2.12. Have to hand and be able to supply the Senior Fire Officer in control with information relating to any special attention that should be given to protecting other structures and installations in the vicinity.

11.3. FIRE OR EXPLOSION ABOARD A VESSEL (INCLUDING TANKERS)

11.3.1. On the outbreak of fire aboard a vessel or an explosion resulting in a fire, the master or Officer in Charge at the time should:

11.3.1.1. Raise the ALARM, using the recognized alarm signal of at least

Seven short blasts on the ship's siren and

11.3.1.1.1. Report the incident to the Harbour Master by telephone or radio (VHF Ch 16), and

11.3.1.1.2. Report the incident to the stevedore.

11.3.1.2. Direct the crew in combating the fire with use of the vessel's firefighting equipment (if still accessible/operative) until such time as

Fire Brigade personnel take control.

11.3.2. CEASE OPERATIONS IMMEDIATELY. All operations of whatever nature must be stopped immediately and all persons, apart from those crew members who are required to remain on board to fight the fire and undertake other emergency duties, should be evacuated ashore to a "safe zone", whereat, a roll call will be conducted against crew/labour lists to ensure all are accounted for.

11.3.3. DISCONNECT. Where applicable, and if possible, metal loading arms or hoses are to be disconnected and valves and tank openings (including fuelage ports) to be closed.

11.3.4. ENGINES STATUS. Main engines and steering gear should be brought to a "stand by" condition, if possible.

11.3.5. Should water enter, or is likely to enter, cargo spaces, tanks or other spaces in the vessel in such quantity as may adversely affect the vessel's stability/trim/angle of heel, it is vitally essential that the potential influence of such ingress of water be carefully assessed.

11.3.6. A copy of the vessel's General Arrangement Plan, Fire Fighting Equipment Plan and stability data information should be landed ashore if access to, or existence of such plans and data become threatened.

11.3.7. Any barge, lighter or craft moored alongside a vessel on fire should be removed.



11.3.8. The agent of a vessel on fire should be informed as should those of other vessels in the vicinity.

11.3.9. Depending on the location and severity of the fire, consideration should be given to cooling down adjacent tanks, compartments, etc.

11.3.10. On the fire being extinguished, due consideration should be given to maintaining the vessel in a safe condition, given that the heat from a fire may continue to generate hazardous vapours which could cause an explosion and a further outbreak of fire.

11.3.11. A continuous fire watch should be maintained on a vessel after a fire has been extinguished until such time as all threat of danger has finally passed.

HARBOUR MASTER'S AUTHORITY

The Harbour Master of Sohar Port Authority is authorized to:

REMOVE any vessel from a berth,

ORDER any vessel working on an adjacent berth to move off the jetty,

ORDER the evacuation of the vessel's crew,

ORDER use of shore based equipment to be used onboard the vessel, and

ORDER any vessel adjacent to cease loading or discharge operations.

WHILST SUCH ORDERS OR DIRECTIONS WILL GENERALLY BE ISSUED IN COOPERATION WITH A VESSEL'S MASTER, **THE HARBOUR MASTER MAY OVER RIDE ANY DECISION OF THE MASTER OF THE VESSEL.**

11.4. AFTER A FIRE HAS BEEN EXTINGUISHED

11.4.1. Having determined measures necessary to maintain a fire area in such a condition as to prevent a further outbreak, provisions for preserving the scene pending investigations and security of vessels, property and equipment should be formulated if necessary with the Senior Police Officer in attendance.

11.4.2. As soon as circumstances permit, personnel and equipment should be released.

11.4.3. The preparation of plans for clean-up operations and appropriate Commencement time needs to be implemented.

11.4.4. The timely completion of a detailed report on the fire and combat operations is imperative.

11.4.5. If appropriate, a preliminary inquiry into the cause(s) of the fire should be commenced at the earliest opportunity.

11.4.6. A debriefing conference should be held within 48 hours after the Officer in Control has declared an end to the emergency.



11.5. COLLISION BETWEEN TWO VESSELS WITHIN PORT LIMITS

11.5.1. It should be borne in mind that a collision between two vessels may pose a multitude of complexities necessitating the activation of more than one emergency plan, therefore it is necessary to ascertain, at the outset, accurate details of the incident, such as:

11.5.1.1. Particulars of the vessel's length, beam, draft, etc.

11.5.1.2. The exact location of the vessels and whether they are held together or are apart.

11.5.1.3. Whether or not they are blocking navigation channels, or other location which may affect the safe navigation of other vessels.

