

GOVERNMENT OF RAS AL KHAIMAH RAK PORTS

MARINE INFORMATION GUIDE EDITION 2026

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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Saqr Port (Inner Harbour and Deep-Water Bulk Terminal)



RAK Maritime City Harbour Channel

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Ras Al Khaimah Port



Al Jazeera Port & Drydock

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Al Jeer Port



Welcome!

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Marine Information Guide

Ras Al Khaimah's Maritime Gateway
Safety First, Efficiency Always

Approved & Version Control

1. Document Control

Version No.	Date	Revisions
V1.0	17-04-2026	<p>First revision issued as the “Marine Information Guide”, superseding the ‘General Port Marine Information’ and updated to reflect current operational and regulatory information at the time of issue, including alignment with Law No. 10 of 2017 – RAK Ports Port Limits, incorporating:</p> <ul style="list-style-type: none"> i. Updated definitions. ii. Revised anchorage zones and locations. iii. Updated navigational buoys and aids to navigation. iv. Editorial updates with no change to intent or application. <p>Refer MOC item 202600469 for details.</p>

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GENERAL INTRODUCTION

Purpose and Scope

The 'Marine Information Guide' is a consolidated source of marine and port-related information applicable to vessel operations within the jurisdiction of RAK Ports. It is intended for Masters, vessel operators, agents, and other marine stakeholders.

The Guide also serves as an entry point to the wider suite of RAK Ports marine publications available at <https://rakports.ae/marine/>.

Foreword

This 'Marine Information Guide' outlines the marine operating environment, services, facilities, and prevailing conditions within RAK Ports in a factual and non-prescriptive manner, based on historical records and operational experience.

All marine operations, including any restrictions, limitations, or suspension of activities, remain subject to the authority of the Group Harbour Master, exercised through applicable Marine Safety Notices, prevailing conditions, and professional judgement.

Legal Disclaimer

This 'Marine Information Guide' is applied within the framework of applicable international conventions, national legislation, the UK Port Marine Safety Code (PMSC), and marine publications issued by RAK Ports, which shall prevail where issued.

The Guide does not limit compliance obligations, the practice of seamanship, or the requirement to seek clarification or direction from the Harbour Master where circumstances so require.

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PO Box 5130, Ras Al Khaimah, U.A.E.

Harbour Master's Office

Saqr Port – Marine Department

PO Box 5130, Ras Al Khaimah, U.A.E.

Port Website: www.rakports.ae

Document Link: <https://www.rakports.ae/wp-content/uploads/2026/04/marine-information-guide.pdf>

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RAK PORTS MEMBERS



SAQR PORT

One of the world's leading bulk ports operating to highest international standards, the port is adjacent to the largest limestone quarry in the world. The port has established a reputation for efficient service and fast turnaround of vessels – just one of the value-added services that sets Saqr Port apart from other ports in the region. Fast, efficient cargo handling and reliable distribution are the key elements to Saqr Port's reputation for quality. Saqr Port is handling bulk cargoes such as aggregates, coal, oil, gypsum, clay and other bulk materials for local factories. It has a good commercial and warehousing property portfolio which supports a thriving business community.

Deep-Water Bulk Terminal: Situated adjacent to the main lee breakwater of Saqr Port Inner Harbour, the new facility is the largest bulk terminal in the Gulf region and accommodates large cape-size vessels.

Saqr Port 2.0 (Under Development): A phased expansion south of Saqr Port and immediately adjacent to RAK Maritime City FZA (RMCFZA).



The 6 million square metres land and waterfront free zone development. RMCFZA is reinforcing RAK's global business footprint. RMCFZA's harbour has 5 km of quay wall, with private jetties and common users berths and a draft alongside of 6.5m.



RAS AL KHAIMAH PORT

A unique city centre port offering a range of modern cargo handling facilities and services. The port also has a passenger/cruise terminal catering for the increasing interest in the leisure activities available in this northern emirate.



AL JAZEERA PORT

The port offers a full range of cargo handling services on 960 metres of quay wall in addition to a dry docking and ship repairing facility. This 50,000 square metres Dry Dock and Ship Lifting System has 12 dry berths – 8 berths are 67.5m long x 30m wide and 4 berths are 77.5m long x 30m wide. The lifting dock has a synchronised lifting capacity of 1,100 tonnes and can accommodate vessels up to 65m in length x 18m wide.



AL JEER PORT

Located at the RAK border with the Musandam, Oman. The port area is mostly for private tenants to berth layby vessels with a small area for leisure vessels.

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DISTRIBUTION, AMENDMENTS, DOCUMENTS, RECORDS & REFERENCE DOCUMENTS

Distribution

The 'Marine Information Guide' is published on the company website. The following roles will be notified when changes or amendments are issued:

1. Chief Executive Officer
2. Chief Operating Officer
3. Chief Financial Officer
4. Chief Commercial Officer
5. Group Harbour Master
6. All Ports' Managers
7. Deputy Harbour Master
8. Marine Services Manager
9. Security Manager
10. HSEQ Manager
11. IT Services Manager

Amendments

Proposed amendments are to be submitted to the document owner, the Harbour Master, who will maintain a record of changes in accordance with the RASCI 133 – Process Management process.

Documents

Documents may be in any form or medium, including paper, magnetic, electronic, photographic, or template formats. They are used to capture information relating to activities or results.

Records

Records provide evidence that activities have been performed or results achieved. They represent historical information.

Reference Documents

The following documents are provided for reference and are not exhaustive:

1. International Ship & Port Facility Security Code (ISPS).
2. International Safety Management Code (ISM).
3. UK Port Marine Safety Code (PMSC).
4. Guide to Good Practice on Port Marine Operations.
5. GCC Regulations for Seaports.
6. SOLAS & MARPOL Conventions.
7. UAE Federal Maritime Law – Federal Decree Law No. 43 of 2023.
8. RAK Ports Regulations (Law No. 9 of 2008) and amendments (Law No. 10 of 2017).
9. RAK Ports Marine Publications – <https://rakports.ae/marine/>

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GLOSSARY OF TERMS & ABBREVIATIONS

<u>Term/Abbreviation</u>	<u>Definition</u>
ACD	Admiralty Chart Datum – A vertical reference level used for depth measurements on nautical charts.
AIS	Automatic Identification System – A system that transmits a vessel's identity, position, course, and speed to enhance maritime safety.
Anchorage Zone	A designated area within RAK Ports' jurisdiction where vessels may anchor, categorised by vessel type and operational purpose.
AtoN	Aids to Navigation – Buoys, beacons, lights, and other markers that assist in safe navigation.
BA Charts	British Admiralty Charts – Official nautical charts used globally for marine navigation.
Bollard Pull	The maximum static pulling force a tug can exert, typically measured in tonnes.
Bulk Cargo	Commodities transported unpackaged in large quantities, such as coal, grain, aggregates, or oil.
DUKC	Dynamic Under Keel Clearance – A system used to assess real-time clearance between a vessel's keel and the seabed.
Draft	The vertical distance between the waterline and the bottom of a ship's hull.
Dry Dock	A dock that can be drained of water to allow maintenance and repairs on a ship's hull.
EPDA	Environment Protection and Development Authority.
ETA / ETD	Estimated Time of Arrival / Departure – The expected time a vessel will arrive at or depart from a port.
Gantry Crane	A large crane used to load and unload containers from ships.
Harbour Master	RAK Ports Group Harbour Master and the deputies.
ISM Code	International Safety Management Code – A framework for the safe management and operation of ships.
ISPS Code	International Ship and Port Facility Security Code – A security framework for ships and port facilities to detect and deter threats.



Lay-by Berth	A berth used for vessels that are idle, awaiting instructions, or undergoing minor repairs.
LOA	Length Overall – The total length of a vessel from the foremost to the aftmost point.
MARPOL	Marine Pollution Convention – An international convention aimed at preventing pollution from ships.
MSMS	Marine Safety Management System – A structured system for managing marine safety risks and compliance.
NtM	Notice to Mariners – Official updates to nautical charts and publications.
PBG	Pilot Boarding Ground – A designated location where marine pilots board or disembark from vessels.
Pilotage	The act of piloting a vessel, guided into or from the port by an authorised port pilot.
PMSC	UK Port Marine Safety Code.
PCS	Port Community System – A digital platform for managing port operations, including vessel registration and documentation.
RAK Ports	The collective name for a network of five ports within Ras Al Khaimah, UAE.
Ro-Ro	Roll-on/Roll-off – A type of vessel designed to carry wheeled cargo that is driven on and off the ship.
Shamal	A north-westerly wind common in the Gulf region, often causing rough sea conditions.
SOLAS	Safety of Life at Sea – An international maritime treaty ensuring ship safety.
Swing Basin	A designated area within a port where vessels can safely turn around.
Towage	The act of towing a vessel using a tug(s).
Tug	A small, powerful boat used to manoeuvre larger vessels by towing or pushing.
UKC	Under Keel Clearance – The distance between the bottom of a ship's keel and the seabed.
VHF	Very High Frequency – Radio frequencies used for marine communication.
VTS	Vessel Traffic Services.

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1. INTRODUCTION

1.1 Overview of RAK Ports

RAK Ports comprises a network of five strategically located, multi-purpose ports within the Emirate of Ras Al Khaimah, United Arab Emirates. Positioned along the southern approaches to the Strait of Hormuz and adjacent to major international shipping lanes, the ports provide direct access to global sea routes linking the Arabian Gulf with Asia, Africa, and Europe.

The port group supports a broad range of marine and industrial operations, including:

- Bulk, project and general cargo handling.
- Cruise and passenger services.
- Ship repair and dry-docking.
- Free zone and industrial activities.

Handling approximately 100 million tonnes of cargo annually, RAK Ports is recognised for its operational efficiency and its strategic role in supporting the emirate's industrial base and export-driven economy.

Strategic Outlook

RAK Ports is aligned with the UAE's national maritime strategy and the IMO's goals for digitalisation and decarbonisation. Key initiatives include:

- **Saqr Port 2.0:** A phased port expansion south of Saqr Port and immediately adjacent to RAK Maritime City (RMC), expanding deep-water capacity, with Phase 1 targeted for completion by end-2027.
- **Port Community System (PCS):** Modernised to support the IMO Single Window initiative.
- **Smart Mooring and DUKC Systems:** Enhancing berth safety and navigational efficiency.
- **Low Emission Infrastructure:** Supporting IMO-aligned net-zero targets through fuel-efficient operations and sustainable port design.

