



RAK Khor Port



Al Jeer Port



Al Jazeera Port



Act No. (9) of 2008 with respect to RAK Ports

- **Rules of RAK Ports**
- **Borders of RAK Ports**

Government of Ras Al Khaimah

Ruler's Court

Act No. (9) of 2008

With respect to RAK Ports

We, Saqr Bin Mohammed Bin Salim Al Qassimi , Ruler of Ras Al Khaimah & Suburbs

Pursuant to the presentation of the Crown Prince Deputy Ruler and by virtue of public interest ,

We have issued the following Act :

Chapter One

Article (1)

This Act is known as " RAK Ports Act No.(9) of 2008

Article (2)

Definitions

In this Act , unless the context otherwise requires , words and expressions shall have the same meanings as are respectively assigned to them.

Ruler : Ruler of Ras Al Khaimah

Ras Al Khaimah : Emirate of Ras Al Khaimah , suburbs and regional water.

Customs : Ports & Customs Department in Ras Al Khaimah.

Department : Ports & Customs Department

Agent :Shipping agent or owners' representative : Means any company or individual that accepted appointment by ship owners or ship captain to represent them in any of RAK Ports. The license for such agent is duly issued in Ras Al Khaimah.

Cargo :Means all goods loaded or will be loaded on ship board including types of general cargo of cement , woods , packed goods or passengers' movable effects , animals and birds whether live or dead and all commodities that the Department thinks they are manufactured in the form of bulk , containers or units.

Fees :Comprising all duties , taxes , charges and transit fees of all types , payable under this Act or upon Port regulations.

Local Transport Boats : Meaning all small boats used in coast operations at the regional water, operated by engines , sail or rows and used to carry passengers or for fishing.

Tug Boats :Sea units owned by the Port Dept. to serve and help ships in and out of the port and to be used within the port borders and any other services required provided obtaining a prior permit from Port Management.

Container :A completely closed unit for carrying shipment and be reused , made of steel , thin wood , fabrics , wood or fiberglass. It is used for transport of material in a form of bulk , packed and be lifted as one unit by ship or port cranes.

Shipping Route :Full and safe route suitable for shipping and points close to RAK Ports.

RAK Ports :All Ports in Ras Al Khaimah , premises as specified in schedule No.1 and any subsequent additions.

Goods :Each natural material , animal , cultural or industrial product including electric power.

Dangerous or restricted goods :Any goods disallowed for import and/or export based on the provisions herein pursuant to schedule 3 attached herewith and/or disallowed for import pursuant to any other legislation prohibiting such material.

Management :The Board of Directors or the Authority entitled by RAK government to separately manage each port.

Port Director :Any employee appointed by the Management as a Port Director including deputies and assistants (for any Director) appointed in such position and including any employee legally handling Director's works if absent.

Directorate of Naturalization : The Directorate of Naturalization & Residence in Ras Al Khaimah.

Captain :Meaning any qualified person (except Guide) having control or responsibility over the ship and appointed by ship owner.

Port :Any port existing within the borders of Ras Al Khaimah & suburbs and any subsequent additions as set out in schedule 1.

Month & year :Gregorian month and year

Owner :Any operator , manager , owner of part , hirer , mortgager by ownership or any other user.

Perishable goods :Any perishable food stuff or live stock.

Ship Pilot :The qualified person currently permitted by the Port Management to guide ships and be Captain's advisor within the borders of the Port.

Pollution :Leaking or illegal method of oil discharge or any other substances causing environment damage or danger.

Port Facilities :All methods and services provided by the Management to help in dealing with ships for loading and offloading process.

Port Health Officer :The officer appointed by RAK Government to maintain health and carry out quarantine procedures pursuant to ports health regulations or any other person permitted to do such works.

Port Management Supervisors: Those appointed from time to time under Chapter 2 herein including Directors and their legal agents.

Exempted Ships :Those ships exempted from fees under a Resolution issued by H.H. Ruler of Ras Al Khaimah.

Port Premises :Internal quays at sea , platforms of loading & offloading of ships , stock areas , waves resistant, water platforms on piles and buildings supervised and controlled by the Management.

Port Regulations :Regulations prepared and published from time to time by the management under this Act.

- Port Tariff** :Schedule of fees prepared and published from time to time by the management under this Act and which are paid by ships and cargo owners that use the port facilities.
- Ship** :Each floating , movable , guidable structure by any means and normally sailing.
- Customs Area** :Sector decided by Director in each sea port or at any other place having a Department office where all or part of customs formalities are completed.
- Customs Statement:**Declaration presented to the Department comprising goods specifications , detailed quantity under this Act . Documents legally required and attached therewith shall be deemed an integral part of such declaration.
- Warehouse** :Place or building prepared for temporary storage of goods whether directly managed by the Department or by an official or non-official establishment or investing authority.
- Carrier** : Means of transport owner or his representative.

Chapter Two

Authorization

Article (3)

- a. The Management grants its power and authority under this Act to any person or a group of persons appointed to supervise the port management.
- b. The Director , upon appointment of Department employees , grants them an authorization in writing for service and they shall have to bear it at work and show the same upon request.
- c. Each employee at the Department or whose service is terminated for any reason , shall have to give everything at his trust back to his manager like authorization , records and supplies.

Chapter Three

Application

Article (4)

This Act shall apply to all operations inside the port as detailed in Schedule (1) pertaining to actual ships movements as well as loading & offloading of cargoes within Ras Al Khaimah.

Chapter Four Ships Movements

Article (5) Mandatory Piloting

- a. The borders shown in Schedule (2) represent the mandatory piloting area within the port and that all ships shall have to duly remain under piloting of a particular pilot other than those exempted ships in accordance with internal instructions for each port within the borders of mandatory piloting.
- b. For the purpose of this clause , some ships will be exempted as shown in the Port Tariff published from time to time.

Article (6) Ship Liability

- a. The ship owner and captain , including exempted ships , shall , notwithstanding the reasons , jointly or severally bear unlimited liability for all losses and damages occurred to internal port platforms , wave barriers , ship buoys or any structures , properties or other port equipment whatsoever and also liable for death or injury of any person permitted to remain within port borders with respect to such ships navigation whether with or without a pilot within the port borders and whether such loss , damage , death or personal injury is resulting from disorder of the validity of marine premises , properties or port equipment. No ship shall be permitted to sail from the port unless a deposit is paid for the value of such losses or damages.
- b. The Management shall not be liable for the following whether resulting from its default or any other reason :
 1. Any loss , damage or delay for any ship or any other properties on platforms or on board , fixed or movable (save the shipment that the Management is liable for by virtue of Chapter 5).

2. Any death or personal injury incurred by the ship captain or sailors using the port as hereinabove mentioned.

3. The Department shall bear no responsibility of compensation for delay or damage towards the importer or owner of goods for which custom clearance formalities were suspended.

Article (7) **Documentation Submittal**

The shipping agent or the captain of any ship shall submit information and documents of the ship , passengers or cargo required pursuant to port regulations by 48 hours prior arrival and submittal of original documents upon arrival and redelivery of original documents to the agent on departure. The Management shall have the right to order any ship to leave the port in case such ship is loaded with cargo causing health damage or harm in any manner and shall also have the right to take appropriate measures for removal of such ship or to damage any harmful cargo. The ship owner shall bear responsibility of all expenses incurred by the Management.