11.5.1.4. The condition of the vessels involved in relation to:

11.5.1.4.1. Hull damage, type and extent;

11.5.1.4.2. Watertight integrity;

11.5.1.4.3. Leakage of oil, if any;

11.5.1.4.4. Fire on board or danger of fire;

11.5.1.4.5. Explosion on board or danger of explosion;

11.5.1.4.6. Whether sinking or in danger of sinking;

11.5.1.4.7. Whether or not both have power and steerage.

11.5.2. Arrange to have tugs on stand-by, or dispatched, such that, should the need arise, they are readily available. . Alternatively, assistance may be sought from other suitable and available vessels.

11.5.3. Stop or restrict the movement of all traffic into, through or near the collision area until the situation is clarified.

11.5.4. If vessel is in danger of sinking, a course of action determined in relation to moving the vessel to a position, if time permits, where it can be beached to avoid sinking and, if possible, avoid obstructing channels, or other areas which may affect the safe navigation of vessels.

11.5.5. The extent and seriousness of any injury sustained by crew members should be determined and appropriate action taken to alleviate their situation.

11.5.6. Oil pollution containment equipment and personnel should be placed on standby immediately.

11.5.7. Ascertain the location of vacant berths, their suitability to accommodate both vessels and arrange mooring gangs, where necessary.

11.5.8. The agents of both vessels should be informed of the incident.

11.5.9. Assess the need for another pilot(s) to be assigned to the vessel(s) or, if there are no pilots already on board the need to assign pilots to assist in whatever movements are required.



11.5.10. The timely completion of a detailed report of the collision and subsequent action taken is imperative.

11.5.11. A preliminary inquiry into the cause of the collision should be conducted at the earliest opportunity.

11.5.12. A debriefing conference should be held within 48 hours after declaration that a crisis no longer exists.

11.6. GROUNDING OF A VESSEL WITHIN PORT LIMITS

11.6.1. This section refers to a vessel grounding in or near any commercial area of the Port, including channels, harbour basins, etc., where its presence is likely to disrupt the movement of other vessels into, out of, or within the Port.

11.6.2. Accurate details of the grounding should be ascertained, including: -

11.6.2.1. The exact location of the vessel and time of grounding;

11.6.2.2. Particulars of the vessel's length, beam, draft, etc;

11.6.2.3. Direction of the vessel's head;

11.6.2.4. tide gauge reading at the time of grounding;

11.6.2.5. The topography of the harbour bed at, near and surrounding the grounding area;

11.6.2.6. The condition of the vessel in relation to:

11.6.2.6.1. Underwater damage and location of same;

11.6.2.6.2. Watertight integrity;

11.6.2.6.3. Whether or not there are signs of oil pollution;

11.6.2.6.4. Whether or not there is damage to her propulsion and/or steering capabilities;

11.6.2.7. Whether or not the vessel is blocking navigation channels or other locations which may affect the safe navigation of other vessels.

11.6.3. Stop or curtail the movement of all traffic near the grounding area until the situation is clarified.

11.6.4. Arrange to have tugs, if available on stand-by or dispatched such that they are readily available for whatever assistance is deemed appropriate. Alternatively, assistance may be sought from other suitable and available vessels.

11.6.5. Oil Pollution containment equipment and personnel should be placed on stand-by immediately.

11.6.6. The agent of the vessel should be informed of the incident.

11.6.7. Assess the need for another pilot to be placed aboard or, if there is no pilot already onboard, assign a pilot to the vessel.



11.6.8. If deemed necessary, engage the assistance of the Police to help keep spectator craft clear of the area.

11.6.9. Engage, if necessary, the assistance of an experienced "Salvage Master".

11.6.10. Include the vessel's Master in all aspects of the refloating plan.

11.6.11. Ascertain the necessity for any special berth/dry docking requirements the vessel may require after being refloated.