1.2 Ras Al Khaimah: Maritime Identity and Coastal Economic Role

Ras Al Khaimah's 64-kilometre coastline, located near the Strait of Hormuz, provides enduring maritime and strategic advantages. Historically known as Julfar, the emirate has a rich seafaring heritage rooted in dhow building, pearling, and long-distance trade. This maritime legacy is exemplified by the 15th century navigator Ahmed bin Majid, often referred to as the "Lion of the Sea", whose contributions advanced the practice of celestial navigation.

Today, Ras Al Khaimah's coastal geography continues to support its role in global supply chains and regional connectivity. While RAK Ports anchors the emirate's industrial exports, the broader coastline enables diversified economic activity, including:

- **Natural Resources:** Ras Al Khaimah is home to the world's largest limestone quarry, exporting over 80 million tonnes annually.
- **Economic Stability:** The emirate holds an A+ credit rating (Fitch, 2025), supported by a 15 percent annual increase in business capital and a growing number of commercial and industrial licenses.
- **Tourism and Leisure:** Coastal developments such as Al Marjan Island and the Wynn Resort are positioning Ras Al Khaimah as a premium tourism destination. Inland attractions, including Jebel Jais, the highest peak in the UAE, complement the coastal offering with adventure tourism and panoramic landscapes.

1.3 Marine Operations and Environmental Governance

The Marine Department, led by the Group Harbour Master, is responsible for ensuring the safe, compliant, and efficient movement of vessels across all RAK Ports. Marine operations are governed by applicable international maritime conventions, including SOLAS, MARPOL, ISPS, and STCW, together with UAE maritime legislation and RAK Ports Regulations.

Core responsibilities of the Marine Department include:

- 24/7 Vessel Traffic Services (VTS).
- Pilotage, towage, mooring and anchorage coordination.
- Hydrographic surveying and maintenance of aids to navigation (AtoN).
- Implementation of a Marine Safety Management System (MSMS), aligned with the UK Port Marine Safety Code.
- Marine pollution preparedness and emergency response across all response tiers.

Environmental Protection and Preparedness:

- **Tier 1:** In-house first-strike oil spill response capability, supported by periodic exercises to maintain operational readiness.
- **Tier 2:** Dedicated oil and chemical pollution response contract with ADNOC, reinforced through regular joint drills.
- **Tier 3:** Escalation to national authorities, with the National Emergency Crisis and Disaster Management Authority (NCEMA) assuming lead coordination during major incidents.
- **Emission Control:** Promotion of low-sulphur fuels and energy-efficient vessel operations in line with MARPOL Annex VI and IMO decarbonisation targets.

- **Marine Monitoring:** Collaboration with the Environment Protection and Development Authority (EPDA) and other Marine experts on seawater quality monitoring and coastal ecosystem protection.

Further details are provided in subsequent sections. For port-specific procedures, refer to Part 2.

2. CONTACT INFORMATION, PORT COMMUNICATION AND REPORTING

2.1 Key Marine Contacts

Position	Name	Telephone	Email
Group Harbour Master	Capt. Michael Magee	+971 (0)7 205 6156	mmagee@rakports.ae
Deputy Harbour Master	Capt. Emad Hashem	+971 (0)7 205 6182	ehashem@rakports.ae
Marine Services Manager	TBC	+971 (0)7 205 6056	TBC

2.2 Marine Documentation Office

Function: 24/7 operation for document verification, system entries, and general marine enquiries.

Phone: +971 (0)7 205 6164 / 264.

Email: vtdocumentation@rakports.ae

2.3 VTS Centre – Located at Saqr Port

Coordinates: 26° 58.77' N, 056° 03.16' E.

Function: Centrally monitors and coordinates vessel traffic continuously, providing real-time information, navigational updates, and emergency coordination.

Phone: +971 (0)7 205 6161 / 6162 / 6163.

Email: vtscentre@rakports.ae

VHF Communication Channels:

Port	Call Sign	VHF Channels
Saqr Port	Saqr Port Control	Ch. 16 (Calling), Ch. 14 (Working), 09 (Pilot)
RAK Maritime City	RMC Control	Ch. 16 (Calling), Ch. 69 (Working), 09 (Pilot)
Ras Al Khaimah Port	Ras Al Khaimah Port Control	Ch. 16 (Calling), Ch. 71 (Working / Pilot)
Al Jazeera Port	Al Jazeera Port Control	Ch. 16 (Calling), Ch. 68 (Working / Pilot)
Al Jeer Port	Saqr Port Control	Ch. 16 (Calling), Ch. 14 / 69

Note: Vessels shall maintain a continuous VHF watch on designated channels and communicate in English. The use of IMO Standard Marine Communication Phrases (SMCP) is recommended where practicable. Operational events and incidents shall be reported in accordance with RAK Ports marine publications (www.rakports.ae/marine).

3. WEATHER AND NAVIGATIONAL CONSIDERATIONS

3.1 Overview

Marine operations at RAK Ports are conducted under continuously monitored environmental conditions to support safe and efficient vessel movements. Operational awareness and decision-making are supported through:

- 24/7 Vessel Traffic Services (VTS).
- Weather advisories issued by the UAE National Centre of Meteorology (NCM).
- Marine weather forecasts and alerts provided through StormGeo (as of April 2026).
- Smart Mooring System for real-time vessel stability alerts and line tension monitoring.
- RAK Ports meteorological, tidal, current, and wave monitoring systems.
- RAK Ports marine publications, guidelines, and emergency response procedures.

3.2 Climate Overview – Ras Al Khaimah

Ras Al Khaimah experiences a subtropical desert climate (BWh – Köppen classification) characterised by high sunshine levels, low annual rainfall, and seasonal variability. Conditions are generally milder between October and May, while June to September is dominated by extreme heat and elevated humidity, influencing personnel welfare and selected marine activities.

This climatic overview provides contextual background and does not define operational limits or constraints.

Parameter	Details
Temperature range	Approx. 12 °C (winter lows) to > 42 °C (summer highs).
Humidity	Typically 50–60 %; may exceed 90 % during summer.
Rainfall	Approx. 120 mm/year, mainly November–March.
Fog	Common November–March; early mornings; visibility may reduce below 500 m.

Note: Guidance for operations during periods of extreme heat is promulgated separately under *Marine Safety Notice No. 13 (2024)*.

3.3 Wind Regime, Shamal Events, and Adverse Weather

Historical wind records confirm that the prevailing wind regime at Ras Al Khaimah is dominated year-round by winds from the west-south-westerly (WSW) through westerly to north-westerly (W–NW) sectors. Periods of adverse weather, particularly during the winter season, are predominantly associated with Shamal systems and represent the principal wind-driven environmental influence on marine operations.

Adverse weather conditions exhibit distinct seasonal characteristics:

- **Winter adverse weather (November–March):** Commonly associated with Shamal events and characterised by strong sustained winds, elevated gusts, and significant wave development, directly affecting pilotage conditions, towage effectiveness, berth approach, and mooring integrity, particularly at exposed terminals.
- **Summer Shamal events (June–August):** Characterised by high-velocity, dust-bearing winds, which may result in rapid visibility reduction and increased safety risk to navigation, personnel, and deck operations, even where sea states remain comparatively moderate.

Such conditions may persist for one to several days and are historically associated with increased vessel movement at berth, elevated mooring loads, and heightened sensitivity during vessel manoeuvring, pilotage, and towage.

During adverse weather conditions, typically occurring during the winter season and commonly associated with Shamal events, vessels at anchor may be required to maintain engines on standby, and vessels alongside may be required to implement enhanced mooring arrangements, as stipulated in *Marine Safety Notice No. 08 (2021)*.

Parameter	Typical Range	Dominant Direction	Remarks
Mean wind speed	6–12 kn	WSW–NW	Long-term prevailing regime.
Maximum sustained wind	20–30 kn	WSW–NW	Typically associated with adverse weather / Shamal.
Maximum gust	30–40+ kn	WSW–NW	Short-duration peak gusts.
Directional dominance	–	WSW–NW sector	Other sectors less frequent and generally lower intensity.

Notes:

- All wind speeds are expressed in knots (kn).
- Values are indicative historical characteristics and do not constitute operational limits.
- Operational thresholds, restrictions, and suspension criteria are governed by *Marine Safety Notice No. 12 (2023)* and managed via VTS.

3.4 Wave Climate and Sea State

Wave conditions affecting RAK Ports are primarily wind-driven and closely aligned with prevailing WSW–NW wind regimes. Under normal conditions, sea states are generally moderate; however, adverse weather and Shamal events may result in increased wave heights, steeper seas, and occasional long-period swell, particularly at exposed terminals.

Wave conditions are described using significant wave height (Hs) to represent prevailing sea states and maximum wave height (Hmax) to describe individual extreme waves.

Parameter	Typical Range	Dominant Direction	Remarks
Hs – Significant wave height.	0.3–1.2 m	W–NW	Represents prevailing sea state.
Hs during adverse weather.	1.2–2.0 m	W–NW	Short-period, steeper seas.
Hmax – Maximum wave height.	2.0–3.0+ m	W–NW	Individual extreme waves.
Directional dominance.	—	W–NW sector	Closely aligned with wind regime.

Notes:

- Wave heights are expressed in metres (m).
- Hs represents the average height of the highest one-third of waves; Hmax represents the maximum individual wave observed.
- Values are indicative only and do not constitute operational limits. Operational thresholds and response measures are governed by *Marine Safety Notice No. 12 (2023)*.

3.5 Fog and Reduced Visibility

Fog is a seasonal and sporadic phenomenon at Ras Al Khaimah, typically occurring between November and March, most commonly during early morning hours. Reduced visibility may affect pilotage, vessel traffic and movements, and close coordination between vessel Masters, pilots, and the VTS Centre is essential.

Parameter	Details
Typical season	November – March.
Common occurrence	Early mornings.
Visibility	Frequently < 1 nautical mile; may reduce below 500 m.

4. PORT LIMITS & NAUTICAL CHARTING

4.1 Legal Boundaries and Jurisdiction

RAK Ports' port limits define the boundaries within which all marine operations are governed, including but not limited to, navigation, pilotage, towage, anchorage, and regulatory enforcement.

