

PORTS REGULATION 2017



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Preamble

Qatar Port Management Company (hereinafter referred to as Mwani Qatar“) was established in 2009 under Decree-Law No. (17). For the year 2009, as part of the restructuring of the commercial ports sector in the state of Qatar and was given control and regulatory enforcement power over all the commercial port sectors for the purpose of managing and organizing the Qatari ports.

Mwani Qatar makes Regulations, Directions and Rules. The Regulations, which provide for the overall management of the ports, are made to comply with National Laws; IMO Conventions acceded to by Qatar.

The Masters of vessels are required to comply with the **Mwani Qatar** Directions which are primarily concerned with the water side of port operations.

The Port Rules have been designed to address the **Mwani Qatar** Powers in respect of operations on the land of each port. The Company also issues guidance in the form of standards, codes of practice and handbooks which provide port users with examples of how to achieve best practice.

Applicable Law on which these Regulations are based

a) National Laws of Qatar, including but not limited to:

- Law No. 15 of 1980 “Qatar Maritime Law 1980” as amended,
- Law No. 30 of 2002 “Environment Protection” as amended
- Decree Law (29) for the year 1966 organizing Qatar's marine ports
- Decree Law (6) for the year 2014 establishment of board for Qatar port management Company “Mwani Qatar”

b) IMO Conventions acceded to by Qatar. Follow the link to obtain updated information on status of conventions.

<http://www.imo.org/en/About/Conventions/StatusOfConventions/Documents/status-x.xls>

c) ILO Code of Practice “Accident prevention on board ship at sea and in port, 2nd Edition, 1996” as amended.

d) ILO Code of Practice “Safety and health in ports, 2005” as amended.

e) ILO Occupational Safety and Health (Dock Work) Convention 1979, No 152.

Nothing in these Regulations shall be construed as over-riding or contradicting:

a) The Laws of the State of Qatar;

b) The provisions of international and/or regional regulations as applicable;

c) The practice of good seamanship.

Qatar Port Management Company reserves the right at any time to change or amend any or all the provisions contained in these regulations with or without prior notice.

Qatar Port Management Company shall have the right at any time to inspect the vessel to ensure compliance with the port regulations.

Qatar Port Management Company shall at its own discretion have the right to suspend or cease operations and remove any vessel from the port.

GENERAL PROVISIONS

Section 1 Purpose of Regulations

Qatar Ports Management Company shall:

- Discharge their duties in the most effective, prudent and diligent manner and to advance and promote the port's competitive position, operational efficiency and commercial orientation;
- considering that for the promotion of excellence in port management and for the advancement in port development it is necessary to lay down Regulations, directions, rules, policies and procedures in respect of and to secure order, safety and the protection of the environment in the ports including the lands and waters as well as the surroundings thereof;

Section 2 Definitions

In these Regulations the following capitalized terms shall have the respective meaning set forth below, unless a different meaning is expressly stated:

2.1 Mwani Qatar

Qatar ports Management Company, Qatari Shareholding Company owned in full to the Government of the State of Qatar established under Decree-Law No. (17) For the year 2009

2.2 Agent

Any person mandated to supply information and act on behalf of the Owner or operator of the Vessel and holding a valid license issued by designated authorities as the case may be.

2.3 AIS

Automatic Identification System

2.4 Authorised Person

Person acting in the course of his duties who is:

- (a) An employee, agent, contractor or sub-contractor of Mwani Qatar; or,
- (b) Is authorised by **Mwani Qatar**;

2.5 Bunkering Operation

The transfer between ships of a substance consisting wholly or mainly of oil for consumption by the engines of the ship receiving the substance;

2.6 Codes

The codes relevant to ports or shipping issued by the IMO or the ILO, or both, or any regional Code relevant to shipping or the protection of the environment;

2.7 Competent or Designated Authority

Port or other organization designated by the Government of a GCC member state to process information reported pursuant to the Port Regulations and includes **Mwani Qatar**;

2.8 Conventions

The instruments relevant to ports or shipping issued by the IMO or the ILO, or both, or any regional Conventions related to shipping or the protection of the environment;

2.9 Dangerous Goods

Any substance that may cause danger of explosion, fire, corrosion, poisoning, intoxication or radiation, as specified in the International Maritime Dangerous Goods Code (IMDG) , the (International) Code for the Construction and Equipment of Vessels carrying Dangerous Chemicals in Bulk, the (International) Code for the Construction and Equipment of Vessels carrying Liquefied Gases in Bulk of the IMO;

2.10 GCC

The Gulf Cooperation Council (Cooperation Council for the Arab States of the Gulf, with its members the United Arab Emirates, Sultanate of Oman, Kingdom of Saudi Arabia, Kingdom of Bahrain, State of Qatar and the State of Kuwait, who each signed the GCC Charter at Abu Dhabi City, United Arab Emirates on 21 Rajab 1401, corresponding to 25 May 1981;

2.11 GMDSS - Global Maritime Distress and Safety System

Is an international system which uses improved terrestrial and satellite technology and ship-board radio systems. It ensures rapid alerting of shore-based rescue and communications authorities in the event of an emergency

2.12 Grey Water

Waste water generated from domestic activities such as laundry, bathing and dish washing.

2.13 ILO - International Labour Organization

United Nations agency dealing with labour issues, particularly international labour standards, social protection, and work opportunities for all.

2.14 Hazardous Cargo

Cargo of any kind classified by international or local regulations as Hazardous cargo.

2.15 Hot Work

Work involving sources of ignition or temperatures sufficient to cause the ignition of a flammable gas mixture. This includes any work requiring the use of the following: welding, burning, soldering equipment, blow torches, power driven tools, portable electrical equipment.

2.16 IMDG - International Maritime Dangerous Goods Code

An international guideline to the safe transportation or shipment of dangerous goods or hazardous materials by water on vessel.

2.17 IMO - International Maritime Organization.

2.18 Incident

In relation to a Vessel, any occurrence on board a Vessel or involving a Vessel whereby:

1. There is loss of life or major Injury to any person on board, or any person is lost or falls overboard from the Vessel; or,
2. A Vessel:
 - a. Causes any loss of life, major Injury or material damage;
 - b. Is lost or presumed to be lost;
 - c. Is abandoned;
 - d. Is materially damaged by fire, explosion, weather or other cause;
 - e. Grounds;
 - f. Is in collision;
 - g. Malfunctions or breakdowns,
 - h. Causes significant harm to the environment; or,
3. Any of the following occur:
 - a. A collapse or bursting of any pressure Vessel, pipeline or valve;
 - b. A collapse or failure of any lifting equipment, access equipment, hatch-cover, staging or boatswain's chair or any associated load-bearing parts;
 - c. A collapse of cargo, unintended movement of cargo or ballast sufficient to cause a list, or loss of cargo overboard;
 - d. An escape of any harmful substance or Agent, if the occurrence, taking into account its circumstances, might have been liable to cause serious injury or to cause damage to the health of any person;

2.19 International Voyage

A voyage from a Qatari Port to a port or place outside the territorial limits of Qatar; or vice versa.

2.20 ISM

International Safety Management Code 2002

2.21 ISO

International Standards Organization

2.22 ISPS - International Ship and Port Facility Security Code

As amended, is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies.

2.23 License

A right issued by **Mwani Qatar** as licensor for the licensee/permit (Operating License/Operating Permit) to perform services or works in a Port.

2.24 Licensed Pilot

A Pilot holding a valid license issued by a competent authority.

2.25 Loads Line Convention

An International Convention on Load Lines, 1966.

2.26 MARPOL Convention

The International Convention for the Prevention of Marine Pollution from Ships 1973/1978.

2.27 Master

An officer who is competent and licensed to command and duly assigned by the Owner to account for a Vessel and shall include every person, except a Pilot, having command or charge of any Vessel.

2.28 Ministry of Transport and Communications

Qatar Ministry of Transport and Communications specializes in organizing land and sea transport business, and work to develop and improve transport services, and the study of their own projects and supervise and follow up their implementation, in order to achieve the expansion of economic activity and service the requirements of the national development scale.

2.29 National Authority

Qatari National, state, or government agency

2.30 Oil

Oil of any description and includes spirit produced from oil of any description.

2.31 Owner

In relation to a Vessel, the person defined by the Certificate of Registry as the Owner or any duly authorized Agent of any such person.

2.32 Perishable Cargo

Goods, commodities or livestock which are liable to rapid deterioration.

2.33 Pilot

Any person not belonging to a Vessel who has conduct thereof.

2.34 Pollution

The wrongful contamination of the atmosphere, water or soil to the material injury of the right of an individual

2.35 Port

Any of the ports and includes the port area and the areas defined within the port limits as exhibited in the Schedule 1 to these regulations.

2.36 Port Area

The area of land and water enclosed by and including the breakwaters and port security fence.

2.37 Port Facility

An area of land or water, or land and water, within a Port (including any buildings, installations or equipment in or on the area) used either wholly or partly in connection with the loading or unloading of Vessels.

2.38 Port Facility Operator

The person responsible for the superintendence and management of a Port Facility.

2.39 Port Services

Port terminal services and facilities for the handling, storage and transportation of goods, and the handling of passengers carried by a Vessel.

2.40 Port Waters

The waters within the boundaries of a Port for which **Mwani Qatar** is responsible and to which these regulations apply, and includes port basins, anchorages, port approach channels and other navigable water areas.