Article (8) **Liability of fees payment**

The shipping agent shall be liable for any fees payable on any ship he represents and payments shall be settled in accordance with the port tariff and regulations.

Article (9) **Authority of Receipt, Attachment & Sale**

a. In case of non-settlement of any fees payable any ship , an attachment shall apply to such ship until such fees are settled.

b. Should a period of 14 days expire without settlement after the date of attachment , then the ship shall be sold and the value shall be paid to the ship owner or his authorized agent after deduction of any remaining fees in addition to costs of attachment and sale.

Article (10)
Issue of ship departure

- a. The issue of departure permit certificate to the ship captain may be rejected until all due fees are settled and all penalties and expenses due on such ship are all paid under this Act or port regulations or payment is satisfactorily secured.

- b. The competent governmental authorities shall have the right to attach any ship if found inappropriate for sailing until repaired. Through such period of attachment , the ship shall remain liable for payment of any fees upon port tariff.

Article (11)
Authorities relating to removal of shipwreck

- a. Should a ship be wrecked, stranded or fell in danger within the port , the Management immediately takes necessary procedures to maintain the ship , load , equipment and safety of the captain and sailors.

- b. The owner , captain or agent of the wrecked or stranded ship shall have no right to rescue or divide the ship into parts without the Management approval.

- c. The Management may request the owner , captain or agent of the wrecked or stranded ship to submit any guarantees as deemed appropriate and sufficient to cover the expenses of moving such ship or parts out of the port.

- d. The Management, if absolutely estimated and without any liability for any loss , damage of properties , death or personal injury occurred at this process , may remove or damage any wrecked , stranded or deserted ship or any object floating at the port that may be dangerous or hinder navigation at the port and shall have the right to take any other measures to stop any danger to life or navigation in or out of the port area.

- e. The owner of the sunken , stranded or deserted ship , under Clause (d) above and without prejudice to the right of instituting a claim proceeding against him , shall have to pay all the costs of removal , damage of ship or load and shall pay any expenses relating to preparation , floating , guarding , lighting and otherwise to carry out the job.

f. Should the due expenses not be paid under Clause (e) within 14 days from notifying the person in charge in writing of the due amounts, then the ship , goods or any other part thereof shall be sold and the price be given to the owner after deduction of any costs , provided the Management not bearing any liability if the amount remaining after sale is given for any reasons to any person other than that who should receive such amount.

Article (12) **Tug Conditions**

a. Tugboats shall be provided at the port to help ships entry and exit and to be used in the port provided the Management not bearing any liability in any case if the available tug facilities are found unable to efficiently handle the job.

b. The following are tug conditions applied on use of tugboats prepared by the Management :

1. The captain and sailors of the tugboat shall be deemed employees and subordinate to the hirer and shall remain under his control or his agent. Any person on the hired board working for the Management or paying his salary shall be deemed employed by the hirer.

2. The Management shall not bear any liability throughout the period of tugboat use for any damage whatsoever , personal injury , death for any reasons including default of its employees or agents for the tugboat invalidity or breakdown of tugboat , equipment , anchors or insufficient fuel or for any reason whatsoever. The hirer shall comply with the said liabilities and indemnify the Management for the same, provided such damage , personal injury or death is not caused due to the fact that the Management has not made reasonable care to make its tugboats valid for navigation and fit for their normal use. The hirer should prove the Management has not reasonably provided the relevant care.

3. For interpretation of such conditions , the word (use) shall be effective as from the time the tugboat leaves its berth for the purpose of tugging and shall end on return to its berth.

4. Unless the Management is proved to have failed in providing reasonable care to make its tugboats fit for sail as set out hereinabove , the Management shall not be liable for any damage incurred by the hirer's ship or any personal injury or death (save the tugboat sailors) once it is under the direct or indirect demand of the hirer to render any

services related to its boats except tugging. The hirer shall indemnify the Management for any claims in this respect.

Article (13)

Non-Compliance (Negligence)

The Management shall not be liable for negligence or default in loading or offloading of any ship or any cargo within the time agreed that may occur to any ship due to such negligence.

Article (14)

Captain's liability for the ship violating Port Act

The ship captain shall be liable for compliance and execution of the provisions herein and port regulations. In case of non-compliance, he shall be liable for any violation and legal procedures shall be taken against him.

Chapter Five

Loading, Offloading and Storage of Cargoes

Article (15)

Conditions to accept liability

The Management shall not accept any liability whatsoever in regards to any cargo offloaded from any ship or brought to port until the date of delivery of goods and receipt note is issued to the captain in charge for loading, his agent or the person who dropped such goods to port as the case may be.

Article (16)

Liability for Loss & Damages

As from the date of goods receipt by the port until the same is delivered to owners, the management under Article (18) herein, shall comply with responsibility for any loss, improper delivery, attachment or damage if proved to be caused due to intended default, misact by the Management provided such loss, improper delivery, attachment or damage is not resulting from:

- a. Acts of God.
- b. War, enemy act, civil war, revolution, military act or violent seizure.
- c. Attachment by virtue of law.

- d. Act or non-act from sender, receiver, depositor, server or any agent or attorney.
- e. Riot or civil strike, business closure, laborers, disobedience for any reasons whatsoever, partially or wholly.
- f. Fire, floods, storms and theft.
- g. Natural reduction due to the loss resulting from transport of large quantities or weights, or due to normal or hidden reason, normal damage of goods due to parasite insects or rats...etc.
- h. Short of contents of unbroken packages.
- i. Incomplete or improper packaging, or drums leakage or damaged packages.

Article (17)

The Management shall not bear any liability for the following:

- a. Loss, improper delivery, attachment or damage of any loaded or stored goods for which a wrong statement was given under Clause (c) of article (20).
- b. Indirect loss, successive loss or market loss.

Article (18)

Limits of Compliance

- a. By virtue of Article (16) above the Management liability shall be limited pertaining to any cargo by delegation of accredited neutral expert approved by both parties in order to decide the value of goods compensation.

Article (19)

Giving Notice of Loss

Notwithstanding any details herein provided, the Management is exempted from any liability unless given a notice in writing for loss or damage incurred by goods or given details of general condition when transporting good to consignee (or in case of loss at the time due for transport) or after 3 (Three) days from such loss.

Article (20)

Terms of Acceptance and Storage

- a. Goods shall be delivered with marks and numbers set out to manifest provided keeping goods in a good storage place

- b. No liability accepted for notifying consignee of arrival.
- c. Consignee shall prepare goods list in order to know whether the same is good or not for storage.
- d. In case of not providing goods list or at any time as the Management thinks necessary upon its absolute estimation, consignee shall be requested to permit goods inspection to be able to provide a report of fees imposed, validity or invalidity of goods for storage.
- e. Storage shall be rejected if believed to cause damage to port works, equipment or to the other cargoes.

Article (21)
Terms of Delivery

- a. Goods arriving in the port shall be delivered to the owner or his agent after the captain of the carrier or his agent issues instructions in writing for delivery.
- b. The party shown in delivery instructions shall be the owner, goods receiver or his agent.
- c. No goods shall be delivered unless all customs procedure are completed and after payment of any customs, duty or any due expenses, However the carrier's captain, his agent or shipping agent, may be authorized to directly deliver goods to the owner out of the port (each port waiting area), only after the approval of the Customs Department on the nature of goods, due customs duty and upon completion of direct delivery formalities as stipulated in port regulations.