These limits are established under *Law No. 10 of 2017*, which amends *Law No. 9 of 2008 (RAK Ports Regulations)*. The law applies to:

- **Saqr Port**
- **Ras Al Khaimah Port**
- **Al Jazeera Port**

(*Al Jeer Port, RAK Maritime City and Stevin Rock Harbour fall under Saqr Port jurisdiction*).

4.2 Nautical Charting and Reference Information

Port boundaries, approaches, and anchorage zones are charted on British Admiralty (BA) nautical charts, which form the primary charting reference for navigation within RAK Ports' jurisdiction.

Law No. 10 of 2017 and Law No. 9 of 2008 (RAK Ports Regulations) are available on the RAK Ports website under [Marine Section → Legislation](#)

Chart	Coverage
BA Chart 3174 (INT 7209)	Large scale chart, covering port approaches, anchorages, and harbour areas.
BA Chart 3404 (INT 7213)	Small-scale chart providing regional coverage of all RAK Ports.

These charts depict, as applicable:

- Port approaches and fairways.
- Anchorage zones by vessel type.
- Navigational aids (AtoN).
- Restricted and exclusion zones.
- Submarine cables and pipeline areas.

Note: Vessels shall carry the latest editions of all applicable charts, fully corrected and up to date. Prior to anchoring or conducting operations within port limits, vessels are required to contact the VTS Centre and comply with applicable *Marine Guidelines* and the *Passage Planning Guide*, available at www.rakports.ae/marine.

5. RULES & REGULATIONS

5.1 Regulatory Framework

Marine operations at RAK Ports are governed by a comprehensive regulatory framework that ensures safety, security, environmental protection, and operational efficiency. This framework aligns with:

- UAE Federal Maritime Law.
- Ministry of Energy and Infrastructure (MOEI) directives.
- GCC Seaport and Customs Regulations.
- International Maritime Conventions (IMO).
- UK Port Marine Safety Code (PMSC).
- Regional Organisation for the Protection of the Marine Environment (ROPME) guidelines.

Regulation / Framework	Description
RAK Ports Regulations 2008	<ul style="list-style-type: none"> ○ Establishes the legal foundation for port operations, safety, and administration.
Law No. 10 of 2017 – Port Limits	<ul style="list-style-type: none"> ○ Amends Law No.9 of 2008, defining the geographical jurisdiction of RAK Ports.
UAE Federal Maritime Law	<ul style="list-style-type: none"> ○ Governs vessel operations, crew management, port safety, and environmental compliance.
MOEI Maritime Circulars and Guidelines	<ul style="list-style-type: none"> ○ National directives issued by the Ministry of Energy and Infrastructure, including crew changes, health declarations, and port procedures.
GCC Seaport and Customs Regulations	<ul style="list-style-type: none"> ○ Regional standards governing port operations and customs harmonisation.
International Maritime Conventions (IMO)	<ul style="list-style-type: none"> ○ Including: <ul style="list-style-type: none"> ▪ SOLAS – Safety of Life at Sea. ▪ MARPOL – Marine Pollution Prevention. ▪ ISM Code – International Safety Management. ▪ ISPS Code – Ship and Port Facility Security. ▪ STCW – Standards of Training, Certification and Watchkeeping. ▪ IMO Net-Zero Framework (2025) – Emissions reduction and decarbonisation targets.
UK Port Marine Safety Code (PMSC)	<ul style="list-style-type: none"> ○ Adopted to align RAK Ports with international best practices in marine safety governance.

5.2 Port-Specific Guidelines and Codes of Practice

RAK Ports has developed a suite of port-specific guidelines, procedures, and plans to support safe, efficient, and compliant marine operations.

Document / Guideline	Purpose
Pilotage Directions	<ul style="list-style-type: none"> Provides directions governing pilotage operations to ensure safe navigation.
PEC Regulations	<ul style="list-style-type: none"> Regulations governing the issuance and management of Pilotage Exemption Certificates (PEC).
Towage Guidelines	<ul style="list-style-type: none"> Guidelines for safe and efficient towage operations.
Towage Procedure	<ul style="list-style-type: none"> Detailed procedures for conducting towage operations.
Bunkering Guidelines & Regulations	<ul style="list-style-type: none"> Requirements for safe bunkering operations.
STS Bunkering Procedure	<ul style="list-style-type: none"> Procedures governing Ship-to-Ship (STS) bunkering operations.
HSFO Guidelines	<ul style="list-style-type: none"> Guidelines for handling High Sulphur Fuel Oil (HSFO).
Bulk Liquid Cargo Management Guidelines	<ul style="list-style-type: none"> Guidelines for the safe management of bulk liquid cargo operations.
Diving Operations Approved Code of Practice (ACOP)	<ul style="list-style-type: none"> Approved code of practice for diving operations.
Dangerous Goods Approved Code of Practice	<ul style="list-style-type: none"> Codes governing the handling and management of dangerous goods.
SOP for Tug and Tow Operations	<ul style="list-style-type: none"> Standard operating procedures for tug and tow operations.
DUKC System Guidelines	<ul style="list-style-type: none"> Guidelines governing the Dynamic Under Keel Clearance (DUKC) system.
Passage Planning Guide	<ul style="list-style-type: none"> Guidance for planning safe vessel passages within port limits.
Guidance for Lay-by Vessels	<ul style="list-style-type: none"> Guidance applicable to vessels laying by within port areas.
Navigational Safety Policy	<ul style="list-style-type: none"> Policy framework for ensuring navigational safety.
MSMS Manual	<ul style="list-style-type: none"> Marine Safety Management System (MSMS) manual.
Marine Safety Plan (2025–2027)	<ul style="list-style-type: none"> Strategic plan outlining marine safety initiatives for 2025–2027.
Marine Emergency Response Plan	<ul style="list-style-type: none"> Plan governing response to marine emergencies.
Marine Pollution Response Plan	<ul style="list-style-type: none"> Plan governing response to marine pollution incidents.

All documents are available at: www.rakports.ae/marine

5.3 Internal Operational Standards (Controlled Access)

For use by RAK Ports personnel and authorised contractors:

Document / Guideline	Purpose
Pilotage Standards.	<ul style="list-style-type: none"> Internal standards governing pilotage operations.
Marine Fleet – Safe Operating Procedures.	<ul style="list-style-type: none"> Safe operating procedures for RAK Ports marine fleet assets.
Towline Management Procedure.	<ul style="list-style-type: none"> Procedures governing safe towline handling and management.
Guidelines for Efficient Marine Operations.	<ul style="list-style-type: none"> Guidance to support efficient execution of marine operations.
Guidelines for Vessel Movement Planning.	<ul style="list-style-type: none"> Guidance for planning and coordinating vessel movements.
Pre-Task Safety Inspection Guidance for Port Craft.	<ul style="list-style-type: none"> Guidance for conducting pre-task safety inspections on port craft.
Harbour Master’s Standing Instructions for Port Tug Usage.	<ul style="list-style-type: none"> Standing instructions issued by the Harbour Master governing tug usage.
Marine Safety Audit Procedures.	<ul style="list-style-type: none"> Procedures governing the conduct of marine safety audits.

Note: Internal documents are reviewed periodically and updated as required.

5.4 Additional Protocols

RAK Ports has established protocols for specific onboard and port-side situations:

Protocol	Description
Medical Emergencies.	<ul style="list-style-type: none"> Protocol for medical assistance to vessel crew, coordinated via the vessel’s agent with Port Security and emergency services.
Crew Conflict Reporting.	<ul style="list-style-type: none"> Procedure for handling crew conflicts, reported through the vessel’s agent to Port Police and Port Security.
Disposal of Distress Signal Pyrotechnics.	<ul style="list-style-type: none"> Procedure for the disposal of pyrotechnics, managed through approved contractors via the Marine Agent.

Visit: RAK Ports website under the [Marine Section → Legislation](#)

5.5 Compliance and Oversight

All marine operations at RAK Ports are subject to regulatory oversight. Compliance with applicable laws, conventions, and port standards is mandatory for all users.

6. GENERAL INFORMATION

6.1 Time Zone

- **UAE Standard Time:** GMT +4 hours.
- **Application:** All ETAs, ETDs, and operational communications are expressed in local time.

6.2 Water Density

- **Typical Range:** 1.025 to 1.029 g/cm³.
- **Notes:** Water density may vary due to temperature, salinity, seasonal effects, and tidal influence. Values are indicative only.

6.3 Navigational Marks

A comprehensive network of IALA Region A-compliant navigational aids, including buoys, beacons, and lights, is maintained across all port approaches and channels. Details are published in the Admiralty List of Lights and Signals.

6.4 Tidal Information

Parameter	Details
Mean tidal range	<ul style="list-style-type: none"> ○ Approx. 0.8 m to 2.2 m (indicative).
Atmospheric adjustment	<ul style="list-style-type: none"> ○ Allowance of up to 0.3 m due to barometric pressure effects.

Notes: Tide tables are available on the RAK Ports website under [Marine → Tide Tables](#).

6.5 DUKC System Utilisation

Locations	Purpose
Saqr Port / RAK Maritime City	<ul style="list-style-type: none"> ○ Real-time UKC management optimises vessel draft, cargo capacity, and sailing windows while enhancing navigational safety and operational efficiency.

For details, refer to the *DUKC System Guidelines* – www.rakports.ae/marine

6.6 Severe Weather Protocols

Factor	Details
Wind Threshold	<ul style="list-style-type: none"> ○ Vessel movements may be delayed or suspended when sustained wind speeds approach or exceed 25 knots, subject to prevailing and forecast conditions.
Decision Basis	<ul style="list-style-type: none"> ○ Decisions are taken by the Harbour Master based on NCM and StormGeo forecasts and alerts, prevailing

	and forecast conditions, and real-time environmental data, including Smart Mooring System inputs.
--	---

Notes:

- Refer to *Marine Safety Notice No. 12/2023* – Marine Operations during Adverse Weather and Sea Conditions.
- The ‘Smart Mooring System’ delivers real-time and predictive environmental and vessel data to support safe mooring and operations.

6.7 Security Level

- **Standard Level:** ISPS Level 1.
- **Adjustments:** Security levels may be adjusted in accordance with the vessel’s declared security level and as per instructions from relevant authorities.
- **Refer to:** *Marine Guidelines* at www.rakports.ae/marine and Annex D – Port Security and Access Control for detailed procedures and contact information.