11.6.12. The timely completion of a detailed report of the grounding and subsequent action taking is imperative.

11.6.13. A preliminary inquiry into the cause of the grounding should be conducted at the earliest opportunity.

11.6.14. A debriefing conference should be held within 48 hours after declaration that the emergency no longer exists.

11.7. CAPSIZING OR SINKING OF A VESSEL WITHIN PORT LIMITS

11.7.1. On a vessel capsizing/sinking anywhere within the limits of the Port, the number of lives at risk would be considerable, more so if a vessel or passenger carrying vessel is involved therefore, the rescue and safety of lives is of immediate and paramount importance.

11.7.2. Rescue operations and search for survivors should be commenced without delay and should be under the control of the Police Department who would activate the appropriate area Disaster Plan and resources needed.

11.7.3. However, in conjunction with involvement in rescue operations under Police control, there are other direct responsibilities which should be addressed.

11.7.4. Having ascertained the exact location of the incident and the information passed to the Police, the movement of other vessels into, through and near the casualty should be stopped.

11.7.5. Ascertain the number of Port watercraft available for Emergency Response and dispatch them to the area without delay, where they should operate under the directions from the Police Officer in attendance.

11.7.6. As with all capsizing/sinking of vessels, oil pollution, to some extent, will occur therefore, oil pollution combat personnel and equipment should be made ready and on stand-by and when and where appropriate, should be deployed but any operation undertaken should not impede or put at risk the rescue and safety of human lives.

11.7.7. Only such vessels directly involved in rescue operations should be allowed within the vicinity of the rescue operations.

11.7.8. The owner/agent of the vessel involved should be notified of the situation.



11.7.9. If necessary, tugs should be placed on stand-by and be available to render assistance when and where necessary. Alternatively, assistance may be sought from other suitable and available vessels.

11.7.10. With approval from the Police, arrangements should be made to recover or secure flotsam but, again, such an operation should not impede or put at risk rescue operations.

11.7.11. Engage, if necessary, the assistance of an experienced "Salvage Master".

11.7.12. Endeavour to obtain from owners/agents a General Arrangement Plan of the vessel and, if appropriate the Cargo Plan.

11.7.13. In the case of a capsized vessel, arrangements should be made to hold the vessel in position if drifting would place her in graver danger and, on completion of rescue operations, secure the vessel in position or remove and secure her at some other safe location, whichever is safest and possible, until such time as salvage operations can be undertaken.

11.7.14. When clear to do so, arrange for the capsized or sunken vessel to be marked with appropriate buoy(s) and lights, to warn other vessels of her position.

11.7.15. Discuss with the Master, owner or agent plans for righting, refloating or salvaging the vessel. Action in this regard is particularly important where the vessel is obstructing fairways, channels or approaches to berths.

11.7.16. When it is safe for other vessels to move in the vicinity, it is important to regularly inform relevant parties to ensure all water traffic is properly advised of the hazard.

11.7.17. Arrangements should be made for a Notice to Mariners to be issued.

11.7.18. The timely completion of a detailed report of the incident and subsequent action taken or deferred is imperative and is to be completed NLT 7 days after the incident.

11.7.19. A preliminary inquiry into the cause of the incident should be conducted at the earliest opportunity.

11.7.20. The Harbour Master is to represent Sohar Port Authority at the debriefing conference which should be held within 48 hours after declaration that an emergency no longer exists.

11.8. POLLUTION OF THE PORT BY OIL

11.8.1. Under the National Plan to Combat Pollution of the Sea by Oil' the government arrangements provide that prime responsibility for action in the event of an oil spill, within a port or harbour, lies with the 'administrative authority and of that Port or harbour as well as the Sohar Environmental Unit (SEU).

11.8.2. All personnel who may be involved in the management of oil spills in the Port are to be familiar with the content of the National Plan Oil Spill Response Plan and the SIP Oil Pollution Emergency Management Plan.

11.8.4. Report all marine oil pollution emergencies to the concerned government bodies.



1.1. LEAKAGE OF A HAZARDOUS COMMODITY OR NOXIOUS GAS

1.1.1. The leakage of a hazardous commodity or noxious gas is best handled by the organization best equipped to do so and, under normal circumstances would be the fire brigade.

1.1.2. Because of the threat from dangerous goods within the Port area and the potential for a hazardous incident it is necessary at the outset of any incident accurate details relating to:

1.1.2.1. Whether the incident is shore based or onboard a vessel,

1.1.2.2. The exact location of the incident,

1.1.2.3. Information on the identity and nature of the substance involved,

1.1.2.4. Whether the commodity is being carried in bulk, tanktainer, container or other,

1.1.2.5. Identifying the number of the shipping container,

1.1.2.6. wind speed and direction,

1.1.2.7. The identity and nature of other dangerous goods within the vicinity or in surrounding areas which, if affected, may exacerbate the situation.

