

GOVERNMENT OF RAS AL KHAIMAH
RAK PORTS

Port Marine Safety Code
MARINE SAFETY PLAN
(2025 – 2027)



RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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The controlled current version is available on the website <https://rakports.ae/wp-content/uploads/2025/01/marine-safety-plan-2025-2027.pdf>



Release, Approved & Version Control

1. Document Control

Version No.	Date	Revisions
V1.0	10-05-2022	Initial Release
V2.0	07-01-2025	Second Release. Refer MOC item. 202400671 for details



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Retention	@ Office	@ Archives
	0-2 years	3-5 years



Port Marine Safety Code Marine Safety Plan 2025 - 2027

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1.0 General Introduction

RAK Ports is unwavering in its dedication to upholding the highest standards of marine safety within its jurisdiction. This Marine Safety Plan (MSP) for 2025 - 2027 reaffirms our commitment to managing marine operations in compliance with the UK's Port Marine Safety Code (PMSC) and the Guide to Good Practice on Port Marine Operations (GtGP).

The plan delineates the management measures implemented, sets forth performance targets, and emphasises a culture of continuous improvement in marine and navigational safety. The 2024 PMSC audit highlighted RAK Ports' focus on ensuring its Marine Safety Management System (MSMS) is effective in delivering safe and efficient port marine operations.

To achieve this, the MSP will focus on clear, achievable objectives and practical, actionable items. This approach ensures that the plan is not only strategic but also grounded in tangible actions that enhance safety and efficiency.

2.0 Scope

The RAK Ports Board and the Competent Harbour Authority (CHA – the Port Authority) are committed to managing marine safety in alignment with the PMSC and the 'GtGP'. This MSP covers 2025-2027, detailing management measures and performance targets.

3.0 Impact

The MSP aims to ensure safe and effective management of marine operations, focusing on continuous improvement in safety and environmental management.

The MSP continues to enhance best practices highlighted in the 2024 PMSC audit and adopts innovations that contribute to safer and more efficient port operations.

The MSP is approved by the RAK Ports Designated Person (See 'Organisation').

4.0 Marine Safety Management System (MSMS)

The MSMS, introduced in 2020, includes a Navigational Safety Policy, regulations, guidelines, emergency plans, procedures, and documents to enhance marine safety by reducing risks to 'as low as reasonably practicable' (ALARP).

Highlighted by the 2024 PMSC audit, the Harbour Master ensures that effective processes and procedures are in place to uphold and continuously improve the MSMS. This includes regular reviews and updates to maintain compliance with evolving standards.

A comprehensive overview of the MSMS structure, management, and compliance with the PMSC is detailed in the RAK Ports 'Marine Safety Management System Manual': https://rakports.ae/wp-content/uploads/2020/11/MSMS_Manual.pdf

5.0 Organisation

5.1 Duty Holder:

The Duty Holder for the MSMS is the RAK Ports' Executive Management and Board Members, who are responsible for ensuring that adequate resources are allocated to

meet marine safety obligations. They play a crucial role in overseeing marine safety and ensuring and compliance with the PMSC.

5.2 Custodian of MSMS:

The Harbour Master, custodian of the MSMS, generally reports to the COO and directly to the CEO on PMSC matters and MSMS compliance. Responsible for adhering to statutory marine safety duties, the Harbour Master escalates marine safety issues to the Executive Management for review and collective decision-making as necessary, ensuring all issues are addressed promptly and effectively.

5.3 External Auditor and Designated Person:

External Auditor: An external auditor, specifically a competent PMSC Auditor (currently from ABPmer), is typically appointed every three years. The auditor provides independent assurance of port marine safety, reporting directly to the Duty Holder. During the audit, the PMSC Auditor conducts a week-long review, assessing the function of the MSMS.

Designated Person (DP): RAK Ports is committed to the highest standards of Maritime Safety and the standards of the PMSC. The 2024 PMSC external audit found no non-conformances and many examples of best practice. The Board and Executive Management have therefore concluded the role of DP to effectively be the Harbour Master, with regular reporting to the Audit Committee of the board, on Marine Safety.

6.0 Management of Marine Operations

The Port Authority ensures efficient and effective services and regulation of shipping to support all harbour activities, particularly commercial vessel movements, ensuring safe and prompt transit.