6.8 Arrival Notification

Vessel registration and voyage-specific registration, including all required pre-arrival notifications, forms, and attachments (including Berthing Request and Pre-Arrival Forms), shall be submitted by the marine agent through the Port Community System (PCS) not less than 48 hours prior to the vessel’s ETA.

Any subsequent changes shall be updated accordingly.

Submitted documentation is reviewed by VTS Documentation. Upon successful verification, confirmation of vessel registration and acceptance of the vessel’s port call is issued.

6.9 Immigration Clearance

- **Requirement:** All vessels must obtain inward clearance prior to commencing port operations and outward clearance before departure.
- **Responsibility:** The marine agent is responsible for ensuring compliance with applicable UAE Federal Immigration and Port Authority requirements.

6.10 Environmental and Wave Monitoring Buoys

Buoy type	Location	Coordinates	Light / Signal	Purpose	Deployed by	Reference
Data buoy	Saqr Port Deep-Water Bulk Terminal (DWBT).	Charted.	Flashing white / AIS.	Real-time monitoring of wave height, wave period, and currents.	RAK Ports	www.rakports.ae/marine

6.11 Facilities Information

Port	Berth types / Cargo	Port services	Key features	Free zone	Warehousing / Cold storage	Operating hours	Customs & Immigration	Road access
Saqr Port	Bulk, general cargo, Ro-Ro, containers, oil terminal, deep-water berths.	Bunkering (road/barge), fresh water, garbage, ship chandlers.	Largest bulk port; deep-water berths; comprehensive AtoN; lay-up anchorage.	Yes (adjacent)	Yes	24/7	Yes	Direct access to E11
RAK Maritime City	Bulk, general cargo, lay-by berths, oil terminal, private jetties.	Bunkering, fresh water, garbage, ship chandlers.	Integrated industrial zone; private jetty leasing; lay-by berths.	Yes	Yes	24/7	Yes	Adjacent to E11
Al Jazeera Port	Bulk, general cargo, lay-by berths, ship repair, dry dock.	Bunkering, fresh water (Jetties 2, 3, 7), garbage, ship chandlers.	Ship repair and dry-dock facilities; anchorage available.	No	Limited	24/7 (purpose-specific)	Yes	Industrial zone access
Ras Al Khaimah Port	Passenger, general cargo, lay-by berth.	Bunkering, fresh water, garbage, ship chandlers.	Cruise gateway; central city location, anchorage available.	Yes	Yes	24/7 (purpose-specific)	Yes	City access
Al Jeer Port	Livestock, lay-by berth.	Limited: fresh water, garbage, ship chandlers.	Livestock quarantine and handling.	No	Yes	24/7 (purpose-specific)	Yes	Northern RAK highway
Stevin Rock Harbour	Bulk aggregates; conveyor-fed berths.	Limited: bunkering, fresh water, garbage, ship chandlers.	Dedicated quarry export facility; conveyor loading; pilotage and towage provided by RAK Ports.	No	No	24/7	No	E11 and internal quarry roads

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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7 MARINE OPERATIONS & PORT SUPPORT SERVICES

Marine operations and port support services at RAK Ports are provided on a 24/7 basis, with further details addressed elsewhere in this Guide and in referenced documents.

7.1 Core Marine Services

Service	Description
Pilotage	<ul style="list-style-type: none"> Mandatory and available 24/7. Authorised pilots facilitate safe vessel transit within port waters. Governed by the applicable <i>Pilotage Directions</i>.
Towage	<ul style="list-style-type: none"> 24/7 availability of a port-owned and operated marine fleet comprising tugs and support vessels. Tug and pilot vessel deployment is determined based on vessel characteristics and operational requirements, or upon request by the Marine Agent, Tenant, or Vessel Master.
Vessel Traffic Services (VTS)	<ul style="list-style-type: none"> Centrally operated from Saqr Port, providing continuous monitoring, coordination, and communication to support the safe and efficient movement of vessels within port waters.
Mooring	<ul style="list-style-type: none"> In-house trained teams undertake the mooring and unmooring of vessels at berth in accordance with port safety standards.
Hydrographic & Bathymetric Surveying	<ul style="list-style-type: none"> Regular hydrographic surveys are conducted to support navigational safety and maintain advertised depths. Relevant survey data is shared with the UK Hydrographic Office (UKHO) for chart updates. Hydrographic services may also be provided to other ports and waterways, subject to agreement. A network of tide gauges provides 24-hour tidal information across all ports.
Navigational Aids (AtoN)	<ul style="list-style-type: none"> A maintained network of buoys, beacons, and lights supports safe navigation through port approaches and channels for day and night operations.
Anchorage Services	<ul style="list-style-type: none"> Designated anchorage areas support ship-to-ship (STS) operations, bunkering, deep-water float-off, vessel lay-up, and inspections, as applicable.



7.2 Marine Pollution Response

Tier	Response Level	Description
Tier 1	<ul style="list-style-type: none"> In-house response 	<ul style="list-style-type: none"> Immediate first-strike capability managed by RAK Ports' trained Marine Incident Response Team (IRT) for initial containment and mitigation.
Tier 2	<ul style="list-style-type: none"> Regional support 	<ul style="list-style-type: none"> Escalated response supported by the designated Tier2 provider, ADNOC, for incidents requiring additional resources and support.
Tier 3	<ul style="list-style-type: none"> Federal escalation 	<ul style="list-style-type: none"> Escalation to UAE federal authorities, including NCEMA, for national-level coordination and response.

Note:

- RAK Ports maintains a comprehensive 'Marine Pollution Response Plan' and associated equipment inventory.
- Tier 1 responses are managed in-house, with ADNOC supporting Tier 2 incidents. Periodic drills are conducted with relevant stakeholders to maintain readiness.
- The plan aligns with international standards and is available on the RAK Ports website - [marine-pollution-response-plan.pdf](#).

7.3 Port-Based Support Services

Service	Description
Dry-Docking & Ship Repair Facilities	<ul style="list-style-type: none"> Located at Al Jazeera Port, including a ship lift and dry berth area of approximately 50,000 m²., supporting maintenance and repair of small to medium-sized vessels.
Passenger Vessel Services	<ul style="list-style-type: none"> Ras Al Khaimah Port serves as a port of call for passenger and cruise vessels, with coordinated immigration and customs processing.
Lay-by Berths	<ul style="list-style-type: none"> Available across RAK Ports for vessels awaiting orders, undergoing minor repairs, or temporarily idle for commercial or operational reasons.



7.4 Waste Reception Facilities

Service	Description
General Waste Disposal	<ul style="list-style-type: none"> Available and compulsory for vessels alongside.
General Waste Skips	<ul style="list-style-type: none"> Provided at berth and compulsory for use.
Recyclable Waste Skips	<ul style="list-style-type: none"> Provided at berth and compulsory for use.
Hazardous Waste	<ul style="list-style-type: none"> Available upon request, subject to approval and applicable handling requirements.
Tenant Waste Services	<ul style="list-style-type: none"> Scheduled waste collection available for general and recyclable waste.

7.5 Safety Department – Permits & Approvals

Permit Type	Description
Work Permit	<ul style="list-style-type: none"> Required for technical activities including hot work, cold work, electrical work, and excavation.
Diving Permit	<ul style="list-style-type: none"> Mandatory for all underwater operations.
Gas-Free Certificate	<ul style="list-style-type: none"> Required for confined space entry and for hot work in enclosed or gas-risk areas.
Confined Space Entry Permit	<ul style="list-style-type: none"> Issued following completion of a safety assessment.
Bunkering Permit (per truck)	<ul style="list-style-type: none"> Required for each bunkering operation.
Diving Document Approval	<ul style="list-style-type: none"> Required for diving companies and hull-cleaning activities.
Dangerous Goods Entry Approval	<ul style="list-style-type: none"> Required for handling hazardous cargo.

Note: All permits and approvals must be obtained in advance through the RAK Ports Safety Department. Operating on a 24/7 basis, the Safety team reviews applications for compliance with port safety standards, verifies documentation, and conducts inspections for activities including bunkering, permits-to-work, and dangerous goods entry. Approvals are granted only upon full compliance.

Contact:

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SECTION 1: SAQR PORT

1.1 General Overview of Saqr Port

Saqr Port is the largest bulk handling port in the Middle East and the primary maritime gateway for Ras Al Khaimah. Strategically located near the Strait of Hormuz and adjacent to the main international shipping lanes at the entrance to the Arabian Gulf, the port plays a central role in supporting the Emirate's industrial and commercial activities, particularly the export of aggregates originating from the world's largest limestone quarry.

The port comprises two operational areas:

- **Saqr Port Inner Harbour** – A versatile terminal for general cargo, breakbulk, and bulk, optimised for efficient vessel turnaround.
- **Saqr Port Deep-Water Bulk Terminal (DWBT)** – A specialised facility designed for Capesize and deep-draft bulk carriers, supporting high-volume exports and imports.

The Inner Harbour accommodates vessels up to 265 metres in length and 46 metres in beam. The DWBT handles Capesize vessels with drafts of up to 18.5 metres, utilising the DUKC system to ensure safe and efficient navigation under varying tidal and loading conditions.

Vessels exceeding these parameters may be considered at the Harbour Master's discretion. All berthing operations remain subject to prevailing weather and sea conditions, which are continuously monitored to maintain navigational safety and operational efficiency.

Saqr Port 2.0 (In development):

A phased expansion is underway involving land reclamation south of Saqr Port and immediately adjacent to RAK Maritime City (RMC), increasing deep-water capacity. Phase 1 (targeted completion by end-2027) will deliver approximately 600 m of common-user quay to support project cargo, liquid bulk, agricultural commodities, and general cargo. There will also be additional layby facilities. Subsequent phases will provide shipyard expansion, an environmentally compliant ship recycling facility, and additional deep-water berths.