2.41 ROPME

The Regional Organisation for Protection of the Marine Environment

2.42 RSA

The Ropme Sea Area

2.43 SOLAS 74

The International Convention for the Safety of Life at Sea, 1974, as amended;

2.44 SSAS

Ship Security Alert System

2.45 Terminal Operator

Any Person that may be licensed as a Terminal Operator from time to time by **Mwani Qatar**.

2.46 VDR

Means the Voyage Data Recorder

2.47 Vessel

Any kind of water craft or apparatus, including non-displacement craft, Wing-in-Ground craft and seaplanes, used or capable of being used in navigation in water however propelled or moved and also includes any kind of water craft deemed to be so by **Mwani Qatar**.

Section 3 Scope of Application

Unless stated otherwise, these regulations apply to:

1. The navigable waters, works, activities and the property managed by **Mwani Qatar** Ports.
2. All Vessels, goods, vehicles, companies, organizations and persons entering or using a **Mwani Qatar** Ports or the approach thereto.

Any directions, rules, conditions, restrictions or penalties issued pursuant to these regulations shall be deemed for all purposes to form part of these regulations.

Section 4 Exemption

Mwani Qatar may exempt any person, Vessel, vehicle or premises or any class or description of persons, Vessels, vehicles or premises from any of the provisions of these regulations or any directions, rules, policies or procedures implemented pursuant these regulations.

Any exemption granted by **Mwani Qatar** under the abovementioned clause shall not reduce or in any way affect the responsibility to whom the exemption is granted or of the Owner, Master, charterer or Agent of a Vessel or of the owner of a vehicle or the premises to whom the exemption is granted and **Mwani Qatar** shall not be liable for any loss howsoever arising including but not limited to the death or injury of any person or for any loss, damage or destruction of any property, loss of profit or other consequential financial loss arising from such exemption.

Section 5 Entry into Force

These regulations shall enter into force on **1st December 2017**

PART (1)

MWANI QATAR COMPANY

Section 6 General

Mwani Qatar has the independence of a juridical person and enjoys the full legal capacity to practice its activities and achieve its objectives.

Section 7 Functional Activities

As per Decree Law No. (17) For the year 2009 establishing the company, it is the function and duty of Mwani Qatar:

1. To promote the use, improvement and development of ports.
2. To control navigation within a Port, Port Waters, or the approach to Ports.
3. To ensure the maintenance of order, security, safety of persons, Ports and Port Facilities and the protection of the environment.
4. To remove, destruct or dispose of any Vessel, material or other objects interfering with the safety of navigation or Port operations and the recovery of costs incurred.
5. To control the movement of persons, vehicles, or goods within a Port.
6. To exercise licensing functions in respect of activities, services, work and facilities within a Port.
7. To perform such other functions as are conferred on **Mwani Qatar** by the Ministry of Transport and Communications.

Section 8 Control and Management of Ports

Mwani Qatar may make or amend directions, rules, policies and procedures for the control and management of a Ports subject to these regulations, and the approach thereto, and for the maintenance of good order therein, and generally for the purposes of these regulations, and, in particular, but not limited to, may make directions, rules, policies and procedures for or in respect of all or any of the following matters:

1. Controlling traffic and preventing and removing obstructions or impediments to navigation within a ports and the approaches' thereto;
2. The reporting of incidents or accidents.
3. The conduct of inquiries into any case where damage has been caused to or by a Vessel, including incidents of Pollution;
4. Controlling the keeping or placing of private moorings or buoys;
5. Controlling the use of lights and the signals to be used in a Port and the steps to be taken for avoiding collision by Vessels navigating in a Port;
6. Supervising, and controlling the delivery of pilotage services;
7. Supervising and controlling the delivery of Vessel Traffic Services;
8. The information to be supplied by the Masters, Owners, Agents and other persons in respect of Vessels arriving, departing or in transit through Port Waters, and the time and manner in which such information shall be supplied;
9. Controlling and directing all activities carried on in Ports and the approaches thereto, including but not limited to prescribing the conditions for movement of Vessels, towage, the transfer of cargoes and the supply of water or fuel to Vessels and providing for the licensing thereof;

10. Keeping clean the basins, works and premises of **Mwani Qatar** and the waters of the Port and the approach thereto and preventing oil, filth, rubbish or any other thing from being thrown or entering therein or thereon;
11. Controlling and supervising all activities carried on in a Port and providing for the licensing thereof;
12. Controlling the provision and maintenance of adequate and efficient pontoons for the landing of persons, mooring buoys, gangways, landing stages, moorings and berthing facilities and providing for the licensing thereof;
13. Controlling the provision and maintenance of beacons, lighthouses, buoys and other aids to navigation not owned or erected by **Mwani Qatar** and providing for the licensing thereof;
14. Controlling the navigation and place of anchoring or mooring of all Vessels;
15. Controlling the mode of utilizing, stowing and keeping Dangerous Goods on board Vessels and the conveyance within the Port of any kind of Dangerous Goods with any other kind of goods, articles or substances;
16. Controlling, declaring and defining the wharves and docks and on and from which goods shall be landed from and shipped in Vessels;
17. Keeping free passages of such width as is deemed necessary in a Port and along or near to the wharves, docks, moorings and other similar works in or adjoining the same and for marking out the spaces so to be kept free;
18. The information to be supplied by the Masters, Owners or Agents and other persons in respect of goods loaded or discharged at the wharves in a Port, and the time and manner in which such information shall be supplied;
19. Prohibiting the embarkation and disembarkation of persons except at such places as may be authorized by **Mwani Qatar** for such purpose;
20. Prohibiting the loading, handling or discharging of Dangerous Goods at wharves or docks where such loading, handling or discharging appears especially dangerous to the public;
21. Supervising and controlling the delivery of the services of Agents;
22. Controlling and licensing the placing of structures, buildings works or any obstruction on the land or in the water of a Port.

Mwani Qatar may, in making any direction, rule policy or procedure under above, provide that any contravention of or failure to comply with any control shall be an offence and may prescribe as a penalty in respect of any one offence.

FUNCTIONS AND POWERS OF MWANI QATAR

Section 9 Functions of Mwani Qatar

The functions of **Mwani Qatar** are to:

1. Control and direct Vessels entering and leaving the waters for which he has been engaged, including the time and manner of doing so;
2. Control and direct the navigation and other movement of Vessels in those waters;
3. Control and direct the positioning of any Vessel including where and in what manner any Vessel may anchor or be secured;
4. Control and direct the time and manner of the taking in or discharging from any Vessel stores, fuel, fresh water, water ballast and waste material in those waters;
5. Control and direct the securing or removal of any Vessel in those waters, from or to any position he thinks fit;
6. Ensure that Port Waters and infrastructure, including all wharves, quays and jetties do not pose a threat to safe navigation (irrespective of whether such infrastructure is under the control of **Mwani Qatar** or any other person); and,

Mwani Qatar shall carry out the functions above in a manner that:

1. Ensures the safety of persons, Vessels and property and the safe operation of Vessels; and
2. Minimizes the effect of Vessel operations on the environment.

Section 10 Powers of Mwani Qatar

In addition to the regulations given in this Chapter, and subject to the scope, **Mwani Qatar** has the power to:

1. Issue written or verbal directions in relation to the functions listed under regulations in section 11;
2. Prohibit the entry into, or require the removal from, a port of any Vessel that **Mwani Qatar** has reasonable cause to believe is in imminent danger of sinking in a Port and causing an obstruction to navigation or is in imminent danger of causing serious damage to the marine environment or property in a Port;
3. Raise, remove any Vessel or wreck sunken, stranded or abandoned within a Port, recover from the person responsible for such Vessel all costs incurred in such raising, removal and in lighting, buoys, marking or detaining the Vessel or wreck and, on non-payment after written demand of such costs or any part thereof, sell such Vessel or wreck and out of the proceeds of the sale defray such unpaid costs, rendering the surplus, if any, to the person entitled thereto and recover any unpaid balance from the owner of such Vessel or wreck or from the person who was the owner of the Vessel at the time it was sunk, stranded or abandoned;
4. Give notice to the Owner or other person legally responsible for the upkeep of any Vessel within a Port, calling upon him to remove or otherwise dispose of such Vessel which in **Mwani Qatar** opinion is not seaworthy or is likely to become an obstruction, wreck or derelict, and to do whatever may be necessary for the removal or disposal of such Vessel and to recover all costs incurred from the said Owner or person should the said Owner or person fail to comply with such notice within the time specified therein;
5. Board any Vessel that in **Mwani Qatar** opinion is in imminent danger of sinking, or causing and obstruction to navigation or causing serious damage to property and move, secure or operate such Vessel in the event that there is no one on board able to execute his direction;

6. Enter upon premises (whether under the control of **Mwani Qatar** or any other person) for the purposes of inspecting port infrastructure and issuing written directions to the person in charge to rectify any deficiencies that may pose a threat to the safety of navigation or the protection of the environment.

Directions issued above may apply:

1. Generally:
 - a) To all Vessels or to a class of Vessels designated, or the designation of which is provided for, in the direction;
 - b) To all Ports or to a single Port, or to a part designated, or the designation of which is provided for, in the direction; and,
 - c) At all times or at times designated, or the designation of which is provided for, in that direction; or,
2. Specially:
 - a) To control and direct the position where and the manner in which any Vessel may anchor or be secured in a Port or its approach thereto, or,
 - b) To direct the employment of tugs to be used for the movement of any Vessel either in their number or capacity as Mwani Qatar thinks fit;
 - c) To any other thing for or with respect to the management of the operation of Vessels in a Port or its approach thereto.