In ensuring the continued provision of service, especially during times of disruption, the Port Authority will always keep the safety of its personnel, harbour users, and vessels as the top priority.

7.0 Management Targets for Marine Safety Plan

The Management Targets are designed to maintain the highest standards of marine safety and operational efficiency. They are categorised into Continuous Targets, New Targets, and Completed Targets, ensuring the plan is practical, focused on measurable improvements, and reflects our commitment to ongoing enhancement. These are detailed in Tables 1, 2, and 3. Additionally, Table 4 details Strategic Prospects.

7.1 Continuous Targets

Ongoing objectives from previous plan to maintain and enhance marine safety and operational efficiency.

Table 1 – Continuous Targets

#	Description	Target
1	Review powers and duties to regulate and conserve safe navigation.	Ensure regulatory powers and duties are up-to-date and effective.
2	Review documents stipulated in the MSMS Manual.	Conduct reviews as required to ensure compliance and relevance.

#	Description	Target
3	Ensure consistent application of the MSMS across all ports.	Achieve successful annual internal audits at each location.
4	Produce Marine Safety Plan.	Develop a three-year plan for managing marine operations in compliance with the PMSC.
5	Marine Risk Assessment.	Review existing and new hazards to navigation.
6	Conduct periodic HAZID workshops.	Gather insights from stakeholders for marine risk analysis.
7	Conservancy and Hydrographic Surveys.	Ensure maximum availability of Aids to Navigation (AtoN) and timely hydrographic surveys.
8	Provide trained and qualified pilots to ensure an effective 24/7 pilotage service.	Maintain 24/7 pilotage services without serious incidents.
9	Towage Services.	Ensure adequate towage and prevent incidents due to tug crew errors.
10	Liaison and consultation with Stakeholders.	Conduct regular meetings with stakeholders on marine safety issues.
11	Marine Management.	Perform annual appraisals of all Marine Staff and provide constructive feedback.
12	Incidents of significant nature are investigated and closed out within an agreed timeframe.	Complete investigation reports within 4 weeks and close investigations within 6 weeks.
13	Carry out emergency drills and exercises.	Conduct periodic pollution response drills and emergency response exercises.
14	Marine Audits	Publish and adhere to a Marine Audit Procedure and Schedule.
15	PMSC External Audit	Ensure compliance with the principles of the PMSC through external audits.

7.2 New Targets

Newly identified goals for the upcoming period aim to address emerging needs and improve marine safety and operational practices, with timely and appropriate implementation and review as required.

Table 2 – New Targets

#	Description	Target
1	Review fleet and optimise for safety and efficiency	Conduct fleet assessments and implement optimisation measures. This may include sale and purchase of Tugs, Pilot Vessel and other requirements for the new port.
2	Implement a systematic marine incident reporting, tracking, analysis, and investigation system integrated with a systematised marine risk assessment process.	Ensure all incident data, including near misses, is recorded, captured, and tracked for statistical purposes, and link this data directly with systematised marine risk assessments to enhance the overall process.
3	Put in place a formal procedure for tug and tow operations	Publish an SOP that provides guidelines for all parties involved in berthing, unberthing, shifting moves, and mooring operations.
4	Introduce formal guidelines for bulk liquid cargo management	Publish 'Bulk Liquid Cargo Management Guidelines' for all parties involved in the handling and transport of bulk liquid cargoes within RAK Ports.
5	Train Tug Masters to be multi-functional on ASD and Conventional tugs	Provide training for Tug Masters to operate both ASD and Conventional tugs.
6	Train remaining VTS staff to V103/1 and Supervisor to V103/2	Ensure standard training to all VTS staff.
7	Ensure all Pilots attend Bridge resource management training	Conduct Bridge Resource Management training for all Pilots.
8	Create MSM Plan tracker document and hold regular review meetings	Develop a tracker document for the MSM Plan and conduct regular review meetings.
9	Conduct new HAZID workshops with relevant staff and stakeholders	Organise and conduct HAZID workshops to gather input from staff and stakeholders.
10	Complete hydrographic surveys of the RAK Coastline to 40m depth	Conduct comprehensive hydrographic surveys and publish results.
11	Conduct major oil spill tier 2 exercises with Ter 2 response provider ADNOC L&S.	Plan and execute major oil spill response exercises in collaboration with ADNOC L&S.
12	Preparation for new port (<i>Saqr 2.0</i>)	Documentation, staffing, fleet, equipment and training

7.3 Completed Targets

These targets have been successfully achieved in the previous period, highlighting the successes and milestones reached, and providing a foundation for future planning and improvement.