1.2 Anchorage, Pilot Boarding Grounds, and Port Limits

Feature	Details
Anchorage zones	<ul style="list-style-type: none"> ○ Zone I – all vessel types ○ Zone II – barges and small craft ○ Special project anchorages (2)
Pilot boarding ground – Inner Harbour	<ul style="list-style-type: none"> ○ 26° 01.0' N, 056° 02.55' E (vicinity of Fairway Buoy)



Pilot boarding ground – DWBT	○ 26° 01.803' N, 056° 00.212' E (approx. 2.5 NM NW of Fairway Buoy)
Fairway buoy	○ 26° 00.10' N, 056° 02.20' E (Iso 6s)
Port limits	○ Defined under Law No. 10 of 2017
Chart references	○ BA Charts 3174 (INT 7209) and 3404 (INT 7213)
Notices to Mariners	○ NTM 10/2018 – Revised anchorage zones and port limits

Note: Anchorage zones and port limits are common to Saqr Port Inner Harbour, DWBT, and RAK Maritime City / Stevin Rock Harbour. Clearance from the VTS Centre is required prior to anchoring or entering the channel. All anchorage activities remain subject to prevailing conditions and Harbour Master approval.

1.3 Saqr Port Inner Harbour

1.3.1 Port Functions – Saqr Port Inner Harbour

The Inner Harbour is a multi-berth facility designed to handle:

- Dry and liquid bulk cargo, including aggregates, coal, gypsum, clay, and petroleum products.
- General, project and containerised cargo.
- Ro-Ro and breakbulk cargo.

It is equipped with container gantry cranes, mobile harbour cranes (MHCs), conveyor systems, and shore-based pipelines.

1.3.2 Technical Specifications – Saqr Port Inner Harbour

Parameter	Details
Location	○ 25° 58'.40 N, 56° 03'.51 E
Total Quay Length	○ 2.50 km
Basin Depth	○ 12.2 metres below ACD. Refer to: Ruling Depth & Under Keel Clearance
Maximum Vessel Draft	○ 12.0 m (static); up to 13.5 m using DUKC
Channel Depth (outside BW)	○ 13 to 20 metres (varies by location; refer to BA Chart 3174)
Channel Width (outside BW)	○ Approx. 370 metres (Refer to BA Chart 3174)
Harbour Entrance Width	○ Approx. 180 metres (between main and lee breakwaters) (Refer to BA Chart 3174)



Swing Basin Diameter	○ 550 metres
Quay Height	○ +4.0 metres above ACD
Pilotage	○ Compulsory, 24/7
VTS Centre – VHF Channels	○ Ch. 16 (Calling), Ch. 14 (Working), Ch. 09 (Pilot)
DUKC System	○ Enabled for dynamic under keel clearance optimisation.

Note: All depths are referenced to Admiralty Chart Datum (ACD). Refer to BA Charts 3174 (INT 7209) and 3404 (INT 7213). Navigational limits are defined under Law No. 10 of 2017 and enforced by RAK Ports.

1.3.3 Berthing Facilities – Saqr Port Inner Harbour

The Inner Harbour comprises 12 berths designed to accommodate a range of vessel types and cargo operations.

Berth No.	Length (m)	Quay Length (m)	Primary Use	Air Draft Restriction
1	207	597	○ General / break bulk cargo.	None (Height of Container Gantry Crane Boom is 34m above ACD).
2	180		○ Containers.	
3	210		○ Containers.	
4	146	218	○ Ro-Ro (2 × 30 m ramps at either end), general cargo, and break-bulk cargo.	None
5	217	825	○ Conveyor-fed aggregate loading.	Conveyor: 25.2m above ACD, under gantry (21m above quay + 4.2 m CD).
6	203		○ Bulk cargo operations via MHC; Bulk oil via shore pipeline for EMARAT.	None.
7	180		○ Bulk cargo operations via MHC; Bulk oil via shore pipeline.	None.
8	225		○ Bulk cargo operations via MHC.	None.
9	216	800	○ Bulk cargo operations via MHC.	None.



10	222		○ Bulk cargo operations via MHC; Bulk oil via shore pipeline for ADNOC tanker.	None.
11	202		○ Bulk cargo operations via MHC; Bulk oil via shore pipeline.	None.
12	160		○ Bulk cargo operations via MHC. 15m clearance required from b'water.	None.

Note: All berths are fitted with high-impact fendering and heavy-duty bollards to ensure secure mooring arrangements.

1.4 Saqr Port Deep Water Bulk Terminal (DWBT)

The Deep-Water Bulk Terminal (DWBT) is a purpose-built facility designed to accommodate Capesize and deep-draft bulk carriers.

The terminal primarily supports the export of limestone, gabbro, aggregates, and clinker, and the import of bulk commodities such as coal, furnace slag, iron ore, and bauxite.

The designated pilot boarding ground is located at 26° 01.803' N, 056° 00.212' E, approximately 2.5 NM northwest of the Fairway Buoy. Approaching vessels should maintain a speed of 3–4 knots and provide adequate lee for safe pilot embarkation.

Refer to: *DWBT Entry and Departure Guide* – www.rakports.ae/marine

1.4.1 Port Functions and Environmental Considerations – DWBT

DWBT is exposed to dynamic environmental conditions, including seasonal swell, westerly wind regimes, and variable currents. To support safe and efficient operations, the terminal is supported by:

- A **Data Buoy** providing real-time wave, swell, and current monitoring (positioned at 25° 58.95' N, 056° 02.70' E).
- The **Smart Mooring System** providing predictive environmental monitoring.
- Weather forecasting services from StormGeo and continuous monitoring by the VTS Centre.

These systems support operational awareness during periods of swell, surge, or adverse weather.

1.4.2 Technical Specifications - DWBT

Parameter	Details
Location	○ 25° 58.855' N, 056° 02.784' E.
Total quay length	○ Approx. 685 m (Berths 14–16).



Berth depth	○ Approx. 18.0 m ACD.
Access channel depth	○ Approx. 18–25 m (refer to BA Chart 3174).
Turning basin depth	○ Approx. 18.0 m ACD.
Maximum vessel draft	○ Up to 18.5 m utilising DUKC, subject to approval.
DUKC system	○ Enabled.
Quay height	○ +6.0 m above ACD.
Bollard safe working load	○ 200 t.

1.4.3 Berthing Facilities - DWBT

Given its offshore exposure, berthing operations at DWBT are supported by real-time monitoring systems, trained mooring crews, and coordinated pilotage and tug assistance to ensure safe and efficient handling under varying sea conditions.

Berth No.	Length (m)	Normal Orientation	Bollards	Primary Use
14	228m	Starboard side-to	1–12	Bulk loading.
15	228m	Port or starboard side-to	12–22	
16	229m	Port side-to	22–33	

Note: All DWBT berths are fitted with PIANC-compliant high-energy fender systems. Refer to: *DWBT Entry and Departure Guide* – www.rakports.ae/marine

1.4.4 Operational Parameters, Deep-Draft Operations, and Mooring Safety – DWBT

Operational requirements governing vessel movements, deep-draft operations, cargo handling, and mooring safety at the Deep-Water Bulk Terminal (DWBT) are set out in the '*DWBT Entry and Departure Guide*', available at www.rakports.ae/marine.

Marine Safety Notice No. 12 (2023) applies specifically to the management of marine operations during adverse weather and sea conditions and establishes the framework for the suspension, restriction, or resumption of operations when environmental thresholds are exceeded.

These requirements are applied with due regard to prevailing conditions, real-time environmental monitoring, dynamic under-keel-clearance assessments, and the Harbour Master's authority. Vessel Masters retain overall responsibility for the safe conduct of their vessels, in coordination with port marine services.



SECTION 2: RAK MARITIME CITY (Including Stevin Rock Harbour)

2.1 Overview

RAK Maritime City (RMC) is a strategically located maritime and industrial free zone adjacent to Saqr Port. It integrates modern port infrastructure with a free-zone environment, providing direct sea access, private and common-user jetties, and a business-friendly regulatory framework. RMC is designed to support a wide range of industrial, commercial, and maritime activities.

RMC incorporates Stevin Rock Harbour, a dedicated terminal operated by Stevin Rock LLC, used primarily for the export of quarried materials, including limestone and gabbro, via barge. Together, RAK Maritime City and Stevin Rock Harbour form a critical logistics and export hub supporting Ras Al Khaimah's heavy-industry sector.

Vessel acceptance is determined by berth configuration and operational constraints. Vessels exceeding typical limits for LOA, beam, or draft may be considered on a case-by-case basis, subject to Harbour Master approval and assessment of navigational safety, tidal conditions, and berth suitability.

2.2 Port Functions and Industrial Integration

RAK Maritime City Free Zone Authority (RMCFZA) encompasses more than 6 million square metres of developed land and waterfront. The free zone hosts a growing base of regional and international tenants, including Stevin Rock and other advanced manufacturing, logistics, and maritime service providers.

RMC supports:

- Bulk and general cargo operations.
- Lay-by berths for idle or repair-bound vessels.
- Private and common-user jetties.
- Industrial and commercial warehousing.
- Modular construction and heavy equipment logistic.

Stevin Rock:

Located at the entrance to RAK Maritime City, Stevin Rock Harbour is equipped with static ramp systems for barge loading (typically 2,000–25,000 tonnes) and facilitates the export of several million tonnes of limestone and gabbro annually.

2.3 Technical Specifications – RMC & Stevin Rock Harbour

Feature	RAK Maritime City	Stevin Rock Harbour
Location	○ 25° 56.32' N, 056° 03.00' E	○ 25° 56.00' N, 056° 02.80' E.
Total quay length	○ Approx. 5.0 km	○ Approx. 1.2 km (dedicated barge berths).



Basin depth	<ul style="list-style-type: none"> ○ Approx. 6.8 m ACD at most berths and jetties; Raymond Jetty 2: 5.0 m; Jetty 3: 6.3 m 	<ul style="list-style-type: none"> ○ Berths 1–3 & 7 (A & B): 6.5 m; Berths 4–5: 7.0 m; Berth 6: 6.0 m.
Maximum vessel draft	<ul style="list-style-type: none"> ○ Refer to 'Ruling Depth & Under Keel Clearance' 	<ul style="list-style-type: none"> ○ Approx. 7.0 m.
Channel depth (outside breakwater)	<ul style="list-style-type: none"> ○ Approx. 7–13 m 	<ul style="list-style-type: none"> ○ Shared with RMC.
Channel width (outside breakwater)	<ul style="list-style-type: none"> ○ Approx. 185 m 	<ul style="list-style-type: none"> ○ Shared.
Harbour entrance width	<ul style="list-style-type: none"> ○ Approx. 95 m 	<ul style="list-style-type: none"> ○ Shared entrance.
Pilotage	<ul style="list-style-type: none"> ○ In accordance with <i>Pilotage Directions</i>. 	<ul style="list-style-type: none"> ○ As per RMC.
VTS – VHF channels	<ul style="list-style-type: none"> ○ Ch. 16 (calling), Ch. 69 (working), Ch. 09 (pilot) 	<ul style="list-style-type: none"> ○ Same as RMC.
Pilot boarding ground	<ul style="list-style-type: none"> ○ 25° 58.547' N, 056° 01.735' E 	<ul style="list-style-type: none"> ○ Same as RMC.
Quay / jetty height	<ul style="list-style-type: none"> ○ +4.25 m ACD 	<ul style="list-style-type: none"> ○ +2.80 m ACD.