Mwani Qatar shall not knowingly give any direction if that direction would endanger the life of any person on a Vessel.

Mwani Qatar may not give any direction in relation to any matter that falls within the competence of the National Authority as the maritime administration of Qatar, except as may be authorized by the National Authority in writing.

Section 11 Mwani Qatar may carry out a Direction

Mwani Qatar may carry out a direction or have a direction being carried out if:

1. There is no person on board a Vessel to whom **Mwani Qatar** may give a direction and there are reasonable grounds to act urgently without giving a direction; or,
2. A direction under these regulations or any other rules is not complied with.
3. In any case under the above, **Mwani Qatar** may cause the Vessel to be dealt with as may be required.
4. For that purpose, **Mwani Qatar** (or a person authorized by **Mwani Qatar** for the purposes of these Regulations) may board a Vessel and move, secure or otherwise operate the Vessel.
5. **Mwani Qatar** may recover from the Master or Owner of a Vessel referred to above as a civil debt in any court of competent jurisdiction the reasonable charges and expenses incurred in the exercise of **Mwani Qatar's** functions under the regulations, subject to any applicable Amiri Laws or Decrees.

Section 12 Delegation of Power

Mwani Qatar may delegate any power conferred on it by or under these regulations to an officer or employee of **Mwani Qatar**.

Section 13 Protection from Liability

Mwani Qatar is not personally liable for anything done or omitted to be done in the exercise of a power or the performance of a function under or in connection with the Port Regulations or any direction, rule, policy or procedure issued pursuant to these regulations.

Section 14 Failure to Comply With a Direction

The person who fails to comply with a direction issued by **Mwani Qatar** shall be liable to a penalty.

It shall be a defense to the Master of a Vessel charged with an offence under above to prove that he had reasonable ground for supposing that compliance with the direction in question would be likely to imperil his vessel or any person for who he is responsible or that in the circumstances compliance was impracticable.

PART (2)

ACTIVITIES, PROHIBITIONS, AND AUTHORISATIONS

Section 15 General

In addition to the regulations given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to the authorization or licensing of Port activities for the good order, health, safety, security or protection of lives, property or the environment in a Port.

The directions, rules, conditions, restrictions or penalties referred to above may relate to:

1. Activities;
2. Prohibitions;
3. Authorization by signs or forms; and,
4. Authorization to persons.

Section 16 Activities

If authorized through a contract, lease or concession agreed with or a Mwani Operating License / Operating Permit obtained from **Mwani Qatar**, within a Port a person may:

1. Conduct a diving operation;
2. Carry out hot work;
3. Conduct salvage operations;
4. Place, store, handle or transport Dangerous Goods, industrial waste or pollutants;
5. Bunker or fuel;
6. Excavate or remove material or substance;
7. Conduct a dredging operation;
8. Place or operate a light or day marker;
9. Place, alter, remove or relocate an aid to navigation, buoy, mooring, float, picket mark or sign;
10. Build, place, rebuild, repair, alter, move or remove any structure or work on, in, over under, through or across land or water.

Mwani Qatar reserves the right to refuse to authorize any activity expressed in Section 16 if that activity may cause an effect prohibited under Regulation Section 17 which cannot, in the opinion of **Mwani**, be effectively mitigated through measures applied as a condition of a contract, lease, concession or Mwani Operating License.

The person who conducts any of the activities specified in Section 16 above without the authority of Mwani shall be liable to a penalty.

Section 17 Prohibitions

A person may be held liable to a penalty and to compensate **Mwani Qatar** for the damage caused if carrying out an activity prohibited in a Port including an activity that has or may have any of the following effects:

1. Endangering a person's health or a person's, Port's, Vessel's or property's security or safety;
2. Interfering with navigation, towage, maneuvering, berthing or mooring;
3. Obstructing any land or water area;
4. Hindering or obstructing an activity authorized by **Mwani Qatar**;

5. Reducing the depth of the waters of the Port or its approach thereto;
6. Causing damage to persons, ships, cargoes, vehicles, baggage or any other property;
7. Emitting agents polluting or otherwise reducing the quality of a Port's soil, water or air;
8. Interfering with or adversely affecting Port operations or the property managed by **Mwani Qatar**, the Terminal Operator or by any contracted or licensed port operators.

No person shall conduct any of the following activities in a Port:

1. Release or transship refuse or other similar material or substance;
2. Other than in relation to a bunkering operation, carry out:
3. An oil transfer operation, a chemical transfer operation or a liquefied gas transfer operation between Vessels;
4. Set off a flare or other signaling device; or,
5. Cast adrift a Vessel, log or other object.

The person who conducts any of the activities specified above shall be liable to a penalty.

Section 18 Authorizations by Signs or Forms

Mwani Qatar may grant authorization/no objection for the performance of an activity specified in the regulations through the posting of signs or the issue of forms, and may make rules for this purpose..

Section 19 Authorizations to Persons

Mwani Qatar may grant authorization/No objection to a person for the performance of an activity specified in Section 16, and may make rules for this purpose.

If the activity expressed in regulations Section 16 appears to have a result prohibited under regulations Section 17, Mwani may refuse to give authorization/no objection or may require that the person obtains prior insurance that covers the risk of the activity.

A person applying for authorization / No Objection under this regulation shall provide to **Mwani Qatar**:

1. The name and address of the applying person;
2. Information relevant to the proposed activity as determined by **Mwani Qatar** to enable it to assess the likelihood of a result prohibited under regulations Section 19;
3. As may be directed by **Mwani Qatar**, proof that the applicant has an insurance policy that provides adequate coverage of the risk of the activity and listing **Mwani Qatar** as an additional beneficiary; and,
4. As may be directed by **Mwani Qatar**, performance security and damage security in respect of the conduct of an activity.
5. **Mwani Qatar** may cancel an authorization given under above or change the conditions of the authorization if the conduct of the activity is seen to have a result prohibited under regulation Section 17.

PART (3)

VESSEL REPORTING, ROUTING, TRAFFIC, PILOTAGE AND TOWAGE

Section 20 General

In addition to the regulations given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to Vessel reporting, routing, traffic, Pilotage and towage for the good order, health, safety, security or protection of lives, property or the environment in a Port.

The directions, rules or set conditions, restrictions or penalties referred to in Section 20 above may relate to:

1. Vessel reporting, vessel routing and traffic services;
2. Compulsory Pilotage Areas, Pilotage and Exemptions;
3. Notification requirements for a Pilot
4. Towing, mooring and berthing; and,

Section 21 Vessel Reporting

The Master or Agent of any Vessel heading for a Port shall, at least 48 hours in advance of arrival, notify **Mwani Qatar** of its intended entry and movements in a Port by providing the information on the Vessel as specified by Mwani Qatar. To facilitate reporting, in submitting the information to Mwani Qatar, the Master or Agent shall use the updated “Uniform Pre-Arrival Notification Report”.

The Owner, Master or Agent of a Vessel intending to enter a Port for a purpose other than cargo operations or passenger embarkation/disembarkation, such as repair, bunkering, medical assistance, or crew change or a Vessel in distress or in a state of emergency shall follow the provisions of the Port Regulations including providing the information required above, as appropriate.

The Master of a Vessel required providing information under the above provisions above shall inform **Mwani Qatar** of any change to the information so notified until the Master is released from formally reporting.

Mwani Qatar may require from the Owner, Master or Agent of a Vessel intending to enter Port additional information with respect to the Vessel and its crew, passengers and cargoes in a form as determined by **Mwani Qatar**.

Mwani Qatar may refuse to grant permission to a Vessel to enter a Port included but not limited to the following circumstances:

1. If notification is not received at least 48 hours in advance of arrival as required under 1 or 2 above;
2. Until such time as **Mwani Qatar** is satisfied that the information required under 1 or 2 above, or any additional informational information required under 4 above, has been provided by the Owner, Master or Agent; or,
3. If any maneuvering equipment deemed necessary in the discretion of **Mwani Qatar** is malfunctioning.

The Owner, Master or Agent, who supplies erroneous information to **Mwani Qatar**, as required and as appropriate, shall be liable to a penalty.

21.1 Reporting of Incidents

The Master of a Vessel in a Port or its approach thereto shall immediately report to **Mwani Qatar** any incident as defined in regulations.

The report shall include:

1. The identity of the Vessel;
2. The location of the Incident;
3. The port of departure;
4. The port of destination;
5. The address from where information may be obtained on the danger, hazard or threat or dangerous and polluting goods carried on board;
6. The number of persons on board; and,
7. Details of the Incident and any other information as may be requested by the **Mwani Qatar**.

The Owner, Master or Agent of a Vessel that fails to report an Incident to **Mwani Qatar** where required to do so shall be liable to a penalty.

21.2 Reporting of Operational failures

An operational failure on board a ship that could cause a hazard, damage or hindrance, shall be immediately reported to **Mwani Qatar** through port control.

The Owner, Master or Agent of a Vessel that fails to report to **Mwani Qatar** shall be liable to a penalty.

21.3 Voyage Data Recorder

Where carriage is required under SOLAS 74, every Vessel entering a Port shall be fitted with a Voyage Data Recorder (VDR) system.

The VDR required shall meet the requirements and performance standards set out in SOLAS 74.