1.1.3. On receipt of the initial report:

1.1.3.1. All work in the area, of whatever nature, should cease, and the area cordoned off until such time as the area is declared safe by the Fire

Officer in control,

1.1.3.2. All persons working in the area should be evacuated to a 'safe zone' and accounted for by reference to crew lists and labour lists or by any other means available.

1.1.3.3. Gatekeepers if in place with assistance from Police or SSS personnel are to stop the entry of all unauthorized persons and traffic into the area and ensure clear access is maintained for emergency vehicles.

1.1.3.4. All possible assistance should be rendered to any casualties of the incident,

1.1.3.5. The Master and agents of any other vessels in Port are to be informed of the emergency.

1.1.4. The need for a full evacuation of the Port area, including ships crews and persons in the surrounding residential and work areas will be made by the Fire Officer in Control who will pay due regard to:

1.1.4.1. The wind speed and direction,

1.1.4.2. The type of gas in the atmosphere and its characteristics, and/or

1.1.4.3. Whether there is a possibility of an explosion.

1.1.5. The timely completion of a detailed report of the incident and the initiatives taken is imperative.



1.1.6. If appropriate, a preliminary inquiry into the cause of the incident should be commenced at the earliest opportunity and full co-operation and assistance rendered to any other Authority with powers and responsibility for investigation.

1.1.7. A delegated representative is to represent Sohar Port Authority at a debriefing conference which should be held within 48 hours after declaration that an emergency no longer exists.

1.2.5. **Explosion**

· See section 11.3 **FIRE OR EXPLOSION ABOARD A VESSEL (INCLUDING TANKERS)**

1.2.6. **Spillage**

1.2.6.1. Control

1.2.6.1.1. Eliminate all sources of ignition

1.2.6.1.2. Stop product flow

1.2.6.1.3. Ensure personnel and vehicles are safely removed from the immediate area of the spillage and kept away.

1.2.6.1.4. Advise the Foreman and Operations Manager

1.2.6.2. Containment

1.2.6.2.1. Stop any further product flow

1.2.6.2.2. Create a retention area if required

1.2.6.2.3. Block off any drains nearby to prevent ingress

1.2.6.3. Clean Up

1.2.6.3.1. Repackage lost product into an acceptable container

1.2.6.3.2. Return product to carrying vehicle or return product to storage area

1.2.6.3.3. Clean equipment after use

1.2.7. **ALARM INITIATION - IN THE EVENT OF FIRE**

1.2.7.1.1. Advise the Sohar Fire Brigade - 9991

1.2.7.1.2. Advise the PCC – 26 852 777

1.2.8. **INJURY**

· Assess

- Immediate danger to the injured person and the potential attendant
- Risk and benefit of moving the injured person from the immediate location.



- Requirement for Police, Fire (breathing apparatus), Medical and Ambulance service assistance.

- Apply

- First Aid in all circumstances where it is possible to do so without endangering the safety of the First Aid provider.

- Seek

- Police, Fire, Medical and Ambulance service assistance.

- To safely relocate the injured person to a place where appropriate medical attention can be provided.

11.11 PORT OF SOHAR - CYCLONE CONTINGENCY PLAN

11.11.1 Introduction

Cyclonic weather conditions may occur at any time of the year.

The track that cyclones follow is often unpredictable. They may have a life cycle of a few days to a few weeks.

Although modern forecasting enables major weather events to be predicted and tracked, cyclones by their very nature carry a degree of unpredictability. They can be highly destructive. To best combat the potential effects of a cyclone, a preconceived strategy coordinating the actions of all affected groups is essential.

The Port of Sohar Cyclone Contingency Plan is documented on the basis of the following qualifications:

- The movement of most of the marine traffic in and out of the port is self-managed. This plan does not and is not intended to interfere with that status;

- this plan in no way replaces the existing legal obligations of owners of vessels and masters of vessels, nor does it seek to over-ride the responsibilities of a master to take appropriate precautions for the safety of the crew, or to interfere with the master's independent discretion;

- No one is empowered under the Plan to instruct the master or owner of a vessel in such a way that their legal obligations to their crew and to their vessel are compromised.