Note: Depths and under-keel-clearance requirements are governed by the *Ruling Depth & Under Keel Clearance* guidance available at www.rakports.ae/marine.

2.4 Berthing Facilities – RMC & Stevin Rock Harbour

Berth No.	Length (m)	Primary Use	Air-Draft Restriction
RAK Maritime City	<ul style="list-style-type: none"> ○ Berth lengths and configurations vary. Refer to 'Ruling Depth & Under Keel Clearance' (RDUKC.pdf) 	<ul style="list-style-type: none"> ○ Bulk and general cargo; lay-by berths. 	None.
Stevin Rock Harbour	<ul style="list-style-type: none"> ○ Berths are equipped with fixed ramp systems for barge loading. 	<ul style="list-style-type: none"> ○ Limestone and gabbro barge loading. 	None.



SECTION 3: RAS AL KHAIMAH PORT (Also known as Khor Port)

3.1 Overview

Ras Al Khaimah Port, also known as Khor Port, is a centrally located, multi-purpose city port situated at the entrance to Ras Al Khaimah Creek. Strategically positioned near the city centre, it serves as a key maritime gateway for the Emirate's capital, supporting a mix of commercial, cruise, and leisure activities.

The port is particularly suited to clean maritime operations, including cruise tourism, naval visits, and general cargo handling. It routinely accommodates boutique-size cruise vessels alongside.

Vessels up to 140 metres LOA are generally accepted for conventional berthing. Vessels exceeding this length are normally required to reverse to the berth, with turning manoeuvres conducted outside the breakwater within a designated turning area marked by AIS-based virtual buoys (displayed on ECDIS), under pilotage and tug assistance.

3.2 Port Functions

Ras Al Khaimah Port supports:

- General cargo and light industrial operations.
- Lay-by berths for idle or repair-bound vessels.
- Passenger and cruise vessel operations.
- Leisure craft, dhows, and marina-related activities.

The port is a key component of the emirate's tourism and logistics strategy, offering direct access to city infrastructure and attractions.

3.3 Technical Specification – Ras Al Khaimah Port

Ras Al Khaimah Port supports:

Feature	Specification
Location	○ 25° 47.56' N, 055° 57.14' E.
Total quay length	○ Approx. 860 m.
Basin depth	○ Refer to 'Ruling Depth & Under Keel Clearance' (RDUKC.pdf).
Maximum vessel draft	○ Refer to 'Ruling Depth & Under Keel Clearance' (RDUKC.pdf).
Channel depth (outside breakwater)	○ Approx. 7–9 m.
Channel width (outside breakwater)	○ Approx. 185 m.



Harbour entrance width	○ Approx. 100 m.
Pilotage	○ In accordance with <i>Pilotage Directions</i> .
VTS – VHF channels	○ Ch. 16 (calling), Ch. 71 (working), Ch. 09 (pilot).
Pilot boarding ground	○ 25° 50.500' N, 055° 55.904' E.
Quay / jetty height	○ +3.5 m ACD.

Note: Detailed depth and under-keel-clearance requirements are governed by the '*Ruling Depth & Under Keel Clearance guidance*' available at www.rakports.ae/marine.

3.4 Berthing Facilities

Berth No.	Length (m)	Primary Use	Air-Draft Restriction
1–8	Berth lengths and configurations vary to accommodate a range of vessel types and sizes, including boutique-size cruise vessels.	General cargo, cruise, lay-by.	None.

Note:

- The port includes a free-zone area with direct waterfront access to all berths.
- Berthing arrangements for vessels exceeding typical dimensions are assessed on a case-by-case basis in accordance with port manoeuvring considerations and Harbour Master approval.

3.5 Cruise Terminal and Passenger Services

Ras Al Khaimah Port features a dedicated cruise terminal designed to accommodate boutique and mid-sized cruise vessels. Facilities include:

- Immigration and customs processing.
- Security screening and baggage handling.
- Passenger reception and waiting areas.
- Direct access to city attractions and transport links.

The port supports the Emirate's tourism strategy in coordination with the Ras Al Khaimah Tourism Development Authority (RAKTDA).

3.6 Freezone and Commercial Use

The port's free zone supports:

- General cargo handling.
- Light industrial and commercial activities.



- Warehousing and logistics operations.

3.7 Anchorage and Navigation

Feature	Details
Secure Anchorage Area	○ From 25° 54' N, 055° 57' E to 25° 51' N, 055° 56' E.
Anchorage Depth Range	○ 11-30 metres.
Fairway Buoy	○ 25° 50.500' N, 055° 55.904' E (Fl. 10 s – 1 long flash).
VHF Communications	○ Ch. 16 / Ch. 71.
Pilotage	○ Compulsory unless exempted, in accordance with <i>Pilotage Directions</i> . See Pilotage-Directions.pdf .

Note:

Vessel movements, anchoring, pilotage, and navigation within Ras Al Khaimah Port are coordinated through the VTS Centre and governed by applicable Marine Safety Notices, Pilotage Directions, and Harbour Master authority.



SECTION 4: AL JAZEERA PORT

4.1 Overview

Situated to the south of Ras Al Khaimah, Al Jazeera Port supports the Emirate's shipbuilding, ship repair, and general cargo sectors and forms an integral component of the RAK Ports network.

The port supports, among others:

- General and project cargo handling.
- Ship repair and dry-docking activities.
- Lay-by berths for vessels awaiting repair or in idle status.
- Marine services and agency support.

Vessel acceptance is determined by berth layout and operational constraints. Vessels of up to approximately 160 metres LOA are generally accommodated. Vessels exceeding typical limits for LOA, beam, or draft may be considered on a case-by-case basis, subject to Harbour Master approval and assessment of navigational safety, tidal conditions, and berth compatibility.

4.2 Port Functions

Al Jazeera Port complements the cargo-handling capabilities of other RAK Ports by providing specialised ship repair and dry-docking facilities and supporting a wide range of vessel types, including commercial, leisure, and naval craft.

4.3 Technical Specifications – Al Jazeera Port

Feature	Specification
Location	○ 25° 42.51' N, 055° 48.05' E.
Total quay length	○ Approx. 1.10 km.
Basin depth	○ Refer to ' <i>Ruling Depth & Under Keel Clearance</i> ' (RDUKC.pdf).
Maximum vessel draft	○ Refer to ' <i>Ruling Depth & Under Keel Clearance</i> ' (RDUKC.pdf).
Channel depth (outside breakwater)	○ Approx. 7–10 m.
Channel width (outside breakwater – Buoys 3–4 entrance)	○ Approx. 437 m.
Harbour entrance width (inner channel)	○ Approx. 95 m.
Pilotage	○ In accordance with <i>Pilotage Directions</i> .
VTS – VHF channels	○ Ch. 16 (calling), Ch. 68 (working), Ch. 09 (pilot).



Pilot boarding ground	○ 25° 44.670' N, 055° 47.399' E.
Quay / jetty height	○ +3.0 m ACD.

Note: Depth and under-keel-clearance requirements are governed by the *Ruling Depth & Under Keel Clearance guidance* available at www.rakports.ae/marine.

4.4 Berthing Facilities

Berth No.	Length (m)	Primary Use	Air-Draft Restriction
Wet berths	Approx. 960 m total	General cargo, project cargo, ship repair, lay-by	None.
Dry berths (12)	8 × 67.5 m × 30 m 4 × 77.5 m × 30 m	Ship repair and dry-docking	None.

Note:

- The port includes a synchronised ship-lifting dock with a lifting capacity of approximately 1,100 tonnes, accommodating vessels up to 65 m LOA and 18 m beam.
- Dry berths are equipped to support vessel maintenance and repair activities.
- Marine services, including pilotage, towage, and mooring, are available on a 24/7 basis.

4.5 Dry-Docking and Ship Repairs

Al Jazeera Port provides ship repair and marine maintenance services supported by:

- A dry-berth area of approximately 50,000 m² and a synchronised ship-lifting system.
- 12 dry berths for small- to medium-sized vessels.
- Modern repair workshops and supporting infrastructure.
- Skilled technical teams and approved private repair operators.

Services include hull repairs, engine and mechanical maintenance, painting and coating works, and vessel retrofitting or conversion projects.

4.6 Cargo and Lay-by Berths for Vessels

The port handles breakbulk, project cargo, and general cargo. Lay-by berths are available for vessels awaiting instructions, undergoing minor repairs, or requiring temporary berthing for operational or commercial reasons.

4.7 Support Services

Al Jazeera Port provides marine support services including bunkering through approved suppliers, fresh-water supply via road tankers, ship chandelling, and marine agency services. Marine operations are coordinated through the Marine Department and subject to prevailing weather, tidal conditions, and Harbour Master authority.



SECTION 5: AL JEER PORT

5.1 Overview

Al Jeer Port is a specialised marine facility within the RAK Ports network, located on the northern coastline of Ras Al Khaimah near the Musandam Governorate of the Sultanate of Oman. It supports livestock logistics and vessel lay-by operations and serves as a designated livestock entry point into the United Arab Emirates.

5.2 Port Functions

Al Jeer Port supports livestock import and quarantine operations and provides lay-by berths. The port primarily accommodates smaller vessels, dhows, and private tenants.

5.3 Technical Specifications – Al Jeer Port

Feature	Specification
Location	○ 26° 02.44' N, 056° 05.07' E.
Total quay length	○ Approx. 440 m.
Basin depth	○ Refer to ' <i>Ruling Depth & Under Keel Clearance</i> ' (RDUKC.pdf).
Berth depth	○ Refer to ' <i>Ruling Depth & Under Keel Clearance</i> ' (RDUKC.pdf).
Maximum vessel draught	○ Refer to ' <i>Ruling Depth & Under Keel Clearance</i> ' (RDUKC.pdf).
Channel depth (outside breakwater)	○ Approx. 4–7 m.
Channel width (outside breakwater)	○ Approx. 110 m.
Harbour entrance width	○ Approx. 60 m.
Pilotage	○ In accordance with <i>Pilotage Directions</i> .
VTS – VHF channels	○ Via VTS Centre (Saqr Port) – Ch. 16 / Ch. 68.
Pilot boarding ground	○ As directed by the Pilot.
Quay / jetty height	○ +2.5 m ACD.