Article (22)
Unclaimed Goods

- a. Should goods not be withdrawn from storage yard and duty or other tax not be paid within 45 days from date of receipt, then goods shall be sold by auction.
- b. Particulars of the will be sold goods, shall be advertised on the port board for at least two weeks and also published in official newspapers. This sale shall be made after one month from notifying of consignee or representative and the sale revenue, after deduction of all fees, taxes and expenses shall be deposited at the port Management to be delivered to relevant party. The claim for the same shall drop after 6 (Six) months from the date of sale and shall be accordingly deemed revenue for treasury.
- c. Sale by auction shall be made by a committee of 2 (Two) employees of ports and customs and ports Management that shall witness such sale.

- d. The owner of goods shall have the right to recover goods at any time before sale after completion of customs formalities and payment of all custom taxes and any other due fees.
- e. Unless otherwise expressly provided the following goods shall be sold unless withdrawn from storage terminal within periods specified hereunder:
 1. Perishable goods, within 3 (Three) days.
 2. Canned foods and any cargo badly packed, delivered for storage, within 4 (Four) months.

Article (23)
Method of Release of Sale Revenues

- a. Goods sale revenues are released under Article (22) as follows:
 1. Payment of sale expenses.
 2. Payment of customs duty calculated upon the price approached on sale.
 3. Payment of port charges related to goods.
 4. Payment of stevedoring or any other expenses giving the right of goods attachment.
 5. The balance shall be retained for the account of the owner. Should such owner not claim within six months from date of sale, then the balance shall be for the Management.
- b. Without prejudice to any other legal procedure, the Management shall have the right to recover due port charges or any port thereof.

Article (24)
Goods delivered on Guarantee or Compensation

- a. When there are goods or price thereof at the hold of the Management and such goods or price is claimed by two or more persons, or
- b. If a person claims goods proved to be his.

In both cases, no one shall be permitted to receive such goods or price without submitting a guarantee accepted by the Management to face any other claims from any other parties.

Article (25)
Terms of Accepting Dangerous Goods

- a. No one shall have the right to deliver the port any dangerous goods or any goods that may cause damage to individuals or properties without providing the Management with a notice in writing reading the quality of such cargo.
- b. The cargo may be rejected or accepted under particular terms of storage.
- c. The owner of such dangerous goods may be requested to immediately keep them away from port if found to cause tort to persons or properties.
- d. Should the ship owner not take into account such requirements, then the Management shall have the right to dispose of such goods as deemed appropriate without delay.

Article (26)
Attachment of Goods due to Unpaid Freight

- a. Should the Management be notified in writing by the ship captain, his agent or the owner of the cargo offloaded in the port and the Management accepted such cargo to deliver to the consignee and in case the freight charges or any other fees are unpaid, the cargo may be attached and not to be delivered until:
 1. A receipt voucher is submitted or exemptions from such charges signed by the ship captain or his agent.
 2. The party having the right to receive goods shall have to pay such charges and any other due fees.
- c. The Management shall bear no responsibility with respect to such cargo until delivered to the party holding receipt voucher or exemption as stipulated in Clause (a).

Article (27)
Liability to Prove Payment of Fees and Taxes

When discussing whether customs duty and port charges are paid for goods legally imported or exported, the liability to prove payment of such fees or the goods are legally imported and exported as the case may be, shall be borne by the party authorized to submit such request.

Chapter six Crimes and Penalties

Article (28)

Any person violating any of provisions herein shall be subject to a penalty imposed by the port Management ranging from minimum to maximum as detailed hereunder:

Section One General Provisions

	Min. AED	Max. AED
1. Not having a copy of this Act on the ship.	250	500
2. Disobedience of authorized people's orders or any directives issued by Port Management.	2000	4000
3. Disallowing authorized persons to get on ship, enter decks or accommodations to perform their duties.	2000	4000
4. Not providing safe access to the ship.	1000	2000
5. Not showing documents, certificates or permits.	1000	2000
6. Hindering of authorized person's works.	2000	4000

Section Two Ship Arrival and Departure

	Min. AED	Max. AED
1. Not providing required information from ship to port.	1000	2000
2. Entry of ship in the port without prior permit.	5000	10000
3. Not submitting ships arrival prior notice.	1000	2000
4. Not notifying the port Management of ships operated by nuclear energy.	1000	2000
5. Not submitting required documents in time	5000	10000

by ship captains, agents or any other persons.

6.	Not raising signal flags on arrival.	1000	2000
7.	Not raising flag of the ship country.	1000	2000
8.	Passengers landing before health and customs procedures.	1500	3000
9.	Ships berthing or departure without prior contact with the port watchtower.	5000	10000
10.	Departure of ship with overload.	5000	20000
11.	Departure of ship without prior completion of official procedures.	5000	10000

Section Three Pilotage

	Min. AED	Max. AED	
1.	Sailing or moving of ships without pilot.	5000	10000
2.	Ships not raising international signal of having a pilot.	1000	2000
3.	Non compliance of ships with rules of safety, ascending and descending of pilots as per navigation rules.	2000	5000
4.	Captains providing wrong or incomplete information to pilot.	5000	20000

Section Four

	Min. AED	Max. AED	
1.	Ships not using tugboats when so required.	2000	5000
2.	Ships not providing strong tug ropes.	5000	15000

Section Five
Ships Berthing, tugging and moving

	Min. AED	Max. AED
1. Ships not occupying berths not specified for them.	1000	2000
2. Non compliance of ships with additional instructions issued by Management.	1000	2000
3. Marine units operating in the port occupying a quay not specified for them.	1000	2000
4. Not providing enough crash barriers if required.	1000	2000
5. Ships not berthing in the manner required by port Management.	2000	5000
6. Ships using engines in a way causing damages or if restricted and without prior permit.	2000	5000
7. Not installing rat barriers.	1000	2000
8. Not providing safe access passages as per safety rules.	2000	5000
9. Captains not providing free movement between ship decks berthing in parallel to each other.	1000	2000
10. Ships allowing ascending and descending before arrangement of safe arrival facilities,	1000	5000
11. Non compliance with international safety regulations.	2000	10000
12. Ships change of quay without permission.	2000	10000
13. Ships making maintenance affecting their ability to move without permit from port Management.	5000	15000

14. Ships not provided with enough number of crew.	2000	10000
15. Ships not leaving quay when required to leave.	5000	10000
16. Captain not informing port Management of any damages occurred on arrival and departure.	2000	5000

Section Six
Safety and Acts of ship crew on terminal

	Min. AED	Max. AED
1. Ship using propellers or maneuver appliances without prior permit.	2000	5000
2. Ship using propellers when the required number of persons is not available.	2000	5000
3. Ships captains not informing of adjacent dangers.	2000	5000
4. Ships pumping of sewerage water or ballast water on quay or on parallel ships.	5000	20000
5. Ships having onion shape prow or two propellers but not having marks or alarms.	1000	2000
6. Persons diving without prior permit from the Management.	2000	5000
7. Diving without giving required signals.	1000	2000
8. Ships entry in areas of diving.	5000	10000
9. Ships not notifying of goods or equipment falling in the sea.	5000	10000
10. Captain not requesting removal or rescue of	5000	10000

sinking equipment or goods.

