

In the Name of Allah, the Most Gracious, the Most Merciful



Administrative  
Communications - Body  
Issuing No. 1/06/16031  
Dated: 3/7/1441  
Attachments: (3) Language

Circular No. (34) of 2020 AD  
Circular No. (34) 2020

**To:**

All Port Directors-General  
All Maritime Agents  
All operating companies operating in ports

**Subject:**

**Additional security measures for ships that require their level of security to be raised**

Given that some countries wish to raise the level of security for ships flying their flag upon their arrival at Saudi ports in accordance with the requirements of the International Ship and Port Facility Security Code (ISPS Code), and in accordance with Paragraph (4) of Section (28) of Part 6, "Notification with Respect to Security" of the Rules and Regulations for Seaports of the Cooperation Council for the Arab States of the Gulf, which stipulates: (If the security level of a ship entering a port exceeds the security level of the port or port facility where the ship shall anchor or be berthed or moored, the owner or master of the ship shall be held liable for the expenses incurred by the port authority for establishing the required additional security measures as a result thereof).

Accordingly, we emphasize the importance of informing ships operating under your agency of what is stated in the System of Saudi Port Services Fees and Charges, in Table (B): First (Charges Collected from the Ship Owner or Agent), under Clause No. (2). Additional Services, Paragraph (10/2) related to the security services provided to ships that arrive at the Saudi ports while they are at the second security level.

**Vice President for Legislation and Licensing**

**Abdulrhman Abdullah Alghamdi**



## Rules and Regulations for Seaports of the Cooperation Council for the Arab States of the Gulf

**In the Name of Allah, the Most Gracious, the Most Merciful**



- 2- Every port authority operating under these Rules and Regulations is required to pursue the objectives of the International Maritime Organization (IMO) and the International Labor Organization (ILO) Code of Practice on Security in Ports, 2004, including any subsequent amendments, offering guidance to Governments, employers, workers, and other stakeholders to reduce the risk to ports from the threat posed by unlawful acts.

## **Section 28**

### **Notification with Respect to Security**

1. Every owner, master, or agent of a ship applying for a permission to enter a port must provide the information to the port authority, or the security officers duly authorized by the pertinent GCC Government, at least 48 hours prior to their entry into port, as required under Chapter XI-2: (Special measures to enhance maritime security) of IMO International Convention for the Safety of Life at Sea (SOLAS) of 1974, in association with Regulation XI-2/3 of this new Chapter implementing the International Ship and Port Facility Security Code (ISPS Code), and any subsequent amendments.
2. To facilitate compliance with the notification requirements under paragraph (1) above, the master or agent of a ship intending to enter a port shall use the "Uniform Ship Pre-Arrival Report" as per ISPS Code and the 2002 Amendments to SOLAS of 1974, Schedule 5 (B). The latest version of such Form may be obtained from any GCC port authority's website and applies to all GCC ports managed under these Regulations.

**In the Name of Allah, the Most Gracious, the Most Merciful**



3. Failure of a ship master asking to provide the complete information required under paragraphs (1) and (2) constitutes reason for the ship being denied entry in the port, and no damage shall be claimed by the ship owner or master as a result thereof.
4. If the security level of a ship entering a port exceeds the security level of the port or port facility where the ship shall anchor or be berthed or moored, the owner or master of the ship shall be held liable for the expenses incurred by the port authority for establishing the required additional security measures as a result thereof.

## **Section 29**

### **Security Control of Ships in Ports**

1. Every ship is subject, when within the boundaries of a port, to security control by officers duly authorized by the pertinent GCC Government, in compliance with Chapter XI-2 of SOLAS of 1974 and any subsequent amendments.
2. The competent authority may extend the security requirements of Chapter XI-2 of SOLAS to be applied in respect of any commercial, fishing, or traditional ship, or towed object, regardless of its purpose, manufacture, flag, trade, propulsion system or size, which shall be so published.