5.4 Livestock Handling

Al Jeer Port provides quarantine and veterinary inspection facilities together with dedicated berths for livestock vessels, supporting humane and bio secure livestock handling.

5.5 Navigational Information

Pilot boarding arrangements are designated by the Pilot, with anchorage use aligned with that applicable to Saqr Port. Navigation and vessel movements are coordinated through the VTS Centre.

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ANNEX A: INDUSTRY STANDARDS AND BEST PRACTICES

Standard / Framework	Description & Link
Port Marine Safety Code (PMSC)	<ul style="list-style-type: none"> UK-based framework adopted by RAK Ports to ensure safe marine operations and governance. Link: https://assets.publishing.service.gov.uk/media/67fd175bed87b81608546666/port-marine-safety-code.pdf .
Guide to Good Practice (GtGP)	<ul style="list-style-type: none"> Companion to the PMSC offering practical guidance for safe port marine operations. Link: https://www.gov.uk/government/publications/a-guide-to-good-practice-on-port-marine-operations .
International Safety Management (ISM) Code	<ul style="list-style-type: none"> Ensures safe ship operation and pollution prevention. Link: https://www.imo.org/en/OurWork/HumanElement/Pages/ISMCode.aspx .
International Ship and Port Facility Security (ISPS) Code	<ul style="list-style-type: none"> Governs port security, access control, and threat response. Link: https://www.imo.org/en/OurWork/Security/Pages/SOLAS-XI-2%20ISPS%20Code.aspx .
SOLAS Convention	<ul style="list-style-type: none"> International convention for the safety of life at sea. Link: https://www.imo.org/en/About/Conventions/Pages/International-Convention-for-the-Safety-of-Life-at-Sea-(SOLAS),-1974.aspx,-1974.aspx,-1974.aspx .
MARPOL Convention	<ul style="list-style-type: none"> Prevents marine pollution from ships. Link: https://www.imo.org/en/about/Conventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-%28MARPOL%29.aspx .
IMO Net-Zero Framework (2025)	<ul style="list-style-type: none"> Supports decarbonisation through low-emission infrastructure and smart systems. Link: https://www.imo.org/en/MediaCentre/PressBriefings/pages/IMO-approves-netzero-regulations.aspx .
OCIMF & ICS STS Transfer Guide	<ul style="list-style-type: none"> Industry standard for safe ship-to-ship cargo transfers. Link-OCIMF: https://www.ocimf.org/publications/books/ship-to-ship-transfer-guide-for-petroleum-chemicals-and-liquefied-gases . Link-ICS: https://www.ics-shipping.org/publications/ship-to-ship-transfer-guide-for-petroleum-chemicals-and-liquefied-gas-fifth-edition .
UAE Maritime Law – Federal Decree Law No. 43 of 2023.	<ul style="list-style-type: none"> Comprehensive legislation governing maritime activities in the UAE. Link: https://uaelegislation.gov.ae/en/legislations .



ANNEX B: USEFUL CONTACTS

Category	Details
Emergency Services	<ul style="list-style-type: none"> ○ Police: 999. ○ Ambulance: 998. ○ Fire: 997. ○ Search & Rescue: +971 7 233 3955. ○ Coast Guard: 996.
Customs Offices	<ul style="list-style-type: none"> ○ RAK Customs HQ: info@customs.rak.ae ○ Saqr Port: info.saqrport@customs.rak.ae ○ RAK Maritime Free Zone: info.maritimecityfz@customs.rak.ae ○ Al Jazeera Port: info.aljazeeraport@customs.rak.ae ○ Ras Al Khaimah Port: info.rakport@customs.rak.ae ○ Al Jeer Port: info.aljeerport@customs.rak.ae
Hospitals	<ul style="list-style-type: none"> ○ Saqr Hospital: 07-202 3658 / 07-222 3666 ○ Saif Bin Ghabash Hospital: 07-222 3555 ○ RAK Hospital: 07-222 5555 / 07-207 4444 ○ Kuwaiti Hospital: 07-233 7333 ○ Sha'am Hospital: 07-266 6465 ○ National Ambulance: 02-596 8701
Airports (from RAK Ports)	<ul style="list-style-type: none"> ○ Ras Al Khaimah Intl. Airport: 23 km ○ Sharjah Intl. Airport: 84 km ○ Dubai Intl. Airport (T1): 99 km ○ Fujairah Intl. Airport (FJR): 85 km ○ Dubai Al Maktoum Intl. Airport (DWC): 106 km ○ Abu Dhabi Intl. Airport (AUH): 199 km
EPDA (Environment Protection and Development Authority).	<ul style="list-style-type: none"> ○ Website: www.epda.rak.ae - Toll Free: 800 3732 - Phone: 07-233 3371 - Email: info@epda.rak.ae
RAK Municipality	<ul style="list-style-type: none"> ○ General Inquiries: 800 661 - Email: info@mun.rak.ae
UAE Federal Maritime Authority (MOEI)	<ul style="list-style-type: none"> ○ Website: www.moei.gov.ae - Toll Free: 800 6634 - Email: archive.section@moei.gov.ae - WhatsApp: 800 6634.



ANNEX C: INCIDENT REPORTING PROCEDURE

Item	Details
Purpose	<ul style="list-style-type: none"> To ensure timely and effective reporting, investigation, and response to marine incidents, near misses, and emergencies within RAK Ports jurisdiction.
Who Must Report	<ul style="list-style-type: none"> Masters of vessels, marine agents, terminal operators, and any personnel involved in or witnessing an incident.
Reportable Incidents	<ul style="list-style-type: none"> Fire or explosion. Personal injury or fatality. Collision or grounding. Contact with port infrastructure. Pollution (oil, chemical, garbage). Loss of cargo, gear, or equipment. Dangerous goods incidents. Security breaches or criminal activity. Near misses with potential safety impact.
Immediate Action / Reporting	<ul style="list-style-type: none"> Navigational hazards or urgent safety issues must be reported immediately to the Harbour Master via the VTS Centre.
Written Reporting	<ul style="list-style-type: none"> Submit a written report using the Marine Report Form (MRF) for general incidents and POLREP for marine pollution incidents. These should be submitted at the earliest opportunity following immediate notification to the VTS Centre.
Reporting Forms Access	<ul style="list-style-type: none"> MRF and POLREP www.rakports.ae/marine → Marine Forms section.
Investigation & Follow-Up	<ul style="list-style-type: none"> The Port Authority may initiate further investigation and corrective action based on the severity and nature of the incident. In pollution cases, the polluter is liable for cleanup costs, damages, and penalties.
Refer to: Marine Emergency Response Plans	<ul style="list-style-type: none"> <i>Marine Emergency Response Plan.</i> <i>Marine Pollution Response Plan.</i> www.rakports.ae/marine → Marine Emergency Response Plans.



ANNEX D: PORT SECURITY AND ACCESS CONTROL

Port Name	Security Contact Email	Phone	Key Security Personnel	Security SOP
Saqr Port	spagate1@rakports.ae	+971 (7) 205 6169	Duty Security Supervisor: 050 199 2620 Security Control Room: 07-205 6111 / 6172	RAK PORTS PROTOCOL / PROCEDURE FOR: <ul style="list-style-type: none"> ○ ENSURING MEDICAL ASSISTANCE. ○ DISTRESS SIGNAL PYROTECHNICS REMOVAL. ○ HANDLING VESSEL CREW CONFLICTS. Link: rak-ports-security-procedure-for-vessels.pdf .
RAK Maritime City	rmcgate1@rakports.ae	+971 (7) 221 5041	Duty Security Supervisor: 050 979 2431	
Ras Al Khaimah Port	hrsecgate@rakports.ae	+971 (7) 202 9816	Security Office: 07-202 9816	
Al Jazeera Port	ajzpg1@rakports.ae	+971 (7) 244 214	Security Supervisor: 050 273 4087 Port Police: 07-243 2121	
Al Jeer Port	tali@rakports.ae	+971 (7) 268 2333	Port Office/Security: 07-268 2333	



ANNEX E: PLANT & EQUIPMENT LIST – RAK PORTS

Saqr Port - Towage									
Vessel	Age	Type	Bollard Pull	Power	Propulsion	LOA (m)	Beam (m)	Draft (m)	Remarks
Osprey	Jul 2018	Damen ASD Tug 2913	80t	5050 kW	ASD	29.1	13.23	5.35	
Kestrel	Jun 2013	Damen ASD Tug 2411	69t	4180 kW	ASD	24.5	11.33	5.5	Fi-fi ½
Falcon	Nov 2012	Damen ASD Tug 2310	47.6t	3000 kW	ASD	22.7	10.4	4.35	
Sha'm	Feb 2008	Damen Stan Tug 2608	53.8t	2850 kW	Twin Screw	26.2	7.94	3.91	Fi-fi ½
Durrah	May 2002	Damen Stan Tug 2207	36.7t	2028 kW	Twin screw	22.5	7.25	3.35	Fi-fi ½
Hawk	Nov 2019	Damen Stan tug 1907	30t	1492 kW	Twin Screw	19.4	7.4	3.0	

Saqr Port - Other									
Vessel	Age	Type	Bollard Pull	Power	Propulsion	LOA (m)	Beam (m)	Draft (m)	Remarks
Hobby	Nov 2019	Damen Multicat 1908	14t	894 kW	Twin Screw	19.1	8.1	2.1	Also available for towage.
Eagle	2016	Pilot Vessel		1200 hp	Twin Screw	15.0	5.1	1.1	
Kite	2017	Survey Catamaran		700 hp	Twin Screw	13.0	5.0	1.2	Fitted with Teledyne Multibeam and ROV.
Hannah 1	2008	Security Harbour Patrol		2 x 150 hp	Twin Outboards	8.7	2.4	0.44	Security patrol.
Vulture	2014	Pollution response		86 hp	Twin Screw	9.2	3.8	1.5	Oil / garbage / debris collection.