21.4 Vessel Traffic Service (VTS)

With respect to the operation of Vessels in a Port or the approach thereto, Mwani Qatar may, through the use of a Vessel Traffic Service (VTS):

1. Give a traffic clearance to a Vessel to enter, leave or proceed within a port or any area of a Port;
2. Direct the Master, Pilot or person in charge of a Vessel to provide specified information in respect of the Vessel;
3. Direct a Vessel to use specified radio frequencies in communications with the VTS or other ships;
4. Direct a Vessel, at a specified time or between specified times:
 - a) To leave a berth or other Port Facility;
 - b) To leave or refrain from entering any area; or,
 - c) To proceed to or remain at a specified location.

No Vessel exceeding 24 meters in length shall enter, leave or proceed within a Port without having obtained a clearance from the appropriate VTS.

For the avoidance of doubt, any Direction issued by a VTS shall be considered to be issued under the power and authority of the **Mwani Qatar**.

The Owner, Master or Agent of any Vessel that fails to obtain clearance from the appropriate VTS, where required above, shall be liable to a penalty.

Section 22 Pilotage

All Ports Waters are compulsory pilotage areas.

Unless operating under the provisions of an exemption issued by Mwani Qatar, no Vessel exceeding a length of 24 meters shall enter, leave or proceed in a Port without securing the services of a Licensed Pilot.

Mwani Qatar may deny pilotage service to a Vessel on request due to:

1. Adverse weather, navigational and traffic conditions;
2. Failures or deficiencies in the structure, safety equipment or steering or propulsion systems of a Vessel;
3. If, without reasonable cause, the person in charge of the Vessel fails to:
 - a) Provide safe boarding and disembarking facilities for a Pilot;
 - b) Provide adequate accommodation and meals to a Pilot if the pilot is on board for a period of more than 3 hours;
 - c) Sign the Uniform Master's Report supplied by Mwani Qatar to the pilot;
 - d) Comply with the Vessel's reporting obligations under regulation Section 23; or,

If required under 2 above, the Owner, Master or Agent of any Vessel that enters, leaves or proceeds in a Port without securing the services of a Licensed Pilot shall be liable to a penalty. In addition, the Owner, Master or Agent shall be liable to pay all pilotage fees due.

Section 23 Towing, Mooring and Berthing

Mwani Qatar shall be informed before the commencement of any Vessel movement.

The Master of a Vessel berthed, moored or anchored in a Port shall ensure that at any time adequate towing lines can be attached to the Vessel for the Vessel to be towed from its berth, mooring or anchorage.

Tug assistance is compulsory for all Vessel manoeuvres in a Port. However, the movement of a Vessel alongside may be permitted by **Mwani Qatar** subject to whatever conditions **Mwani Qatar** sees fit.

Tug assistance to a Vessel in a Port shall only be provided by a tug service provider licensed by **Mwani Qatar**.

The requirements for tug assistance for navigation or maneuvering assistance, and for berthing and un-berthing operations shall be determined by the Master of the Vessel in agreement with the Pilot and shall be based on best practice taking into account guidance as may be issued by **Mwani Qatar**.

Any failure of a Master of the Vessel and Pilot to reach agreement with respect to the employment of tugs either in their number or capacity shall be referred to **Mwani Qatar** for a decision. Any such decision shall be binding and the Master of a Vessel refusing to act in accordance with the decision shall be denied any further service.

The number and capacity of tugs required to berth or un-berth or for any other manoeuvre of a Vessel shall be requested by the master of the Vessel or the pilot, having regard to the size and features of the Vessel on the following conditions:

1. A tug used to assist a Vessel or a body being towed is considered to be under the executive control of the Master of that Vessel or the Owner of the body being towed, and the Master or Owner shall be responsible and liable for any damage caused to other ships or floating equipment, tug or Port Facilities;
2. **Mwani Qatar** and its licensed tug service providers bear no responsibility and liability, including any damage, which a third party may sustain;
3. **Mwani Qatar** and its licensed tug service providers shall not be accountable for any delay, stoppage or inadequate power of the tug, however occasioned or for whatever purpose.

The conditions for towage under these Regulations are activated at the commencement of towage operations.

Mwani Qatar may issue additional conditions for towage in the Uniform Master's Report. Acceptance of the additional conditions for towage, as established in the Uniform Master's Report shall be signed prior to the operation by the Owner, Master or Agent of the Vessel or body to be towed.

Mwani Qatar, after having considered all relevant circumstances in each particular case, such as the type, propulsion, size, draught and maneuverability of the Vessel and the prevailing traffic, navigation and weather conditions, may exempt a Vessel from employing tug assistance.

For the avoidance of doubt, the risk of Vessel maneuvering in a port, with or without tug assistance, remains exclusively with the Master and the conduct of the Vessel and the control of the tug(s) employed remain under the Master's responsibility.

Manoeuvres of a Vessel other than the full engine power available shall only be performed with the consent of **Mwani Qatar**.

The Master of a Vessel shall be responsible for the safe mooring of the Vessel at all times while the Vessel is in port.

All mooring lines shall be fitted with rat guards while the Vessel is alongside berth.

The Owner, Master or Agent of a Vessel that:

1. Fails to inform the **Mwani Qatar** before the commencement of a movement; or,
2. Fails to ensure adequate towing lines can be attached to enable the Vessel to be towed from its berth, mooring or anchorage shall be liable to a penalty; or,
3. Undertakes a maneuver in a Port:
 - a) Without the service of tugs; or,
 - b) Using tugs supplied by a tug service provider not licensed by Mwani Qatar; or,
 - c) Other than with full engine power available; or,
4. Is not fitted with rat guards whilst alongside berth shall be liable to a penalty.

Section 24 Master and Crew to be Onboard

Unless otherwise authorized by **Mwani Qatar**, the Master of a Vessel while berthed, moored or anchored in a Port shall at all times ensure that:

1. He, or his qualified representative is present on board the Vessel;
2. That there are sufficient crew present for the normal course of operation of the Vessel; and,
3. The Vessel is, at all times, kept in a state of readiness so that it can be moved quickly.

The Master of a Vessel shall be responsible for the conduct of the crew members of the Vessel while the Vessel is in port. The members of the crew shall observe the rules of good general conduct and shall comply with the Port Regulations and any direction or rule issued pursuant to them at all times.

Any disagreement on board the Vessel between the Master and the crew or any action or violation committed by any member of the crew shall be reported by the Master or Agent of the Vessel to the **Mwani Qatar** to settle the matter, or for referring the matter to the competent authorities.

The Owner, Master or Agent of any Vessel that fails to:

1. Ensure that:
 - a) The Master or his qualified representative is onboard;
 - b) That there are sufficient crew present for the normal course of operation of the Vessel; or,
 - c) The vessel is kept in a state of readiness;
2. Maintain responsibility for the conduct of the crew; or,

Report any disagreement on board to **Mwani Qatar**; Shall be liable to a penalty.

PART (4)

PORT OPERATIONS

Section 25 General

In addition to the Regulations given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to Port operations for the good order, health, safety, security or protection of lives, property or the environment in a Port.

The directions, rules or conditions, restrictions or penalties referred to above may relate to:

1. Ships and cargoes;
2. Cargo operations;
3. Disposal of seized, detained or abandoned goods; and,
4. Port dues and charges.

Section 26 Transport, Handling and Storage of Dangerous Goods on Port Premises

Every owner or operator of a road vehicle and every Terminal Operator, Port Facility Operator, port stevedore, marine, bunker or Vessel yard operator shall strictly comply with any Regulations for the Safe Transport, Handling and Storage of Dangerous Goods", as established by the competent authority.

The person that fails to comply with the Regulations for the Safe Transport, Handling and Storage of Dangerous Goods", as established the competent authority shall be liable to a penalty.

Section 27 Availability of Information on Dangerous Goods and Marine Pollutants

For consignments of Dangerous Goods or Marine pollutants in a Port on board a Vessel, a road vehicle or deposited on Port property, the Owner or Master of the Vessel, the owner or operator of the road vehicle or the Port Facility operator and the Port's emergency services shall ensure that the appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving Dangerous Goods or marine pollutants as established by competent authority.

The information required above shall be available at a safe distance from packages containing the Dangerous Goods or marine pollutants and immediately accessible in the event of an incident.

The required method of compliance for above shall include:

1. Appropriate entries in the special list, manifest or dangerous goods declaration; or,
2. Provision of a separate document such as a safety data sheet;
3. Provision of a separate document such as the "Emergency Procedures for Ships Carrying Dangerous Goods" and "Medical First Aid Guide for Use in Accidents Involving Dangerous Goods", for use in conjunction with the transport document.

The person as specified above that fails to ensure the information required shall be liable to a penalty.

Section 28 Provisions in Relation to Dangerous Goods

Mwani Qatar may require direction or Notice, that the carrier reported as intending to or transporting Dangerous Goods or polluting substances to a Port, whether or not as transshipment or in transit, to provide additional information or to clarify the information already given in respect to the Dangerous Goods or pollutants carried on board a Vessel or vehicle prior to loading.

Should the additional information requested above not be provided, **Mwani Qatar** or an Authorized Person may decline permission for the Vessel or vehicle concerned to enter a Port.