- Within the limits of the responsibilities and authority of the Port of Sohar as a landlord, this Plan defines information and procedures designed to assist owners and masters of vessels to:

- Minimize the risk to life and property;

- Maximize the use of the Port of Sohar's waters as a sheltering anchorage for vessels; and

- Ensure the Sohar berth and shore based infrastructure and environment are protected as far as possible from the destructive nature of a cyclone.



11.11.3. BACKGROUND INFORMATION

11.11.3.1 Activation of the Plan

This plan is automatically effective once a Cyclone Watch has been issued for the Sohar area.

11.11.3.4 Port of Sohar Facilities

The berth at the Port of Sohar does not constitute a safe shelter for ships or boats.

Vessels should vacate the Sohar berth on the issue of an initial alert and no vessels may remain tied up at the berth once a secondary alert has been issued.

Vessels should tie up to their own pre-prepared cyclone moorings or else weigh anchor and make for open sea.

Vessels should follow and maintain national warning and precautionary measures.

11.11.3.6 Communications

The public telephone network (including digital mobile and facsimile services) should be used as much as possible to coordinate activities.

The Port of Sohar will monitor VHF Channels 16, 71 and emergency channels 24/7 until a secondary alert is issued at which stage port employees will evacuate the Port.

11.11.3.7 Owners of Vessels

- Skippers and owners of vessels are responsible for:
- The safety of crew and vessel;
- Any damage caused to other vessels and public facilities by their vessel;
- Having an on-board cyclone contingency plan; and
- Providing a copy of their vessel's cyclone contingency plan to the Port of Sohar.
- The Port of Sohar will not issue directions which might compromise these responsibilities.



11.11.4 ACTIONS AND OPERATIONS

This section defines a suggested sequence of activities. The Port Cyclone Contingency Plan Coordinators will need to modify and add the activities at their discretion. A running log of the event needs to be maintained.

11.11.4.1 Pre Cyclone Warning

- a) Check boat skippers/owners have cyclone plans;
- b) Update the Port Cyclone Contingency Plan;
- c) Liaise with Emergency Services;
- d) Clear port areas of unwanted materials or rubbish; and
- e) Clear drains of rubbish or obstructions.

11.11.4.2 Cyclone Watch

On receipt of initial advice from the Meteorology confirming the declaration of a Cyclone Watch for the Sohar area, the Port Coordinator is to ensure the following actions are taken:

- a) Commence recording and plotting weather details obtained from the MET.
- b) Confirm serviceability of Port Coordination Center equipment.

11.11.4.3 Initial Alert - threat of gale force winds within 48 hours

On receipt of advice from the MET confirming the declaration of a Initial Alert (threat of gale force winds within 48 hours, but not expected in 24 hours) for the Sohar area, the Port Authority is to ensure the following actions are taken:

- a) Establish contact with all concerned parties.
- b) Commence recording actual tide levels and compare with predicted hourly tide values to determine the approach of a positive or negative storm surge;
- c) Arrange for the bulk waste bin contractor to remove bulk rubbish skips from the Port;
- d) Carry out radio communication checks on VHF Channel
- e) Visit or contact all port tenants, contractors, and vessel owners in the Port area to ensure all are aware of the weather forecast and arrangements concerning the possible closure of the Port.
- f) Obtain from vessel owners the details of any persons planning to remain on board vessels;
- g) Ensure all small vessels are removed from the berth and proceed with their individual contingency plans;
- h) Check the port limits for potential hazards and take appropriate preventative measures;
- i) Clear the berth of stores including containers, gangway



- j) Refuel all port vehicles;
- k) Ensure that an emergency water supply is available; and
- l) Ensure employees have planned for their own safety.