11. Ships or persons throwing waste in the sea without permit.	2000	5000
12. steaming of ship without prior permit.	1000	2000
13. Unauthorized person getting on ship when steaming.	10000	20000
14. Persons in charge not installing and lighting danger signal.	2000	5000
15. Ships not appointing a watch guard.	1000	2000
16. Ships causing pollution or not taking necessary measures for the same.	10000	100000
17. Sail of Marine units within port borders without permit.	2000	5000
18. Owners or captains of coming Marine units not writing names and numbers thereon as required.	2000	6000
19. Sailing of the ship without sail permit.	5000	10000
20. Ships launching help signals or other signals without reason.	2000	6000
21. Ships inside the port using disallowed wireless devices or oscillation.	2000	7000
22. Captain or owner not informing sailors of compliance with port rules and regulations.	1000	3000
23. Misuse of safety and rescue equipment.	1000	2000
24. Persons getting on ship without prior permit from Management.	1000	2000
25. Persons taking photos without permit.	1000	5000
26. Persons swimming or fishing within port borders.	1000	2000
27. Ships using their boats or launches without prior permit.	1000	2000

28.	Smoking in No-Smoking areas.	1000	2000
29.	Ships not fixing required warning signals.	1000	2000

Section Seven Fire Fighting Precautions

		Min. AED	Max. AED
1.	Use of lights or smoking in restricted areas.	1000	2000
2.	Not informing persons of fires as required.	1000	2000
3.	Disobedience of authorized persons' orders in case of fire.	2000	5000
4.	Captains not complying with safety and security equipment rules.	2000	15000
5.	Having insufficient number of sailors on board.	2000	10000
6.	Ships not complying with electric connections rules.	2000	5000
7.	Ships not taking safety and security precautions.	2000	5000
8.	Captains not taking appropriate procedures for rescue or fire fighting.	5000	10000
9.	Persons not leaving ship when so required.	2000	10000
10.	Ships or marine units operating in port not moving when so required.	10000	15000
11.	Persons working without permit for handling thermal works.	2000	5000
12.	Not following safety rules in such works.	2000	5000

13. Captains allowing to enter goods tanks without checking their safety of gas free.	5000	10000
14. Working at any tank without permit.	5000	10000
15. Misuse or invalidity of fire fighting equipment.	2000	5000
16. Required fire fighting equipment are not available at site.	2000	10000
17. Fire early alarm system is not available or valid at sites under Management.	5000	15000
18. Captains and officers not cooperating when adjacent fire breaks out.	2000	5000

Section Eight Ship Handling

	Min. AED	Max. AED
1. Ships commence work before submitting required documents and without permit.	2000	5000
2. Ships non compliance with the rules of goods handling equipment.	2000	5000
3. Ships non compliance with working hours decided by port Management.	2000	5000
4. Persons non compliance with safety rules for handling.	2000	5000
5. Ships not prepared for handling.	2000	5000
6. Ship officer in charge is not available on handling.	2000	5000
7. Captain or officer in charge not supervising sailors and workers on board.	1000	2000
8. Ships unable to offload goods as required.	2000	10000

9. Persons non compliance with safety rules relating to heavy weights and floating hoists.	2000	5000
10. Ships non compliance with rules of handling certificates.	2000	5000
11. Ships non compliance with safety rules of passengers ascending and descending.	2000	10000
12. Ships and persons non compliance with rules of storage when handling different goods including life stock.	10000	20000
13. Ships non compliance with rules of perishable goods.	3000	10000
14. Ships non compliance with rules of goods trans-shipping.	2000	5000
15. Ships non compliance with rules of grain shipments.	1000	20000

**Section Nine
Ships and Emergency Cases**

	Min. AED	Max. AED
1. Ships not informing of accidents.	5000	10000
2. Captains not taking proper measures in case of danger, stranding or in rescue operations.	5000	10000

Article (29)

Each person violating such provisions, shall be subject to fine imposed by the port competent authority ranging between Minimum and Maximum as stipulated hereunder:

**Section One
General Provisions**

	Min. AED	Max. AED
1. Shipping Agents not having a copy of such rules.	1000	2000

- | | | |
|--|------|------|
| 2. Persons not complying with or opposing orders of authorized people or other directives issued by port Management. | 1000 | 2000 |
| 3. Non compliance with such rules unless otherwise decided. | 1000 | 2000 |

**Section Two
Licenses and Permits of Port Services**

	Min. AED	Max. AED
1. Persons, companies or organizations offering any special services or participating in private business without license from port Management.	2000	10000
2. Non compliance of agents with port rules in general and also customs laws, coast guards and local authorities unless otherwise mentioned.	2000	5000
3. Agents not supervising goods handling or not providing clerks and supervisors.	1000	2000
4. Agents not sending (Import and Export Statements) to customs in time.	Subject to customs.	
5. Agents not bringing reports on goods operations or not attending on inspection or remedy of damaged packages.	2000	5000
6. Agents not submitting required notices.	2000	5000
7. Agents not submitting required information about ships movements and goods particulars.	2000	5000
8. Agents not providing the port Management with information about goods for which no delivery orders issued.	1000	2000
9. Agents not submitting statistical data or other documents when required by any government authorities.	1000	2000
10. Those authorized for ship supplies and bunkering carrying any goods or effects from and to	Subject to customs	

ships without permit from customs authorities.	authority	
11. Suppliers not providing authorization for getting on passengers ships.	1000	2000
12. Employees not wearing unified dress or carrying their badges.	1000	2000
13. Any license holder directly dealing with the ship without authorization from hip owner or agent.	1000	2000
14. Bunkering licensees not complying with requirements stipulated in the license.	1000	2000
15. Bunkering captains or any other persons in charge not complying with rules or regulations of the port Management or not informing the licensee of any break downs incurred by the ship unless otherwise mentioned.	2000	5000

Section Three Use of Internal Passages in the Port

	Min. AED	Max. AED
1. Entry or departure of persons from port without permit.	500	1000
2. Persons carrying goods on disallowed vehicles.	500	1000
3. Persons driving vehicles in port area without driving license (informing Traffic Authorities if so decided by the port Management).	2000	
4. Persons using disallowed vehicles (informing Traffic Authorities if so decided by the port Management).	2000	
5. Vehicles owners not maintaining their vehicles in good conditions (informing Traffic Authorities if so decided by the port Management).	2000	
6. Entry of restricted areas without permit.	500	1000

7.	Persons disobeying instructions of authorized persons.	500	1000
8.	Persons disobeying instructions of port Management or unduly acting.	500	1000
9.	Risky driving.	1000	2000
10.	Driving without attention near vehicles carrying dangerous goods.	2000	5000
11.	Driving in a speed exceeding permitted limits.	500	1000
12.	Driving within warehouses without permit.	500	1000
13.	Car parking in restricted areas.	500	1000
14.	Breaking traffic signals for vehicles.	500	1000
15.	Car parking on or close to fire extinguishing equipment.	1000	2000
16.	Excessive loading vehicles.	500	1000
17.	Loading containers on vehicles without using seals or security methods.	1000	2000
18.	Fueling vehicles without taking precautions.	1000	5000
19.	Non removal of falling goods as required.	1000	2000
20.	Carrying persons disallowed for exit and insubordinate to transport company.	Driver and passenger are to be introduced to local authorities.	