Mwani Qatar may, through direction or Notice, or on the instruction of an Authorized Person:

1. Refuse any Dangerous Goods or pollutants for handling, storage or transshipment in a Port if **Mwani Qatar** or the Authorized Person considers, on reasonable grounds, that their handling, storage or transshipment would create a danger or a threat to life or property in a Port, or in the environment;
2. For any class of Dangerous Goods or for marine pollutants, require the Agent of the Vessel or the goods or pollutants owner or carrier to arrange for the goods or pollutants direct delivery or loading;
3. Remove, or give orders to remove, any Vessel or container or movable tank, vehicle or any container loaded with or previously loaded with dangerous or polluting substances, when, in the opinion of **Mwani Qatar** or Authorized Person, there are reasonable grounds for believing it is dangerous to life or property within a Port, or to the environment.
4. The Owner, Master or Agent of a Vessel shall not bring Dangerous Goods or marine pollutants into a port unless properly stowed, separated, labeled and marked on board the Vessel and all necessary measures are completed to secure the transport, storage and handling of them in compliance with the provisions of the pertinent conventions.
5. Compliance with the requirements of 4 above shall be registered in special documents for the carriage of Dangerous Goods or marine pollutants.
6. The documents required from and the notices to be given by the Owner, Master or Agent of the Vessel for the loading, discharging, transshipment and transiting of Dangerous Goods or marine pollutants shall comply with the “**Regulations for the Safe Transport, Handling and Storage of Dangerous Goods**”, as established by **Mwani Qatar**.
7. The Port Facility Operator is responsible for the safe movement and storage of Dangerous Goods in a Port.
8. The Owner, Master, Agent, vehicle operator or carrier that:
 - a) Fails to comply with any direction issued by the **Mwani Qatar**, Notice issued by **Mwani Qatar**, or instruction given by an Authorized Person in relation to dangerous or polluting substances; or,
 - b) Who brings dangerous substances or marine pollutants into a Port that are not properly stowed, separated, labeled or marked in accordance with the requirements of 6 above; shall be liable to a penalty.
9. The Port Facility Operator that fails to ensure the safe movement and storage of Dangerous Goods or marine pollutants in a Port shall be liable to a penalty.

Section 29 Cargo Operations

Cargo operations are a commercial undertaking governed by service agreements and/or port tariffs, or both.

Any agreements in relation to cargo operations shall be directly established, in writing, between the Owner, Master or Agent of the Vessel, or the owner of goods or vehicles or their agents and **Mwani Qatar** or the Terminal Operator.

The provision of cargo operations in a Port shall be effected in compliance with these Regulations pursuant in respect to safety, security and environment protection.

Cargo operations shall not be effected in a Port other than by a Terminal Operator licensed or contracted by **Mwani Qatar**.

Any Owner, Master or Agent that undertakes cargo operations in a Port, or the approach thereto, without an agreement, in writing, with Mwani Qatar or with a Terminal Operator licensed or contracted by **Mwani Qatar** shall be liable to a penalty.

Any person that provides a cargo operations service in a Port, or the approach thereto, without a License or contract issued by **Mwani Qatar** shall be liable to a penalty.

Section 30 Disposal of Seized, Detained or Abandoned Goods

Where, in the sole opinion of **Mwani Qatar**, any goods that have been seized or detained under the Port Regulations, or where the owner of the goods is unknown or where the goods have been abandoned or were not collected within the period as determined by **Mwani Qatar**:

1. Are likely to rot, spoil or otherwise perish;
2. Pose a threat to the health of persons;
3. Present a risk or danger in respect of the hygienic conditions of a port, its safety or security or to the environment;
4. Occupying a port area

Mwani Qatar may, and in accordance with national regulation (After 30 day) where deemed appropriate under the circumstances and under the responsibility and for the account of the shipper/consignee and/or his agent of the goods, sell or otherwise dispose of the goods in a manner and for the price that is reasonable in the circumstances.

The disposal under above of such goods may include their destruction or return to the port of loading.

Section 31 Port Dues and Charges

The charges, fees or dues fixed in respect of a Vessel or goods shall be paid to **Mwani Qatar** or the Terminal Operator, as appropriate, by the Owner or the person in charge of the Vessel or his Agent, or the owner of the goods.

The charges, fees or dues fixed in respect of a person or vehicle shall be paid to **Mwani Qatar** or the Terminal Operator, as appropriate, by that person or by the owner of the vehicle.

Mwani Qatar may ask for a guarantee to be deposited by the Owner or Agent of a Vessel, or by the owner of goods or vehicles prior to the provision of a service. Likewise, a Terminal Operator with the approval of **Mwani Qatar**, may ask for a guarantee to be deposited by the Owner or Agent of a Vessel, or by the owner of goods or vehicles, or their agents, prior to the provision of a service

NB: Port information guide and Terminal Operator instructions to be followed ..

PART (5)

PORT SAFETY

Section 32 General

In addition to the Regulations given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to Port safety for the good order, health, safety, security or protection of lives, property or the environment in a Port.

In making any directions, rules or conditions, restrictions or penalties referred to above **Mwani Qatar** may extend the compliance of minimum standards set by National regulation for safety in ports and related waters to be any Vessel.

The directions, rules or conditions, restrictions or penalties referred to above may relate to:

1. Standards of Vessels;
2. Safe operations of vehicles;
3. Removals of objects and substances;
4. Fire protection, dangerous situations and emergencies;
5. Precautionary measures; and,
6. Occupational safety and health.

Section 33 Standards of Vessels

Every Owner, Master or Agent applying for permission for a Vessel to enter a Port shall ensure that the standard of the Vessel complies with the minimum standards set out in these Regulations and any additional instructions given thereto by **Mwani Qatar**.

Every Vessel entering a Port shall carry on board the conventions, resolutions, protocols and codes, always as amended, set out in these Regulations.

The Department or **Mwani Qatar** may temporarily or permanently extend any of the requirements of the provisions under above.

The Owner, Master or Agent that:

1. Operates a vessel in a Port that does not comply with the minimum standards set out in these Regulations; or,
2. Fails to carry the documents set out in these Regulations; shall be liable to a penalty.

Section 34 Small Craft, DAW and vessels below convention size

No favorable treatment is given to small crafts, Daw and vessels below convention size calling Mwani ports.

They may be inspected on their first call to the ports and at random intervals to ensure

1. Compliance with the port regulations and requirements
2. Equivalent level of safety and protection of the marine environment are maintained.

3. Equivalent surveys and inspections are conducted.

Section 35 Tugs and Barges

1. Tug and barges under tow shall comply as a minimum, with the requirements of the IMO Circular MSC/Circ.884 "Guidelines for Safe Ocean Towing"
2. Towage Approval certificate.
3. Tug & Barge P & I (Insurance) to Coverage:-
 - ✓ liability for Pollution
 - ✓ Collision liability
 - ✓ Wreck Removal
 - ✓ Damage to Fixed Floating Objects
 - ✓ Trading area to include Qatar
4. Latest Navigation Charts
5. Availability of Safe access to both tug and barge (safe gang ways).
6. Barge shall have permanent loadline marks placed amidships on each side as well as draught marks on both sides, forward, amidships.
7. At no time during the voyage shall the loadline marks for the zone be submerged.
8. The towing equipment shall be arranged in such a way that its use does not compromise the safety of the vessel, crew or cargo. Its strength and arrangement shall be appropriate to the towing operation.
9. Tug used for towing operations shall be capable of remaining maneuverable and stable when towing.
10. Both the tug and tow shall display the relevant COLREGS day and night signals
11. Barge to have a slight stern trim. (Barges "down by the head" will NOT be accepted.
12. Complete and valid set of statutory Certificates, Officers COC (STCW) and operational documents.
13. Tug boat shall have a Master and sufficient Officers and Crew as per Minimum Safe Manning Certificate.
14. A Self - contained sewage treatment system or Holding tank that meets Marpol and RECSO protocols.

Section 36 Smoking

Mwani ports are a no smoking zone inside all buildings.

However, certain areas have been set as dedicated smoking areas.

Section 37 Safe Operation of Vehicles

Every person who operates a vehicle on Port property shall do so in a safe manner and at a speed not exceeding the speed limit posted on signs or a lower speed that is reasonable under the circumstances.

Every person entering, leaving or while in a Port with a vehicle designed for the use on public roads shall ensure that the vehicle complies with all National legal provisions for the safe use and operation of road vehicles, including the securing of cargo and containers and carriage of Dangerous Goods and polluting substances.

It is the obligation of the owner of a vehicle and the operator of a vehicle that no unsafe vehicle shall enter or leave or move in a Port.

Every person who operates a vehicle on Port property shall obey the instructions on any sign posted and traffic directions given by the competent National/Port authority or a person authorized for that purpose by **Mwani Qatar**.

The Master of a Vessel in a Port loading vehicles or vehicles carrying cargo, whether or not they are being loaded as rolling stock, shall ensure their safe condition, including the cargo's safe securing, the vehicle's safe stowage and lashing on board and shall obey the other safety requirements in accordance with the relevant IMO provisions.

The person who operates a vehicle on Port property:

1. At a speed exceeding the limit posted on signs; or,
2. Who fails to obey the instructions on any sign posted or given by an Authorized Person;

shall be liable to a penalty.

Further to above, in addition to a penalty, **Mwani Qatar** may have a vehicle locked, stored or removed if the vehicle or the cargo carried is unsafe, or of the vehicle has exceeded the permitted speed or has exceeded the vehicle's rated weight limit or has been parked or stopped contrary to the Port Regulations, or any direction or rule made pursuant to them, until the penalty has been paid and the deficiency corrected to the satisfaction of **Mwani Qatar**.

The Owner, Master or Agent of a Vessel whose Master fails to ensure the safe loading, stowage and lashing of vehicles onboard the Vessel shall be liable to a penalty.