11.11.4.3 Secondary Alert (gale force winds within 12 hours)

On receipt of advice from the MET confirming the declaration of a **Stage Secondary Cyclone Alert** (Cyclone is moving closer to the area and appears inevitable in 12 hours) for the Sohar area, the Port Coordinator is to ensure the following actions are taken:

- a) Confirm contacts with all concerned.
- b) Ensure any vessels en-route to the port are kept informed of conditions and mooring arrangements within the port waters;
- c) Notify police of any vessels which are known to usually be in the area but which have not been accounted for;
- d) All cargo work to cease and vessels to fasten down;
- e) All vessels to vacate the Sohar berth for open sea as appropriate;
- f) Make back up backups of the Port's computer databases and secure copies in a safe place.
- g) Secure critical port files.
- h) Tape up the windows of the Port Offices;
- i) Secure all port vehicles in a safe area/location.
- j) Transmit on radio to all stations: *"All stations in the Sohar area, this is the Port of Sohar, This frequency may not be monitored by this call sign for approximately xxx hours. Contact xxxx person on tel: xxxx)*
- k) Close the port by advising concerned parties by telephone and radio that the port will be closed until further notice.

11.11.4.3 Final Alert (cyclone is imminent)

No actions defined for Coordinators. Consider own safety and observe standard national procedures. The final Alert will continue for a period after the impact of the cyclone. The National Authority will declare the end of the stage and give the "All Clear" when appropriate.



11.11.4.4 All Clear

On receipt of from the MET confirming the declaration of an "All Clear" (major danger from the cyclone has passed, although heavy rain and high winds may persist for a period) for the Sohar area, the Port Coordinator is to ensure the following actions are taken:

a) Inspect Port area for damage:

- being aware of dangerous situations - powerlines, weakened structures, debris, submerged hazards, any hazards to be clearly marked and advertised;
- identify situations requiring high priority attention, initiate action or assist as required;

b) Transmit on VHF Channel 16: "*All stations, this is the Port of Sohar (advise of all known hazards)*" and "*mariners are advised to exercise caution when maneuvering in the Port and channel due to the possibility of floating or submerged debris*".

c) Contact all vessels, confirm that all personnel remaining on board vessels have been accounted for; record any injury to persons or damage to vessels;

d) Confirm all port navigation aids are operational and have not been displaced;

e) Make an initial status report.

f) Reset electrical breakers, so long as power outlets/cabling appear undamaged; otherwise have system checked by qualified electrician;

g) Record and photograph any damage;

h) Re-open port by advising concerned parties by telephone and radio that the port is again open for business.

11.12 EARTHQUAKE

In the event of the Port being subject to an earthquake, emergency services and assistance will have been instigated under appropriate levels of State/Regional Emergency Response plans.

Under such conditions, key Sohar Port Authority personnel may be made available as part of the disaster relief operations, however, it will be necessary to undertake the following direct action:

a) Ascertain that all vessels are securely moored and what damage, if any, has been sustained by vessels or berths;

b) Determine the need to move any vessels moored at damaged berth areas to alternative sound berths;

c) With assistance from terminal and tenants, other areas and facilities in

the Ports should be inspected and a comprehensive list of damages compiled, which list should include damage to:

- Power lines and cables;



- Water services;
- Gas, chemical and oil storage facilities and pipelines;
- Navigation aids, and
- Port buildings, sheds, cargo and amenities.

It will be necessary to ascertain whether pollution of the harbour has occurred and, if so, appropriate action should be taken to combat the pollution.

Steps should be taken to ensure all Sohar Port Authority employees are accounted for and that other users of the Ports do likewise.

Depending on the severity of the effects of the earthquake, it may be necessary to consider closure of the Ports and/or restricting movement of shipping within the limits of the Ports.

Where applicable, restoration plans should be formulated and prioritized to return the Ports to an operational level as quickly as possible.

The timely completion of a comprehensive report on the effects of the earthquake on operations of the Ports, subsequent countermeasures undertaken and details of all damages sustained is essential.

11.13 BOMB THREAT

Refer to SIP Security plan.

11.14 TERRORIST ACTIVITIES AND CIVIL DISTURBANCE

Refer to SIP Security plan.

11.16 NUCLEAR/RADIOACTIVE ACTIVITY

Given that nuclear powered vessels are not permitted to enter the Sohar Port but that there is the possibility of entry of a naval nuclear capable vessel, such vessel would be under the direction of the ministry of Defense who would ensure that all safety precautions were adhere to and, in the event of an incident, would activate appropriate counter measures as are contained.

There is, however, entry of radioactive substances carried as cargo on board vessels under "Dangerous Goods" legislation and IMO.

In the event of an emergency situation involving suspected or actual damage, spillage, loss or theft of radioactive substances, the following procedure should be initiated, in addition to an appropriate incident/disaster response if deemed necessary.