**Section Four
Communications**

	Min. AED	Max. AED
1. Using communication devices (V.H.F) without permit.	1000	2000
2. Using unauthorized (V.H.F) communication devices.	1000	2000
3. Using unchecked wireless communication devices or (V.H.F) uncertified devices.	1000	2000
4. Using of international marine channel (16) for unauthorized purposes.	1000	2000
5. Nonstop of using channel 16 if required by port watchtower.	1000	2000
6. Entry of watchtower of the port without permit.	1000	2000
7. Non follow up of watchtower channel of the port and at least channel 16.	1000	2000

**Section Five
Safety and Discipline in the Port**

	Min. AED	Max. AED
1. Entry into restricted areas.	500	1000
2. Not holding gate pass or permit issued by port Management.	500	1000
3. Entry of restricted goods into the port (notifying customs authority).	2000	10000
4. Trying to smuggle or theft (notifying concerned authorities).	2000	5000
5. Trying to transport goods or materials without permit.	2000	5000
6. Practice of sale or trade in the port area	2000	5000

without permit.

7. Publication of advertisements without permit.	2000	5000
8. Not taking precautions to stop damages or non compliance with signals, alarms or instructions.	2000	5000
9. Non compliance of employees or businessmen with the maximum load limit of cranes.	2000	5000
10. Not keeping the port clean.	1000	5000

Section Six Handling, Storage and Delivery of Goods

	Min. AED	Max. AED
1. The employer requesting his employees to handle extra works without permit.	1000	2000
2. Business owners using equipments of goods handling without permit.	1000	2000
3. Misuse of hired equipment.	1000	2000
4. Persons using their barges without permit.	1000	5000
5. Not submitting calculation data as required.	1000	2000
6. Transport of goods from or to trucks or vehicles without permit.	1000	2000
7. Agents not submitting manifest in due time.	500	2000
8. Not submitting valuable goods or packages data as required.	500	2000
9. Not submitting the report of final product as required.	500	2000
10. Opening of palletized units or goods at the port without permit.	500	2000

11. Delivery of goods without permit and required documents.	500	2000
12. Non compliance with rules of goods delivery or refrigerated trucks.	500	2000
13. Non compliance with rules of receipt and delivery of exported goods.	500	2000

**Section Seven
Containers and RO-RO Operations**

	Min. AED	Max. AED
1. Not submitting prior notice as required.	1000	2000
2. Non compliance of ship owners or agents with RO-RO System for containers.	1000	2000
3. Non compliance of concerned authorities with safety rules and instructions.	1000	2000
4. Ship owners or agents not submitting required documents in the form and manner required.	Customs Affairs	
5. Customs clearance not completed as required for containers with consolidated bill of lading.	Customs Affairs	
6. Non compliance with rules of handling of goods delivery.	1000	2000
7. Non compliance with rules, regulations and instructions of dangerous goods or materials.	Customs Affairs	

**Section Eight
Prevention of Accidents**

Min. AED Max. AED

1.	Business owners not providing equipment and safe work environment.	500	2000
2.	Business owners not providing appropriate supervision.	500	2000
3.	Business owners not providing sufficient lighting.	500	2000
4.	Business owners not taking appropriate safe procedures at the area of different levels.	500	2000
5.	Business owners not taking appropriate safe precautions to stop people passing under swinging loads or in dangerous areas.	500	2000
6.	Business owners not making work inspection or taking measures before handling of dangerous goods.	2000	6000
7.	Business owners allowing physically unfit workers to work.	1000	3000
8.	Business owners not providing safe access to ships or to work sites.	500	2000
9.	Business owners not taking appropriate precautions while offloading.	500	2000
10.	Supervisors not making sure of safety of goods stuffing.	1000	5000
11.	Business owners not appointing qualified signal worker or not handling duties by such signal worker.	500	2000
12.	Business owners not appointing qualified operator (Heavy Equipment) or such an operator not safely handling his duties.	1000	5000
13.	Business owners allowing unauthorized control for ship rope crews and loading & hoisting equipment.	1000	5000
14.	Business owners not taking appropriate	500	2000

precautions when using hoists.

- | | | |
|---|-----|------|
| 15. Business owners' tolerance in cases of heavy jam or incorrect signals and communications. | 500 | 2000 |
| 16. Business owners using hoists, equipment and forklifts without permit from port Management. | 500 | 2000 |
| 17. Business owners allowing use of such hoists, equipment and forklifts notwithstanding their rules of safety. | 500 | 2000 |

Section Seven Miscellaneous

Article (30) Terms relating to Legal Procedures

After having this law in force, no legal act or procedure shall be taken against the Management pertaining to any act it has made for execution or trying to execute such law or for execution of public duty or authority in regards to negligence or omission alleged in application of such law unless under the following terms:

- a. No legal act shall be taken unless at least one month notice in writing is submitted to the Management including particulars of allege and the will of the applicant or his agent to take the legal procedure.
- b. No legal act shall be considered unless commenced within six months from the act of negligence or violation alleged.

Article (31) Restriction of Awards Execution

- a. Upon obtaining an award or order against the Management, no execution or attachment of any procedures shall be issued against the Management, properties, or properties of any person or group of persons appointed under Section Two hereof, but any amounts judged or ordered by the Court shall be paid to the right person.
- b. The above properties shall not be attached or taken by any person legally authorized to attach or control properties without prior notice in writing from the Management.

Article (32) Port Regulations & Tariffs

Port regulations and tariffs shall be issued from time to time and attached herewith and shall remain all the time subject to stipulations thereof.

Article (33)

This law shall be effective from the date thereof and published in official newspapers.

For /Saqr Bin Mohammed Al-Qassimi
Ruler of Ras Al-Khaimah and Suburbs

Issued by ourselves on this 24th day of June 2008.

Rule of Ras Al Khaimah Ports

We, Saqr Bin Mohammed Bin Salem Al-Qassimi, Ruler of Ras Al-Khaimah and Suburbs,
Having perused the law of Ras Al Khaimah Ports of 2008, we have ordered the following:

(Rule of Ras Al Khaimah Ports)

Article (1)

This Rule is called (RAK Port Rule) and shall be effective from the date hereof.

Article (2)

This Rule is issued in accordance with Section Seven of RAK Ports Law of 2008 and shall be deemed annexed thereto and shall control the movement of ships within RAK Ports.

Article (3)

Expressions used in this Rule shall have the same meaning as used in the Law of RAK Ports of 2008 unless otherwise mentioned.

Article (4)

This Rule shall apply provided not conflicting with the following Laws:

- a. International Laws for prevention of sea collision.
- b. International Laws of Quarantine.
- c. Normal practice of ship crew.

Article (5)

This Rule shall not relieve the captain of any ship getting into the port from his responsibility for the ship operated by him.

Article (6)

This Rule is not intended to apply to the local boats of transport unless otherwise stipulated and not relating to navigation and berthing in the port and not related to loading or offloading of shipments or dangerous goods.