Section 38 Removal of Objects and Substances

Every person who drops, deposits, discharges or spills refuse or a substance that pollutes, an object that interferes with navigation or traffic, or any cargo or Vessel's gear shall notify **Mwani Qatar** and port control of the incident without delay and remove the object or substances in compliance with any Direction issued by **Mwani Qatar**.

The person who fails to notify **Mwani Qatar** and port control of an incident as specified above shall be liable to a penalty.

Section 39 Fire Protection, Dangerous Situations and Emergencies

Every person in a Port shall follow the fire protection and prevention measures taken and instructions given by **Mwani Qatar**, the port/Terminal Operator, an Authorized Person or the pertinent firefighting or safety authority.

Every person who, in a Port, may or may likely cause a dangerous situation shall:

1. Hold valid insurance that covers the risk of causing a dangerous situation and the damages that may occur as a result thereof and that holds harmless **Mwani Qatar** and any third party against such damage;
2. Establish measures to prevent accidents or station a person at the site of the dangerous situation to warn of the danger and to prevent injury to persons or damage to Vessels or property; and,

3. Notify **Mwani Qatar** and Port control without delay as to the nature of the dangerous situation and the precautions that have been taken and their location.
4. Notwithstanding Regulations Section 17, a person may conduct an activity which required Mwani prior approval or having a contract, lease, concession or license if:
 - a) The activity is required as a result of an emergency situation; and,
 - b) Without delay, the person conducting the activity submits a report to **Mwani Qatar** describing the activity and explaining why the situation was regarded as an emergency.
 - c) If a situation causes or is likely to cause death, bodily injury or if any other emergency situation in a Port damages or is likely to damage Vessels, property or the environment, every person shall:
 - i. Without delay, through any means of communication, notifies **Mwani Qatar** and port control of the emergency situation;
 - ii. Submit, as soon as possible, a detailed report of the emergency situation to **Mwani Qatar**;
 - iii. Submit to **Mwani Qatar** a copy of each report of the emergency situation that the person makes to a court, or Qatar National authorities.
5. A person doing anything resulting in an accident involving a loss, damage, explosion, fire, accident, grounding, stranding or Pollution shall submit, as soon as possible, a detailed written report of the incident to **Mwani Qatar**.
6. The person who fails to follow Section 41 shall be liable to a penalty.

Section 40 Precautionary Measures

If a person conducts any activity that is likely to have any of the results under Section 19, **Mwani Qatar** may direct the person to immediately cease the activity or to take whatever precautions **Mwani Qatar** deems to be appropriate to prevent the result.

The person shall immediately comply with any direction issued by **Mwani Qatar** above.

The person who fails to cease an activity when instructed to do so, or take precautions as directed by **Mwani Qatar** shall be liable to a penalty.

Section 41 Occupational Safety and Health

41.1 Scope of Duties

The Owner or Master of a Vessel shall:

Ensure compliance of his crew with the occupational safety and health regulations for merchant ships issued by the competent administration of the Government the Vessel is entitled to fly the flag;

Place a copy of the occupational safety and health regulations in a prominent place accessible and in a language understood by each member of the crew.

Every Owner or Master of a Vessel shall provide occupational safety and health information and instructions for the crew under the above and comply with the duties of an employer under the Port Regulations.

The Owner, Master or Agent of a Vessel that fails to comply with Sub-Section 43.1 shall be liable to a penalty.

41.2 Duties of Employers

Every employer in a Port shall ensure that the employee is, while at work, safe from injury and risks to health and shall provide and maintain:

1. A safe working environment;
2. Plant and substances in a safe condition;
3. Safe systems of work;
4. Accommodation, eating, recreational or other facilities for the welfare of employees at any workplace in an adequate condition; and,
5. Such information, instruction, training and supervision necessary to ensure that each employee is safe from injury and risks to health.

An employer shall:

1. Establish a safety and health plan for his system of work;
2. Monitor the health and welfare of his employees to prevent work injuries;
3. Keep records relating to work-related injuries and retain the records for a period as determined by **Mwani Qatar**;
4. Ensure that any employee undertaking hazardous work receives proper information, instruction, training and supervision before he commences and while at work;
5. Monitor working conditions at any workplace under his control;
6. Have in place, properly maintained and ready for immediate use protective clothing, safety and emergency equipment and devices and first aid facilities for the protection, treatment and transport of persons.

The safety and health plan required under above shall be submitted to **Mwani Qatar** for approval.

For the avoidance of doubt, an „employer“ includes any Port Facility, stevedore, terminal, Vessel-yard, marine operator, port service provider and any person contracted or licensed by Mwani Qatar including any Vessel Agent, Agent or equipment repairer, diver, fumigator, surveyor, or any other person having staff working in a Port such as cargo owners, forwarders, vehicle owners and any Master of a Vessel lacking occupational safety and health regulations issued by the Government the Vessel is entitled to fly the flag.

The employer that fails to abide by Sub-Section 43.2 shall be liable to a penalty.

41.3 Duties of Employees

Every employee shall take reasonable care to protect his own safety and health at work and to avoid adversely affecting the safety or health of any other person through an act or omission at work.

In respect of above, an employee shall:

1. Use equipment provided for safety or health purposes;
2. Obey instructions of his employer in relation to safety or health at work;
3. Comply with any workplace policy approved by **Mwani Qatar**;
4. Ensure he is not, by the consumption of medicine or narcotics, in a state endangering his safety at work or the safety of other persons at work.
5. The person who, at work, fails to comply with Sub-Section 43.3 shall be liable to a penalty.

PART (6)

PORT SECURITY

Section 42 General

In addition to the Regulations given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to the security of a Port for the good order, health, safety, security or protection of lives, property or the environment in a Port.

The directions, rules or conditions, restrictions or penalties referred to in above may relate to:

1. Access to premises;
2. Compliance with international security requirements;
3. Notifications with respect to security;
4. Security control of Vessels in ports.

Section 43 Alcohol and Drugs

Qatar is a Muslim country with very strict laws governing the import and consumption of alcohol and drugs.

The use or possession of alcohol and/or drugs anywhere within the state or territorial waters of Qatar are strictly forbidden.

Qatar Ports Management Company (MWANI QATAR) has zero tolerance to illegal drugs and alcohol use. Therefore, the possession, consumption, distribution or sale of alcohol and/or illegal drugs in any form is strictly prohibited.

- Smuggling or trafficking in any prohibited article between a vessel or between the vessels crew and shore personnel is strictly prohibited.

Section 44 Agency Representation

All vessels calling at **Mwani Qatar** Ports shall have licensed agency representation.

Section 45 Access to Premises

No person shall access any Port area as defined by its boundaries, via water, air or land unless the person obtained a permit from **Mwani Qatar** for accessing the port.

Mwani Qatar or the Terminal Operator may have signs, fences or barriers arranged to ensure security and safety of persons, ships and property, the environmental protection or the management of the port infrastructure and the services of the port.

Every person in a port shall obey the instructions on signs posted and respect the functions of fences and barriers established by **Mwani Qatar** or the Terminal Operator.

The person who:

Accesses any Port area without obtaining a permit from **Mwani Qatar**; or,

Fails to obey the instructions on signs posted and respect the function of barriers established by **Mwani Qatar** or the Terminal Operator; shall be liable to a penalty.

Section 46 Compliance with International Security Requirements

Every Vessel applying for permission to enter a port shall ensure compliance with the security requirements for ships of SOLAS 74.

Each Port Facility Operator shall ensure compliance with the security requirements for port facilities of SOLAS 74.

The Owner, Master or Agent of a Vessel that fails to ensure compliance with the security requirements of SOLAS 74 shall be liable to a penalty.

The Port Facility Operator that fails to comply with the security requirements for port facilities of SOLAS 74 shall be liable to a penalty.

Section 47 Notification with Respect to Security

- 1- Every Owner, Master or Agent of a Vessel applying for permission to enter a port shall provide the information to **Mwani Qatar**, at least 48 hours prior to their entry as required under Chapter XI-2 – (Special measures to enhance maritime security) of SOLAS 74, in association with Regulation XI-2/3 implementing the International ISPS Code, as amended.
- 2- To facilitate compliance with the notification requirements under above as appropriate, the Owner, Master or Agent of a Vessel intending to enter a Port shall use the Uniform Ship Pre-Arrival report as per ISPS Code and 2002 amendments of SOLAS 74 in accordance with these regulations.
- 3- Failure of a Master asking for clearance to enter a port under the Port Regulations to provide the complete information required under 1 or 2 above constitutes reason for the Vessel being denied entry to the Port and no damage shall be claimed by the Owner of the Vessel or its Master as a result thereof.
- 4- If the security level of a Vessel entering a port exceeds the security level of the Port or Port Facility where the Vessel shall anchor or be berthed or moored, the Master or Owner of the Vessel shall be held liable for the expenses incurred by **Mwani Qatar** or the Terminal Operator for establishing the required additional security measures as a result thereof.
- 5- The Owner, Master or Agent, who supplies erroneous information to **Mwani Qatar** in relation to a request to enter Port under 1 or 2 above, as appropriate, shall be liable to a penalty.
- 6- All merchant ship (Qatari merchant ship and foreign flag merchant ship) which complying with international conventions granted to deploying not more than 7 persons armed security guards on their ships after permeation from ministry of internal affairs. and to comply with the ministry of internal Decision No.(46) 2016.