Al Jazeera Port									
Vessel	Age	Type	Bollard Pull	Power	Propulsion	LOA (m)	Beam (m)	Draft (m)	Remarks
Masafi	Nov 1995	Damen Stan Tug 1906	18t	1044 kW	Twin Screw	19.5	6.04	2.5	Fi-fi ½
Hulaylah	Nov 1995	Damen Stan Tug 1906	18t	1044 kW	Twin Screw	19.5	6.04	2.5	Fi-fi ½
Ghalilah	1976	Damen Stan Tug 1605	9.6t	720 hp	Twin Screw	15.7	4.9	2.25	Can be fitted with plough



ANNEX F: REFERENCES

Further to the references already listed under 'Regulatory and Guideline Documents':

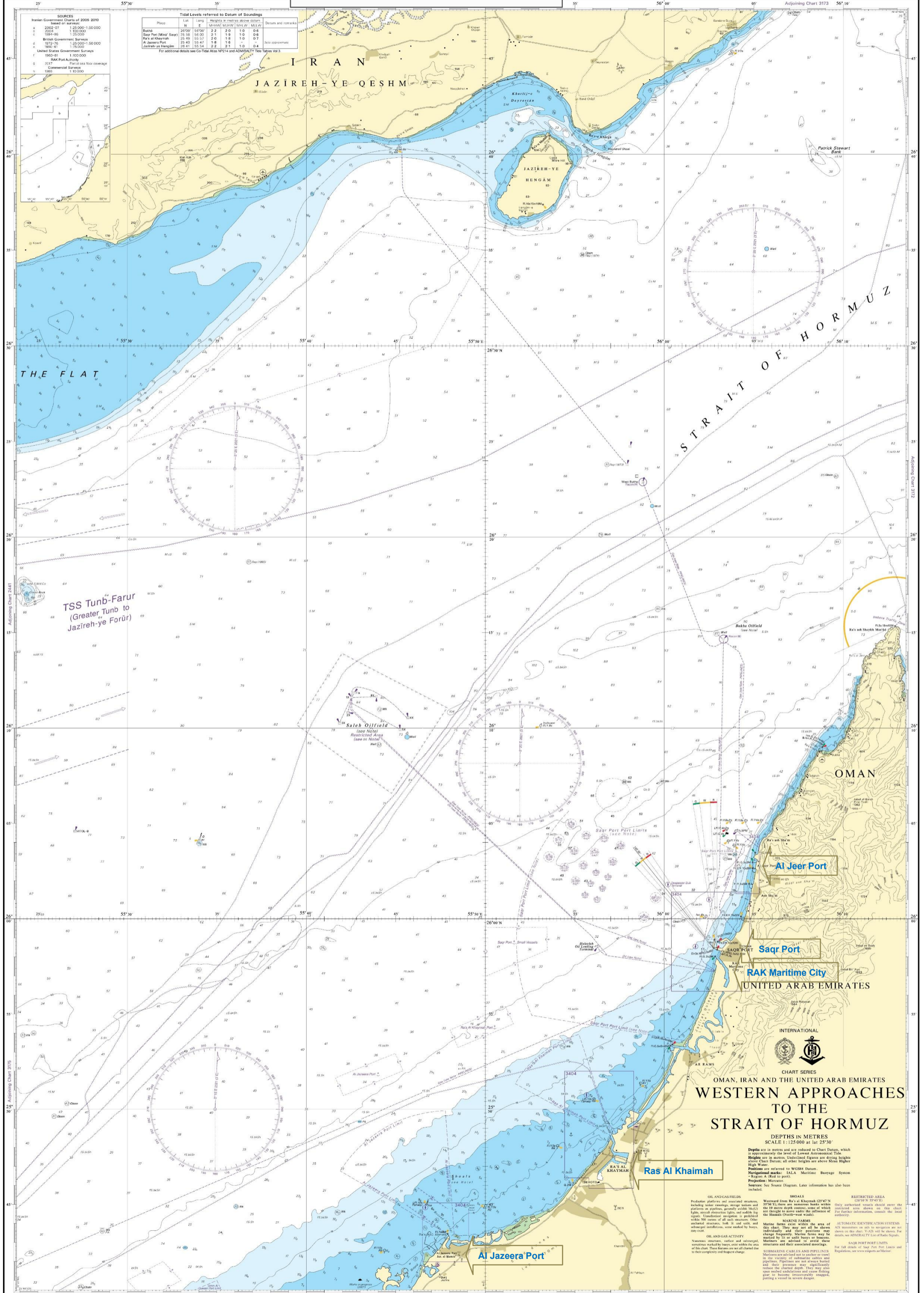
Reference Title	Description
IMO e-Navigation Strategy Implementation Plan (SIP)	<ul style="list-style-type: none"> Guidance on integrating digital navigation systems. <p>Link:https://www.imo.org/en/OurWork/Safety/Pages/eNavigation.aspx</p>
IMO Guidelines for Vessel Traffic Services (VTS)	<ul style="list-style-type: none"> Standards for safe and efficient VTS operations. <p>Link:https://www.imo.org/en/OurWork/Safety/Pages/VesselTrafficServices.aspx</p>
IMO Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3)	<ul style="list-style-type: none"> Framework for managing cyber risks in maritime systems. <p>Link:https://www.imo.org/en/OurWork/Security/Pages/Cyber-security.aspx</p>
OCIMF Mooring Equipment Guidelines (MEG4)	<ul style="list-style-type: none"> Best practices for safe mooring operations. <p>Link:https://www.ocimf.org/publications/books/mooring-equipment-guidelines-meg4</p>
PIANC Guidelines for the Design of Fender Systems	<ul style="list-style-type: none"> Technical guidance for safe berthing and mooring infrastructure. <p>Link:https://www.pianc.org/publications/maritime-navigation/pianc-marcom-working-group-33</p>
Weather Information	<ul style="list-style-type: none"> StormGeo: https://stormgeo.com UAE National Center of Meteorology: https://www.ncm.gov.ae/

ANNEX G: RAK PORTS AREA LAYOUT

Provided for general orientation only

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IMPORTANT - SEE RELATED ADMIRALTY PUBLICATIONS
The Mariners Handbook (Chapter 1.5.2) of the International Convention for the Harmonization of Auxiliary Information (ICHA) and the International Convention for the Unification of Certain Technical Specifications of Hydrographic Surveys (IUCS) and the International Convention for the Unification of Certain Technical Specifications of Hydrographic Surveys (IUCS) are available on the Admiralty website. For further information, consult the local authority.
KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE



Tidal Levels referred to Datum of Soundings

Place	Lat	Long	Heights in metres above datum	Datum and remarks			
	N	E	Low Water	Mean High Water	Mean Low Water		
Bahra	26°09'	50°00'	2.2	2.0	1.0	0.6	
Saqr Port (Main) East	25°58'	55°00'	2.1	1.9	1.0	0.6	
Ras Al Khaymah	25°49'	55°37'	2.0	1.8	1.0	0.7	
A. Jaqera Port	25°43'	55°47'	1.8	1.6	1.0	0.4	Not approximate
Jazireh-ye Hengam	26°41'	55°54'	2.2	2.1	1.0	0.4	

For additional details see Co-Tidal Area NP214 and ADMIRALTY Tide Tables Vol 3

SOURCES

Iranian Government Charts of 2006-2010 based on surveys

- 2002-07 1:25 000-1:50 000
- 2004 1:100 000
- 1984-86 1:25 000
- 1972-76 1:25 000-1:50 000
- 1962-67 1:75 000
- United States Government Surveys 1960-61 1:100 000
- 1962-63 1:100 000
- 1967-68 1:100 000
- 1969-70 1:100 000
- 1970-71 1:100 000
- 1972-73 1:100 000
- 1974-75 1:100 000
- 1976-77 1:100 000
- 1978-79 1:100 000
- 1980-81 1:100 000
- 1982-83 1:100 000
- 1984-85 1:100 000
- 1986-87 1:100 000
- 1988-89 1:100 000
- 1990-91 1:100 000
- 1992-93 1:100 000
- 1994-95 1:100 000
- 1996-97 1:100 000
- 1998-99 1:100 000
- 2000-01 1:100 000
- 2002-03 1:100 000
- 2004-05 1:100 000
- 2006-07 1:100 000
- 2008-09 1:100 000
- 2010-11 1:100 000

RAK Port Authority

Commercial surveys

1980 1:10 000

INTERNATIONAL CHART SERIES
OMAN, IRAN AND THE UNITED ARAB EMIRATES
WESTERN APPROACHES TO THE STRAIT OF HORMUZ
DEPTHS IN METRES
SCALE 1:125 000 at lat 25°30'

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide. Heights are in metres. Underlined figures are drying heights above Chart Datum; all other heights are above Mean High Water.

Points are referred to WGS84 Datum.

Navigation marks: IALA Maritime Buoyage System - Region A (Red to port).

Projection: Mercator.

Sources: See Source Diagram. Later information has also been included.

RESTRICTED AREA
Only authorized vessels should enter the restricted area shown on this chart. For further information, consult the local authority.

SHOALS
Westward from Ra's al Khaymah (25°47' N 55°43' E) 3750 m there are numerous shoals within the 10 metre depth contour; some of which are thought to move under the influence of the Shamal (North-west) winds.

MARINE FARMS
Marine farms exist within the area of this chart. They may not all be shown individually and their positions may change frequently. Marine farms may be marked by 11 or 12 lights or buoys. Mariners are advised to avoid these structures and their associated moorings.

SUBMARINE CABLES AND PIPELINES
Submarine cables and pipelines are shown on this chart. Vessels should avoid these structures and their associated moorings. Pipelines are not always marked and their presence may significantly reduce the charted depth. They may also cause seabed undulations and cause fishing gear to become irretrievably snagged, putting a vessel in severe danger.

OIL AND GAS ACTIVITY
Numerous offshore oil and natural gas platforms, some within the area of this chart, are shown on all editions of this chart. These platforms are not shown to their complexity and height change.

OIL AND GAS PLATFORMS
Production platforms and associated structures, including storage tanks, storage vessels and platforms on pipelines, generally marked with lights. Unattended structures, including lights, are marked with lights. Other unattended structures, both in use and abandoned, are marked by buoys, day marks or other aids to navigation.

ISLAND GAS ACTIVITY
Numerous offshore oil and natural gas platforms, some within the area of this chart, are shown on all editions of this chart. These platforms are not shown to their complexity and height change.