Article (7)

This Rule shall apply to all operations within the port as shown in schedule one of RAK Ports Law of 2008 pertaining to actual movement of ships and loading & offloading of goods.

Article (8)

Movement and Safety of Ships

Ships may enter the port without pilot to the borders of mandatory pilotage area shown in schedule 2 of RAK Ports Law of 2008.

Article (9)

The agent or owner of the ship desirous to enter the port shall have to give notice in writing to the Management in the application form prepared for this purpose as soon as possible showing the ETA of the ship and such notice shall give details about the nature and the quantity of cargo that will be loaded or offloaded or any other important materials.

Article (10)

- a. Each ship captain arriving in the port except military ships or those exempted from time to time under RAK Ports Law shall have to submit all details required on the application form prepared for the same.
- b. Each ship arriving or berthing inside the port shall comply with payment of port charges as decided by Port Tariffs issued from time to time.
- c. Each captain of any ship arriving in the port shall be requested to submit his ship registration certificate and other international certificates.
- d. The due fees for any ship shall be estimated upon its load in Tons as shown in the registration certificate.

Article (11)

Each ship captain leaving the port except military ships exempted as mentioned above shall have to submit all details required on the application form prepared for the same.

Article (12)

All ships in the port whether on the quay or berthing shall have their main engines ready for operation within a short time unless obtained an approval in writing from port Management.

Article (13)

All ships in the port shall have their anchors and ropes ready for immediate use at all times.

Article (14)

No ship shall be allowed to be combined with any buoy, lighthouse or land signal prepared for navigation purposes.

Article (15)

Ships berthing on quay maybe shifted to another quay as deemed appropriate by port Management and for the interest of the port. Ships having no main or spare engines may also be shifted to another terminal by tug boats at the expense of the ship and by virtue of tugging terms as set out in the Port Law.

Article (16)

All local transport boats whether having engines or sails may not berth at water way used by ships except for emergency cases and they shall have to only berth in areas specified for their use or to berth at specified terminals.

Article (17)

No ship, commercial boat, Felucca or any other type of boats shall be allowed to berth in the port without port Management permission.

Article (18)

No person shall be allowed to berth any ship or old big boats unless approved by the port Management.

Article (19)

Each person causing hindrance in the port by placing anything he owns or controls or responsible therefor whether such hindrance is floating or submersing, shall have to remove such hindrance when required by port Management within the time specified.

Article (20)

Should any ship collide or damaged leading to any injury or death or damage that may effect the ship's navigation validity whether such damage occurred to the body or any of the equipment, the ship owner or the captain shall, at the earliest, have to report the same to the port Management upon a letter signed by any of them attached with the accident, damage or reasons that might have led to such accident. Ship name, official number, port it belongs to and location at that time shall be mentioned.

Article (21)

Ships should have ladders, sufficiently lit at dark times and should provide boat rope on front side to reach water surface.

Article (22)

All ships should berth and tied to anchors or port in a way meeting the requirement of the port Management and should take precautions in case of bad weather according to instructions issued in this regard.

Article (23)

Each ship captain shall, at all times, maintain a number of crew on board sufficient for ship operation when inside the port. Sometimes he may request the port Management to relieve such rule to some extent.

Article (24)

The ship captain or owner shall be directly responsible for the crew's behavior and manners when present in Ras Al Khaimah or in the port and to accurately consider the laws of sail, transport and use of any liquors or drugs, wine or any alcoholic drinks.

Article (25)

The Management may issue any order in writing or otherwise to organize and manage the port, berths, navigation and safety of people.

Article (26)

All ships other than those suspicious as known in International Quarantine Laws shall have to clearly raise yellow flag at daytime when arriving from a foreign port unless having prior exemption of the Quarantine from the lighthouse.

Article (27)

No boats or local transport boats shall be permitted to get closer to any ship getting into the port raising the flag set out in Article (26) hereof unless having a pilot or health officer in the port or permitted by the port Management. No other person shall be allowed to get on board unless released from Quarantine.

Article (28)

The port Management shall be notified of any inclusive repair for ship engine while in the port or berthing and the port Management shall give reply to such notice in writing whether positively or negatively.

Article (29)

Long or continuous short siren of steam ships meaning the ship needs an urgent assistance.

Article (30)

Each commercial ship in the port shall, from sunrise to sunset, have to raise its national flag and RAK national flag (or the UAE flag).

Article (31)

Arrival and Departure of ships

No ship shall be allowed to arrive in or depart from the port unless permitted by the port Management.

Article (32)

Without prejudice to the terms of the Laws of Ras Al Khaimah Ports of 2008, the ship captain shall not enter his ship or allow it to enter, depart therefrom or berth therein without having a pilot on board appointed by the Management.

- a. The ship captains shall reduce their speed to the minimum when the pilot boat gets closer to them in order to avoid any delay or accidents.
- b. The ladders of pilots shall be of modern design and completely fit for use, provided with strong ropes, sufficient lighting on and after sunset.
- c. Ships shall provide rope for boats tied at the ship front to the back of pilot ladder.

Article (33)

Pilots are normally getting on ships going to the port while in the sea and before reaching buoys at the entrance of the port, while ships that had previously berthed at the port and planned to move, they should give the required signal for pilots to get on while berthing and shall not move unless permitted by the port Management or the pilot.

Article (34)

Military ships are exempted from sea pilotage, but they should obtain a permit from the port Management before entry and should consider navigation rules in and out of the port. They should accompany a pilot when berthing at the internal port quays or when moving therefrom upon the directives of the port Management.

Article (35)

Each ship shall raise the following flags before entry into the port in accordance with the cases hereunder:

- a. Ship signal letters, if required.
- b. Flag (Q) according to the international symbol unless the health officer gives the port the Quarantine release in advance.
- c. Flag (I) according to the international symbol, if carrying passengers.
- d. Flag (H) according to the international symbol meaning it has a pilot on board.

Article (36)

The priority of passing shall be given to ships close to the port borders or those arriving or leaving therefrom. All other ships shall sail provided that they should be far from them.

Article (37)

No ship is allowed to enter the port at the same time when another ship is leaving therefrom. The ship planning to enter should remain out of the port until the departing ship trespasses.

Article (38)

No ship is allowed to enter the port or departs therefrom unless the marks of draft are clearly shown.

Article (39)

Local transport boats inside the port shall have to pave the way at all times for big overseas ships as well as tug boats while in operation.

Article (40)

All ships should sail in a fair speed inside the port and in accordance with weather conditions.

Article (41)

All ships should prepare their anchors for immediate use when arriving or departing from then port.

Article (42)

Ships planning to berth at the quay should not have any declination.

Article (43)

Ships berthing in the port

The captain of any ship, before berthing or departure, shall have to inform the port Management in advance or the pilot when getting on the ship of any damage occurred to the ship or if unable to move and also of any distinct particulars relating to ship operation or ability to maneuver.

Article (44)

The ship captain shall bear the responsibility of his ship berthing at the terminal and for this purpose shall be assisted by the port Management and the pilot but the Management and the pilot shall not bear any liability in case of damage incurred by the ship or the terminal when berthing or departure. The captain shall solely bear responsibility of such damage.

Article (45)

Ships should have enough berthing ropes for ship protection and other ships in the port and the port premises as required by the port Management. Ships shall be requested to replace berthing ropes if damaged or be in a bad condition.

