



STS Transfer Guidelines Port of Sohar

Version 05/2020

Our objective is to introduce safe and efficient Ship-To-Ship (STS) transfer operations in SOHAR Port and Freezone Anchorage Area. STS will only be permitted by following the guidelines mentioned below and will operate under highly controlled and closely monitored conditions.

- 1.1 STS operations are to be carried out at Anchorage area C. Positions are:
 - 24 37.0 N 056 42 .0 E
 - 24 37.0 N 056 44 .0 E
 - 24 34.0 N 056 42 .0 E
 - 24 34.0 N 056 44 .0 E
 - 1.2 All operations within Port Limits will be immediately suspended or terminated if so instructed by SOHAR Port and Freezone or if the limiting weather criteria (wind speed is 20knots or more, swell is 1,85m or more, visibility is 1 nm or less) stipulated by the Port are exceeded or if any unforeseen circumstances adversely impact the safe conduct of the operation.
 - 1.3 Carrying out STS cargo transfer operations are prohibited while vessels are underway.
 - 1.4 It is the responsibility of the vessel to locate their own anchorage area positions at area C after receiving permission to anchor from Port Control.
 - 1.5 Permission to anchor must be obtained from Port Control prior to anchoring at SOHAR Port Anchorage Area.
 - 1.6 Vessels approaching or using SOHAR Port Anchorage Area must at all times be liable in maintaining proper actions and apply rules of the "INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA" for avoiding the risk of collision.
- 2.1 OCIMF (Ship-to-Ship transfer guide):**
- 2.2 The SOHAR Port Authority will use Standard procedures as stated by the OCIMF; It is mandatory for the service provider and vessels to adopt OCIMF standards which include the Following (including but not limited to):-
 - General principles of the guide
 - Conditions and requirements
 - Safety
 - Communications
 - Operational Preparations before manoeuvring

- Manoeuvring and mooring
- Procedures alongside
- Unmooring
- Equipment
- Emergencies

2.3 The STS service provider as well as the vessel must operate in accordance with the ICS and ISGOTT guidelines.

3.1 Requirements, notifications and procedures:

3.2 Both STS vessels must have onboard all statutory documents and relevant certificates in accordance with relevant IMO conventions. A copy of such documents/certificates may be required such as:

- Cargo Ship Safety Construction Certificate
- Load Line Certificate
- Cargo Ship Safety Equipment Certificate
- Cargo Ship Safety Radio Certificate
- CLC Certificate issued by the flag state in compliance with the International Convention on Civil Liability for Oil Pollution Damage 1969 & 1992.
- The International Oil Pollution Prevention (I.O.P.P) Certificate
- Ship's Register Certificate
- Classification Certificate (Hull & Machinery)
- ISM Certificate
- Oil Record Book
- Shipboard Oil Pollution Emergency Plan
- Vessels must have valid certificate of class.
- Vessels must have valid P & I Hull & Machinery insurance.
- Vessels crew must be certified in accordance with STCW 95.

3.3 The STS plan, for each vessel, must be provided to the SOHAR Port Authority at least 48 hours in advance of the intended operation.

3.4 In addition to the STS plan, full details of the cargo to be transferred including its IMDG Code categorization must also be provided at least 48 hours in advance. (The SOHAR Port Authority may refuse/reject a STS operation if necessary)

3.5 There is a requirement to nominate a person in overall control of a STS operation by the STS service provider.

3.6 Berthing will only be conducted no earlier than 30 minutes before sunrise and to be completed no later than 30 minutes after sunset, unless approved otherwise by Harbourmaster.

- 3.7 Separation/ un-berthing and departure may be conducted either day or night as long as adequate light is provided.
- 3.8 Venting and purging of tanks are prohibited during berthing and un-berthing operations.
- 3.9 Both vessels have to maintain 24-hour continuous listening watch on VHF channel 71 for the total duration of operation.
- 3.10 The superintendent must inform the PCO as soon as the operation has commenced and as soon as the operation has concluded.
- 3.11 The service provider must abide by the Port Rules and Regulations of SOHAR Port Authority.
- 3.12 Vessels and vessel agents must comply with the Notification procedures stated in part 2 of the SOHAR Port guide.

4.1 Notice:

- 4.2 Certificate of compliance to OCIMF requirements issued by a certified surveyor may be requested by Port Authority.
- 4.3 According to the SIPC emergency response Policy; any accident resulting in loss of life or property or damage to the environment must be communicated to the PCO. A summary report on the incident must follow within 24 hours.

5.1 HSE

- 5.2 According to the SOHAR Emergency Response Policy; any spillage or pollution must immediately be notified to the PCO and the ship must take its own action in accordance with SOPEP. The ship must activate the SOHAR Oil Spill Response Team who will clean up the spill. All costs are to be met by the ship in question. Procedures and contact details are to be found in the appropriate section of SOHAR Incident Response Plan and Procedure.

6.0 Contact Information:

SOHAR Port and Freezone

Port Control Office (24-hour watch) Tel: +968 268 52 777

Fax: +968 268 50 272

VHF: CH 71

Marine Safety Office: Tel: +968 268 85 780/777

Fax: +968 268 50 272

Email: ops@soharportandfreezone.com