Guidelines on Deployment of Armed Security Guards on Merchant Ships

1. Ship Master or Agent of all vessel calling Qatari ports with armed security guards with weapons and ammunition on board should be able to provide documented evidence to the port authority minimum 72 Hours before arrival, and port will forwarded to the Security authority to complete the needful formality.

The form should contain the following:-

1. Number of the armed security guards, Names, Nationality and Name of the Security Agencies.
2. Should detail the amount, make, model, caliber and serial number of all firearms; and details of ammunition and equipment and security guards communication equipment's.
3. Control procedures for separate and secure onboard stowage in a 'strong room' and deployment of firearms, ammunition and security equipment.
4. Last port of call and ETA, Next destination and ETD.

And to Attached the following:-

1. Copy of security guards Passports
2. Undertaking letter stating not to disembark or use of firearms or ammunition in Qatari water without permission from security authority.
3. Endorsed Certificate from vessels flag state allowing the vessel to carry armed security guards on board.
4. PFSO when the ship alongside, with the help of the ship's Master receipt storage key of the weapons ,ammunition and security equipment and communication devices for security personnel storage ,and a written undertaking from the captain not to open the store .

PART (7)

PORT ENVIRONMENT PROTECTION

Section 48 General

In addition to the Regulation given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to Port Environment Protection for the good order, health, safety, security or protection of lives, property or the environment in a Port.

The directions, rules or conditions, restrictions or penalties referred to may relate to:

1. National environment protection regulations
2. Compliance with environment protection conventions; and,
3. Waste management plans in Ports.

Section 49 Compliance with Environmental Protection Arrangements

The Master and Owner of a Vessel shall avoid Vessel-sourced Pollution in ports and of the marine environment and comply with the standards of the environment protection pertinent conventions.

Mwani Qatar may extend the compliance of minimum standards set by relevant authority for Pollution prevention requirements in ports and related waters to be applied to any Vessel.

The Owner, Master or Agent of any Vessel:

1. Identified as being the source of Pollution; or,
2. Non-compliant with the marine pollution pertinent Conventions

shall be liable to a penalty.

Section 50 Ballast Water

Only the discharge of clean ballast from segregated ballast tank is permitted.

All ballast water other than clean ballast shall be retained onboard.

Master are required to take all necessary precautions to minimize and control the introduction of unwanted aquatic organisms and pathogens from the vessels ballast water.

The IMO ballast water reporting form (Resolution A.868(20)) or ROPME sea Area ballast water reporting form as mentioned in IMO circular MEPC 60/INF.2 dated 9 December 2009 is to be completed and sent to port authority same with pre arrival form.

Taking into consideration the provisions of the regulation B-4 of the Ballast Water Management Convention, the following points should be observed:

1. Vessels arriving from outside the RSA should undertake ballast water exchange en route in water over 200 nautical miles from the nearest land and in waters at least 200 metres in depth.

2. If this is not possible for safety reasons, then vessels should be expected to make minor deviations to areas within the 200 nautical miles limit that can be identified as discharge area, so long as such areas are more than 50 nautical miles from the nearest land in waters at least 200 metres in depth.
3. If this is not achievable, then the ship shall provide the respective authority with the reason why she has not done so, and further ballast water management measures may be required, consistent with the Ballast Water Management Convention and other international laws.

Ballast Water, which has been treated with a ballast water management system approved in accordance with IMO standards, does not need to be exchanged. Ships will be required to have on board an approved Ballast Water Management Plan in accordance with the IMO standards. Ships should also have and maintain a Ballast Water Record Book. The ships will be inspected to ensure these regional requirements are fully implemented.

Section 51 Waste Management in Ports

51.1 Notifications for the Collection of Waste from Ships

Every Owner, Master or Agent of a Vessel shall notify Mwani Qatar, the Terminal Operator or Port Facility Operator, as appropriate, in respect to the compulsory collection of waste in a Port. To facilitate reporting, the Master or Agent shall use the GCC “Uniform Vessel Waste Collection report” or similar form as appropriate.

The Owner, Master, or Agent of a Vessel shall make all necessary arrangements for the collection of waste with the Terminal Operator or the Port Facility Operator or any Mwani licensed contractor.

The notification under above and the unified certificate of conformed receipt of the waste issued by waste reception facility operator shall be kept on board the requesting Vessel for the next port as evidence that the Vessel’s waste had been so collected.

The Owner, Master or Agent of a Vessel that fails to:

1. Notify **Mwani Qatar**, the Terminal Operator or Port Facility Operator, as appropriate, in respect of the collection of waste;
2. Make all necessary arrangements for the collection of waste with the Terminal Operator or the Port Facility Operator; or,
3. Make available on request to **Mwani Qatar** or an Authorized Person the notification made for its previous port of call or the unified certificate of conformed receipt of waste issued by a waste reception facility operator;

shall be liable to a penalty.

51.2 Delivery of Vessel-Generated Waste and Cargo Residues

The Master of a Vessel shall, before leaving the port, have delivered all Vessel-generated waste to a port reception facility.

A Vessel that fails to deliver the waste in a Port may only proceed to the next port with the approval of Mwani Qatar.

The Owner, Master or Agent of the Vessel shall pay **Mwani Qatar**, the Terminal Operator, the Port Facility Operator or licensed waste collection provider by **Mwani Qatar**, as appropriate, the applicable charges on account of the Vessel for the collection of Vessel generated waste and cargo residues.

Section 52 Spills from Ships Other than Oil Tankers

Every Owner of a Vessel, such as passenger ships, bulk and general cargo ships and container ships, entering a Port shall have in place and maintain adequate strict liability insurance to cover the cost of incidents such as clean up resulting from the spillage of bunker fuel or other oil.

Each Vessel shall carry on board a certificate clearly attesting that the cover required under above is in force as well as a prima facie evidence of a valid Protection and Indemnity (P & I) club membership contract. The certificate shall be made available for inspection by the **Mwani Qatar** or an Authorized Person on request.

The Owner, Master or Agent of any Vessel that is unable to provide evidence of a valid Protection and Indemnity (P & I) club membership contract may be denied to access the port.

Section 53 Port Environmental, Health and Safety Systems

In addition to the regulations given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to Port environmental, health and safety systems for the good order, health, safety, security or protection of lives, property or the environment in a Port.

The directions, rules or set conditions, restrictions or penalties referred to in above may be applied to any Port Facility established in a Port.

PART (8)

RO-RO AND PASSENGER SHIPS

Section 54 General

In addition to the Regulations given in this Chapter, **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to Roll-On Roll-Off (Ro-Ro) and passenger ships for the good order, health, safety, security or protection of lives, property or the environment in a Port.

The directions, rules or set conditions, restrictions or penalties referred to in above may relate to:

1. Ro-Ro Vessels and Passenger Ferries;
2. Passenger Ships
3. Clearances of Passengers and Baggage.

Section 55 Ro-Ro Vessels and Ro-Ro Passenger Ferries

All persons operating one or more Ro-Ro passenger ferries to or from a Port shall comply with all provisions of the International Ship Management (ISM) Code as a requirement for the aforementioned persons Ro-Ro vessels or passenger ferries to provide services to or from a port.

Section 56 Passenger Ships

The Owner, Master or Agent of every passenger Vessel operating on an International Voyage shall carry onboard the original version of the certificates and, as appropriate, exemptions as specified the pertinent convention with the exception that the Document of Compliance as per ISM Code may be carried as a copy.

Section 57 Clearance of Passengers and Baggage

The Owner, Master or Agent of a Vessel carrying passengers to a port shall take all appropriate measures which will contribute to expedite Vessel arrival, departure and pertinent clearance procedures including:

1. The provision to **Mwani Qatar** and the concerned Government entities of an advance message according to the uniform reporting forms in the Port Regulations giving the best estimated time of arrival, followed by information as to any change in time, and stating the itinerary of the voyage where this may effect inspection requirements;
2. Having the required Vessel and passenger and baggage documents ready for prompt review;
3. Providing for prompt and orderly assembling and presentation of persons on board, with necessary documents, for inspection.

Every Agent of a Vessel carrying passengers with impaired mobility, hearing or vision shall timely so inform **Mwani Qatar** or the Terminal Provider, as appropriate, and provide measures and equipment necessary for the safe disembarkation, embarkation and transport of passengers, and for the convenient movement, collection and inspection of their baggage, on account of the Vessel.

The Owner, Master or Agent of a Vessel carrying passengers to a Port that fails to take all appropriate measures that contribute to expedite Vessel arrival, departure and pertinent clearance procedures shall be liable to a penalty.

The Agent of a Vessel carrying passengers with impaired mobility, hearing or vision that fails to timely inform **Mwani Qatar** or the Terminal Provider, as appropriate, and provide measures and equipment necessary for the safe disembarkation, embarkation and transport of passengers, and for the convenient movement, collection and inspection of their baggage shall be liable to a penalty.

PART (9)

MISCELLANEOUS

Section 58 General

In addition to the Regulations given in this Chapter **Mwani Qatar** may impose directions, rules or set conditions, restrictions or penalties in relation to the following for the good order, health, safety, security or protection of lives, property or the environment in a Port:

1. Vessel Detentions and Clearance;
2. Port entry
3. Licenses; or,
4. Appointment of Ships Agents.

Section 59 Vessel Detention and Clearance

Subject to below and after prior consultation with the National Authority, **Mwani Qatar** may at any time launch proceedings, in compliance with the applicable National law, for detention of a Vessel or goods carried on a Vessel if, in the opinion of **Mwani Qatar**, the Owner or person in charge of the Vessel or the goods has, by way of commanding or managing the Vessel or goods, violated a provision of the Port Regulations, or any direction or rule made pursuant to them.