Article (46)

Each ship shall remain at the berth specified by the port Management and maybe transferred to another berth as instructed by the port Management. The ship captain or officer in charge shall carry out such transfer as instructed.

Article (47)

Ships berthing at the quay shall remain under control and responsibility of their captains or owners who should make sure of the following:

- a. There is a fully equipped ladder properly tied that can reach the port terminal and such ladder shall be at all times under continuous control by one of the crew members and lit at dark.
- b. Berthing ropes shall be amended when required as a result of the high or low water level (Tide).
- c. All berthing ropes and wires are equipped with enough methods for protection from rats.
- d. The front and rear of the ship shall be provided with ropes to enable tug boats to be tied thereto at any time.

Article (48)

No ship is allowed to check its engines on berthing unless obtaining a prior permit from the port Management.

Article (49)

Oil, spirits, flammable liquids or any materials loaded on board that keep the ship in balance shall not be pumped or discharged from any tank to the sea within the port borders.

Article (50)

Dirt (including limestone deposits in tanks) and dust whatsoever shall not be thrown into the sea from any ship getting into the port or berthing therein and shall remain on board or offloaded in places specified for this purpose. The ship captains shall be responsible for cleaning the quay after discharge of such dirt and shall pay for the same.

Article (51)

Water, consumed gases and steam shall be discharged by suction until it reaches the lower part of the ship, then to the bottom of the terminal through pipe or hose and placing a filter for this purpose. Any garbage, dirt or debris shall not be discharged through hose or W.C. to any part of the terminal and no person of any ship berthing shall be allowed to swim at port terminals.

Article (52)

No person shall be allowed to place berthing boats or local transport boats near to any stairs or ascending place at the port unless permitted by the port Management and unless declared by the Management that such stairs or ascending place is for public use.

Article (53)

No person shall be allowed to work as a diver inside the port unless permitted in writing by the port Management and those working for Management or on its behalf shall be an exception.

Article (54)

Cargo at Port and Berth

Berths are allocated for ship berthing at the port as per arrival schedule to the waiting area provided having all documents and conditions required for entry and this shall be at all times subject to the Management estimation and directives.

Article (55)

The Management may allow ships to discharge at the waiting areas in case the port quay is not available or in case the use of the quay is impossible for any reason. The decision of discharge at berth shall be taken by only the Management upon its estimation.

Article (56)

Before obtaining the permit of discharge, any ship shall deliver a statement to the Management about the cargo imported in Arabic and English, attested by the ship captain or the agent provided such statement is complete and containing all particulars relating to the total weight, measurements, marks and numbers of each cargo and contents unless otherwise decided by the Management. An acknowledgement directly certified shall be submitted after completion of cargo discharge if any alteration of the cargo details has occurred due to the re-measurement of cargo or otherwise.

Article (57)

The captain or the agent of the ship loading or reloading from another ship shall submit a statement of exported cargo on board in Arabic and English for Management before departure, certified, provided containing full details relating to total weight, measurements, marks and numbers of each cargo and contents.

Article (58)

The ship captain or the agent shall submit any letter, receipt or document required with respect to offloading or loading of any cargo.

Article (59)

No ship shall be allowed to commence discharge process unless properly berthing at the terminal specified therefor.

Article (60)

Each ship agent shall prepare those supervising the loading or offloading of the ship as well as workers for the same with their chief and the Management shall bear no responsibility for the same.

Article (61)

Each captain of a ship loading or offloading cargo in the port shall provide drinking water for stevedoring workers or any other persons on board for assistance in such works.

Article (62)

Each ship captain shall provide enough lighting in places in the ship where works done directly or indirectly relating to offloading and loading of cargo or when sufficient lighting is not available leading to fatal injuries or any damage to any part of the body or properties due to such works or when workers sleep on board for the interest of the ship or for port convention.

Article (63)

The Management shall provide facilities to receive offloaded cargos from ships in the port.

- a. The Management shall reserve the right to withdraw such facilities from any ship not complying with loading and offloading of cargos as appropriately directed by the Management. The said ship, after notifying its captain in writing by the Management will miss its part in loading or offloading any cargo that the Management can remove from its quay at its own responsibility and expense.
- b. The ship shall pay all expenses in case of not fully utilizing from transport and workers appointed for loading and offloading or trans-shipping from one ship to another due to any default caused by a ship.
- c. The Management may request any ship to stop or reduce the level of cargo offloading if goods are accumulated on the terminal or at any boat or for any reason as deemed appropriate.
- d. The Management may refuse offloading of cargo from any ship until an appropriate location becomes available for such cargo.

Article (64)

The ship captain or any person in charge authorized by him shall direct and supervise all operations of loading and offloading of cargos. The ship captain or its owner shall be deemed personally responsible for any loss or damage resulting from negligence or offloading cargos from board without balance and the ship captain shall immediately notify the Management on falling of any of cargos or equipments from the board and shall have to recover the same if possible and if not, the Management shall carry out the same at the responsibility and the expense of the ship.

Article (65)

No ropes, pulleys or tools in a bad condition shall be used on loading and offloading cargos in the port. The port safety officer may at any time check such ropes, pulleys or other tools and shall not be used if found in a bad condition.

Article (66)

The Management shall not take any liability whatsoever with respect to the contents and specifications of packages and shall be not liable for any difference between the weight, measurement of packages and those weights and measurements detailed in cargo packing list or specifications in the invoice.

Article (67)

Goods prepared for export shall be placed in locations appointed by the Management.

Article (68)

All goods that will be shipped shall be submitted together with all shipping instructions at the specified time of receipt. In case of late receipt of goods or cargo instructions, the liability of any extra expenses shall be borne by the exporter.

- a. Goods for which the bill of lading is submitted should be completely ready for shipping.
- b. Rechecking or transporting of goods inside the port shall be only permitted by the Management and at the expense of the exporter.
- c. The Management shall not bear any responsibility for making sure that all/part of goods specified in the bill of lading is loaded on board before sailing time.

Article (69)

In case of offloading any material that the Management thinks damaged, rotten or spoilt or any other case causing danger or damage to health, or if the Management thinks that any materials or goods offloaded from any ship and left in a location subordinate to the Management and thereafter such goods or material became harmful or dangerous to health, then the Management may request the consignee or if he assigns the cargo or refuses to be responsible for or if the consignee is unknown, then the ship captain, owner or agent shall be requested to remove such goods or materials from the area. Should the consignee, captain or agent refuse such request or ignore removal of such materials or goods within the specified time by the Management, then the Management shall have the right to remove or destroy such materials in the manner as deemed appropriate and the consignee or any other person appointed shall bear the expenses of transport and destruction.

Article (70)

In all cases of damaged cargo inspection by the Management or authorized inspector, the owner may be requested to directly and immediately receive the cargo without any liability on the Management in all cases to maintain safety of such materials or goods.

Article (71)

The Management shall bear no responsibility for proper delivery of cargo based on its marks.

Article (72)

The captain of each ship arriving in the port carrying explosives, flammable, combustible materials or any other dangerous goods as detailed in schedule (3) of RAK Ports Law of 2008, shall have to immediately inform the Management of the type of cargo, quantity and location on board and the place where it is intended to be offloaded. Such ships shall

have to raise a small red flag during day time and having red light at night and shall not offload such cargo unless instructed by the Management.