Table 3 – Completed Targets 2022-2025

#	Description	Target
1	Port Operating System and Port Community System	Enhanced operational efficiency, coordination, and invoicing process. Further enhancements are ongoing.
2	PPU	Improved precision and safety of navigation during pilotage. Fully implemented by pilots.
3	Current Profiler	Increased efficiency of current monitoring at deep-water berths. Operational capabilities enhanced.
4	VTS System	Centralised vessel traffic management, improving operational efficiency. Fully operational from one location.
5	Staff Training Programs	Upgraded Tug Masters to ASD Tug Masters, met UAE Certification standards, and provided VTS staff training. Ongoing skill development for marine fleet crew.
6	Centralised fleet management	Improved deployment efficiency, maintenance, and fuel optimisation. Central coordination of all operations.
7	Emergency Drills and Exercises	Conducted oil spill drills and emergency exercises, testing readiness. Regularly scheduled and executed.
8	Marine Liaison Forum	Fostered a collaborative environment through regular forums. Completed as scheduled.
9	Environmental Management	Conducted Environmental Risk Assessment and implemented a comprehensive 'Marine Pollution Response Plan' and Tier 2 response agreement with ADNOC L&S. Strengthened capability to address significant pollution incidents.
10	PMSC Compliance	Verified full compliance with the PMSC through an external audit by ABPmer,

#	Description	Target
		UK. Identified 12 best practices for continuous improvement.

7.4 Strategic Prospects

The Strategic Prospects herein outlines key goals to enhance efficiency, safety, and environmental management in marine operations. These initiatives support the port's growth, including the Saqr Port 2.0 project. The plan emphasises balancing efficiency with sustainability, developing infrastructure for increased vessel traffic, adhering to international regulations, fostering stakeholder collaboration, and tracking metrics to ensure objectives are met.

Table 4 – Strategic Prospects

#	Goal	Objective	Expected Outcomes	Metrics
1	Decarbonisation Initiatives	Reduce carbon emissions, increase renewable energy use, and improve energy efficiency.	Reduced carbon footprint, increased renewable energy use, improved energy efficiency.	Energy audits, sustainability reports.
2	Advanced Technological Integration	Implement new technologies to enhance operational efficiency and reduce manual processes.	Increased safety, operational efficiency, reduced manual processes.	Technology adoption rate, efficiency metrics, user feedback.
3	Successful implementation of new port.	Compliance with best international maritime standards and high-quality maritime practices	Input to Channel design, berth protection, depth and draft, navigation aids, study reviews, fleet requirements	New and updated guidelines and manuals, optimised fleet, necessary nav aids, review of staff, risk assessments, training needs.

Glossary

- **ALARP (As Low As Reasonably Practicable):** A principle for reducing risks to the lowest level that is reasonably achievable.
- **Competent Harbour Authority (CHA):** The port authority responsible for managing marine safety within its jurisdiction.
- **Continuous Improvement Plan:** A strategy aimed at constantly enhancing safety and operational practices.
- **External Auditor:** An independent entity that reviews and verifies the effectiveness of the MSMS.
- **Saqr Port 2.0 Project:** An expansion and modernisation project at Saqr Port.



Abbreviations

- **ALARP:** As Low As Reasonably Practicable
- **CHA:** Competent Harbour Authority
- **DP:** Designated Person
- **GtGP:** Guide to Good Practice on Port Marine Operations
- **HM:** Group Harbour Master
- **HSEQ:** Health, Safety, Environment, and Quality
- **MSMS:** Marine Safety Management System
- **MSP:** Marine Safety Plan
- **PMSC:** Port Marine Safety Code
- **PPU:** Portable Pilotage Unit
- **SOP:** Standard Operating Procedure
- **VTS:** Vessel Traffic Services

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