Mwani Qatar may, at any time launch proceedings, in compliance with the applicable national law, for the detention of a Vessel or goods carried on a Vessel if, in the opinion of **Mwani Qatar**:

1. A fee, charge, penalty, due or damage compensation is due and payable imposed under the Port Regulations.
2. A person is killed or bodily injured, or a facility, infrastructure, equipment, installation or other property owned or managed by **Mwani Qatar**, or that is owned or managed by an operator having entered into a contract, lease or concession with or having obtained a License from **Mwani Qatar**, has been damaged, including damage to the environment, by the Vessel or cargo or by fault or negligence of a crew member of the Vessel who was acting in the general course of employment or was acting under a specific order of the master of the Vessel or officer;
3. Where, during the term of the detention order, the Master or Owner of the Vessel gives an order for the Vessel to depart from the port in which it is detained;
4. No person to whom a detention order is addressed in a Port under the Port Regulations shall, having received the order, given clearance of the Vessel to which the order applies;
5. No Vessel in a port shall leave without having first received a traffic clearance document, duly endorsed by **Mwani Qatar**.
6. The Owner, Master or Agent of a Vessel that gives an order for a Vessel detained by **Mwani Qatar** to depart Port shall be liable to a penalty.

The person to whom a detention order is addressed who, having received the order, gives clearance of the Vessel to which the order applies shall be liable to a penalty.

Section 60 Licenses/Permit

Every person performing a service or work in a Port shall, whether or not holding a contract, lease or concession with **Mwani Qatar**, prior to carrying out of the service or work, request for a License / Permit (Operating License/Operating Permit) from **Mwani Qatar** covering the legitimate performance of the service or the work in a Port. **The granting of a Operating license shall be conditional upon the person meeting all relevant requirements satisfied by other concerned government entities and designated authorities.**

Any person that performs a service or work in a Port without a License (Operating License) issued by **Mwani Qatar** shall immediately cease the service or work when instructed to do so by **Mwani Qatar** or an Authorized Person.

The person that performs a service or work in a Port without a License (Operating License) issued by **Mwani Qatar** shall be liable to a penalty.

Section 61 Appointment of Agents

Every Vessel, regardless of its employment, purpose, propulsion, size, type or flag, intending to enter a Port shall, prior to entering, have appointed an Agent responsible for representing the Vessel.

The expiration of a License issued by Ministry of Transport and Communications to an Agent does not release the Agent from carrying out his obligations to Mwani Qatar , Owner, Master, charterer, crew or cargo of a Vessel, , including the settlement of all dues, fees, charges, fines and damage compensations before or after a Vessel has departed a Port.

If no Agent has been appointed to represent a Vessel as required by , Mwani may:

1. Deny entry of that Vessel into port; or,
2. Either through established procedures or in accordance with any Directive as may be issued by the Ministry of Transport and Communications requires the diplomatic representative of the flag state of the Vessel to appoint an Agent on behalf of the Vessel.

Mwani Qatar may ask the Agent holding a License issued by Ministry of Transport and Communications, to deposit a guarantee for the settlement of the financial obligations of his principal.

Section 62 Damage to Mwani Qatar Property

Any person who willfully removes, destroys or damages any property belonging to or in the custody or possession of **Mwani Qatar** or hinders or prevents such property from being used or hinders or prevents such property from being used or operated in the manner in which it is intended to be used or operated shall be liable to a penalty.

Section 63 Saving of Prosecutions under Other Laws

Nothing in these Regulations shall prevent any person from being prosecuted under any other written law for any act or omission which constitutes an Offence under these Regulations, or direction or rule made pursuant to them, or from being liable under that other written law to any punishment or penalty higher or other than that provided by these Regulations, or direction or rules made pursuant to them, but no person shall be punished twice for the same Offence.

Section 64 Limitation of Mwani Qatar Liability

Mwani Qatar reserves the right to establish maximum liability for a claim that arises for injury or loss of life caused to a person or for damage or loss caused to a ship or to any cargo, or any property on board a ship.

Section 65 Amendments

Mwani Qatar reserves the right to alter or amend in whole or in part these Rules and Regulations, when considered necessary or appropriate pursuant to procedural changes. The most recent version shall be applicable at all times.

Section 66 P & I Coverage (Insurance)

Every Vessel, regardless of its employment, purpose, propulsion, size, type or flag, intending to enter a Port shall, prior to entering, have to submit P & I Coverage (Insurance) to cover

- liability for Pollution
- Collision liability
- Wreck Removal
- Damage to Fixed Floating Objects
- Trading area to include Qatar

Section 67 Diving Operations

Any underwater diving operation must be carried out during daylight hours and must be approved by **Mwani Qatar** port authority. The request for underwater diving operations must be submitted in writing and must contain the following information:

1. Date, Time and duration of the operation.
2. purpose of the operation.(e.g. hull survey)
3. Exact location of the operations.
4. Particulars of the any ship involved in the operations.
5. Particulars of the person in charge of the operation.

All divers must be qualified in underwater diving and must adhere to the recommendation of international codes of safe practice.

Master of the ship undergoing underwater operation shall notify the port control by VHF before start of and on completion of the operation.

SCHEDULE 1

Mwani Qatar Controlled Ports: Limits

Unless stated otherwise, the landside boundary of Mwani Qatar Port limits is defined by the line of the highest astronomical tide.

PORT	LAT(N)	LONG(E)
Doha	25° 18.24' N	051° 33.05' E
Al Ruwais	26 08.63' N	051 12.425 ' E
Hamad	25°01'47.88" N	051° 35' 36.03" E

SCHEDULE 2

Mwani Qatar Controlled Ports: Restrictions

The actual decision to berth or un-berth a vessel depends on many factors which can only be assessed by the pilot and Master. The parameters in the table below may not therefore be strictly observed by the pilot, if in his professional judgment and in consultation with the Master, more or less restrictive parameters should apply to ensure the safe maneuvering of the vessel

For Port Restrictions, refer to the Port Information Guide.

SCHEDULE 3

Mwani Qatar Berths Limitation

DOHA PORT

For Port Restrictions, refer to the Port Information Guide.

AI RUWAIS PORT

For Port Restrictions, refer to the Port Information Guide.

HAMAD PORT

For Port Restrictions, refer to the Port Information Guide.

SCHEDULE 4

Dangerous Goods Limitations

IMDG	Description	
Class 1	Explosives	<p>Class 1 requires prior written approval from Mwani Qatar and accepted on direct delivery basis</p> <div style="display: flex; justify-content: space-around; align-items: center;">    </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;">    </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <p>Division 1.1</p> <p>Division 1.2</p> <p>Division 1.3</p> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <p>Division 1.4</p> <p>Division 1.5</p> <p>Division 1.6</p> </div>
Class 2	Gases Compressed, Liquefied Or Dissolved Under Pressure	<p>As Per IMDG Code Requirements and shall be directly delivered during daylight hours</p> <div style="display: flex; justify-content: space-around; align-items: center;">    </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <p>Division 2.1</p> <p>Division 2.2</p> <p>Division 2.3</p> </div>
Class 3	Flammable Liquids	<p>As Per IMDG Code Requirements and accepted on direct delivery basis</p> <div style="display: flex; justify-content: center; align-items: center;">  </div>
Class 4	Flammable Solids or Substances	<div style="display: flex; justify-content: space-around; align-items: center;">    </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <p>Division 4.1</p> <p>Division 4.2</p> <p>Division 4.3</p> </div>
Class 5	Oxidizing Substances (Agents) And Organic	<div style="display: flex; justify-content: space-around; align-items: center;">   </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <p>Division 5.1</p> <p>Division 5.2</p> </div>
Class 6	Toxic And Infectious Substances	

		 
		Division 6.1 Division 6.2
Class 7	Radioactive Substances	  
		White Yellow II Yellow III
Class 8	Corrosive	
		As Per IMDG Code Requirements are accepted on indirect delivery basis
Class 9	Miscellaneous Dangerous Sub-stances And Articles	

NB:Port Information Guide and Terminal Operator instructions to be followed

SCHEDULE 5

Applicable International Conventions

The Conventions referred to in Regulations are as follows:

- The SOLAS Convention;
- The Load Lines Convention;
- The MARPOL Convention;
- The International Convention on Tonnage Measurement of Ships, 1969, as amended;
- The Convention on The International Regulations for Preventing Collisions at Sea, 1972, as amended;
- The International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978, as amended;
- The International Convention for Safe Containers, 1972, always as amended;
- The ILO Code of Practice on Safety and Health in Ports, 2005, as amended;
- The ILO Code of Practice on Accident Prevention on Board Ship at Sea and in Port, 2nd Edition 1996, as amended;
- The ILO C185 Seafarer's Identity Documents Convention (Revised), 2003, as amended;
- The ILO and IMO Code of Practice on Security in Ports, 2004, as amended;
- The Kuwait Regional Conventions for Cooperation on The Protection of The Marine Environment from Pollution, 1978, including The Protocols related Thereto, as amended;
- The International Convention on Maritime Search and Rescue, 1979, as amended;
- The Maritime Labour Convention, 2006, as amended;
- Any further convention with respect to security, safety or environment protection adopted by The IMO or ILO or any related international organisation, after the coming into effect of these Regulations; and
- The International Safety Management Code.