- a. No dangerous goods shall be allowed to be loaded or offloaded at any quay unless instructed by the Management.
- b. No ship loading or offloading dangerous goods shall be permitted to load or offload any other cargos or passengers.
- c. Damaged cargo containing materials, detailed in schedule (3) of RAK Ports Law of 2008, shall not be permitted to be offloaded at any terminal before inspection is made by the Management officer on board and to be approved to be transported.
- d. The Management may stop offloading of any package it thinks dangerous to the safety of port premises.

Article (73)

Goods shall be delivered from the port warehouse to consignees or their representatives when submitted delivery orders signed by ship agent and after payment of required fees and custom clearance.

Article (74)

The Management shall circulate the duty hours in the port from time to time as deemed appropriate by the Management and each ship shall follow the same and pay normal charges for extra working hours.

Article (75)

Ships in the port, when shipping operation stops, shall close their warehouse doors or protect the same on all boards.

Article (76)

Fire and Prevention

Uncovered light or smoking is prohibited at the ship deck or at any of warehouses for any ship loading or offloading any flammable cargo. Loading and offloading of any cargo shall be generally subject to any other restrictions imposed by the Management.

Article (77)

Smoking is strictly prohibited at ship decks where cargo is stored or close to any stored cargo at open areas.

Article (78)

No ships are permitted to be steaming at port unless approved in writing by the Management and port health authorities and any terms imposed shall be considered.

Article (79)

When having fire on deck, fire alarm shall be immediately and continuously operated.

Article (80)

When having fire on deck of a ship berthing at port, the person in charge on board shall immediately contact the management of watchtower.

Article (81)

The use of all equipment available for fire fighting shall be supervised by safety and security officer in consultation with the ship captain and officers.

Article (82)

When having fire at the port, the captains of ships berthing near such fire shall render any possible assistance for the ship on fire after making sure their own ships are safe.

Article (83)

Boats lying beside the ship on fire shall be immediately kept away and any boat having its own engine near the accident shall help keep such boats away.

Article (84)

Burning or welding shall not be permitted unless approved by the port Management and all common fire precautions shall be considered.

Article (85)

Signals

Flag (Q) shall be raised by virtue of International Law until the ship is exempted by Quarantine and no person shall be allowed to ascend or descend from the ship.

Article (86)

Communication between the ship and coast shall be made by:

- a. Raising the flag by using the International Law for Guidance.
- b. Using of signal by torch under Morse Directory (Radio Transmitter).
- c. Radio Transmitter on approved waves as instructed by the port Management.

Article (87)

Commercial ships shall raise flag (P) under International Law for 24 hours before sailing.

Article (88)

Miscellaneous

Without prior permit from the port Management, no person is allowed to open or close fire extinguisher nozzle or the main sweet water supply or move or interfere in any fire, electrical switches, at life rescue equipment, first aid, any appliances used or available at or around the port premises or intentionally cause damage, negligence or operate any electrical switches or any signals at the port.

Article (89)

All persons enter and go out of the port premises at their full responsibility. Entry or exit shall be from entrance, exits or descending places prepared for such purposes and shall comply at the port premises with directives and orders of security of the port Management.

Article (90)

All staff working at the port is requested by the Management to hold and show ID's or gate passes on entry and exit.

Article (91)

No one is allowed to drive any vehicle to the port without gate pass or any permit in writing issued by the Management.

Article (92)

All vehicles at the port shall park in areas or places specified for this purpose by the security of the port Management and those in charge for such vehicles should properly act and take into account all orders issued by the Management from time to time.

Article (93)

All persons and vehicles going to the quay and roads leading thereto shall bear full responsibility for their movement and the port vehicles shall be granted priority at all times.

Article (94)

Any person holding or having any means of transport used for goods shall be subject to the internal rules of the port Management.

Article (95)

- a. No one is allowed to practice any trading jobs without prior notice from the Management.
- b. No one is allowed to take any material from the ship without prior notice from the Management and a permit in writing from the ship captain.
- c. No objects purchased from any ship shall be permitted to be transported from such ship or from the port unless the Management is informed by purchaser of such purchase and shall also obtain the required customs clearance and a card signed to allow him out of the port gate.
- d. The port gate shall comply with all instructions set out in Clauses (a,b,c).

Article (96)

No person is allowed to throw fishing equipment, guiding buoys, fish nets or ropes ...etc inside the port or its borders.

Article (97)

Should any marine facility be available at any of the Emirate ports and wanted by another port of the Emirate, the complaining port shall have to send an official letter to attach such facility until the due amounts are covered together with payment of the attachment period fees.

Article (98)

This Rule shall be in force as from the date hereof

For/ Saqr Bin Mohammed Bin Salim Al Qassimi
Ruler of Ras Al Khaimah & Suburbs

Issued by ourselves on 24th of June 2008

Schedule (1)

Borders of Ras Al Khaimah Ports

a. Borders of Saqr Port

All waters, premises and creek limited to circle having radius of Five and Half Miles to the direction of the sea from the main waves barrier lying at latitude 25(degree), 59(minute north), 56(degree) and 3(minute east) and to the land direction as decided by H.H. ruler of Ras Al Khaimah from time to time.

b. Borders of Ras Al Khaimah Creek port

All waters, premises and creek limited to circle having radius of Five and Half Miles to the direction of the sea from the main waves barrier lying at latitude 25(degree), 48.7 (minute north), 55(degree) and 57 (minute east)

And crossing with the following coordinates:

a. Sea Eastern Borders 54 25 North
57 55 East

b. Sea Western Borders 48 25 North
51 55 East

And to the land direction as decided by H.H. Ruler of Ras Al Khaimah from time to time.

c. Borders of Al Jazira Al Hamra Ports

All waters, premises and creek limited to circle having radius of Six and Half Miles to the direction of the sea from the main waves barrier lying at latitude 25(degree), 43.5(minute north), 55(degree) and 48(minute east)

And crossing with the following coordinates:

a. Sea Eastern Borders 49.6 25 North
50 55 East

b. Sea Western Borders 45 25 North
41 55 East

And to the land direction as decided by H.H. Ruler of Ras Al Khaimah from time to time.

Schedule (2)

For the purpose of this law, the arbitrary pilotage area shall be defined as follows:

Starting from the external pilotage buoy defined at the map of each port subordinate to Ras Al Khaimah and the arbitrary pilotage process ending on berthing or departure of the port facilities.

Schedule (3)

The following materials are dangerous and disallowed to enter unless approved by the Management provided the entry is for industrial purposes:

1. Explosives.
2. Compressed continuously Liquid Gases & Soluble.
3. Corrosives.
4. Poisonous Materials.
5. Materials producing flammable steam.
6. Materials becoming dangerous on reacting with water.
7. Materials help flaming and flammable solid materials.
8. Materials becoming dangerous when exposed to air or spontaneously flammable.
9. Any materials registered under the said titles or under (other dangerous goods) in the classification stipulated in Schedule (2) of Sea Commercial Cargo Regulations

(dangerous goods) of 1952 (or any amendment to such classification and from the first day such amendment is effective in the UK).

10. Radioactive materials.
11. Any other cargo whether or not registered in the port regulations but known by experience to be or may be of dangerous form.