

# Decree –Law NO. 29 of 1966

## Regulation of Qatar Maritime Ports

We, Hamad Bin Khalifa Al-Thani, Governor of Qatar,

Having duly considered:

Law No. 1 of 1962 regulating the Supreme Government Administration;

Law No. 2 of 1962 regulating the Public Financial Policy in Qatar;

The Qatari Customs Law No. 13 of 75 H

Articles 12, 13, 14 and 26 of Law No. 6 of 1964 establishing the Shura Council;

The proposal of the Vice-Governor;

Hereby issue the following law:

### Part 1

#### General Provisions and Definitions

- **Article 1**

The provisions of this Law shall not infringe upon:

- a) International regulations for avoiding a collision at sea.
- b) International quarantine regulations.
- c) Rules for correct navigation.

- **Article 2**

The provisions of this Law shall not contravene the responsibility of the captain towards the vessel under his command.

- **Article 3**

The provisions of this Law shall not apply to the vessels defined in paragraph 5 of Article 4 of this Law except insofar as they relate to the roving and docking of such vessels within the perimeter of the port as well as the loading and unloading of the hazardous materials mentioned in Article 42 of this Law.

- **Article 4**

In this Law, unless the context otherwise requires, the following definitions shall apply:

- 1) “dock” means the place where a vessel casts anchor over its side at the port;
- 2) “perimeter of Doha port” means the water surface located between the latitudinal lines 00.17.25 North and 00.21.25 North, extending westward between the longitudinal line 00.40.51 East until it reaches the coast at the level of the median of the flux line;
- 3) “steamboat or vessel” means all merchantmen and warships whose overall cargo exceeds 150 tons;
- 4) “ships” means all boats made of wood, whether powered by engines, sails or oars, and used for fishing or transporting merchandise;
- 5) “boats or watercraft” means dubs, tractors, barges for unloading merchandise,

steamboats, and floating piers as well as other floaters;

6) “captain” means the captain of the ship, boat or vessel under his command;

7) “owner” means, in relation to ships, vessels and boats, the partner, mortgagee, creditor or other beneficiary owner;

8) “agent” means any person appointed by a shipping company, captain or owner to act on their behalf in Qatar;

9) “lessee” means any person mentioned in the lease contract of a vessel, ship, or boat, in his capacity as a lessee of such vessel, ship or boat during the period of its stay in Qatar, as well the agent of such lessee;

10) “port resources” means all port facilities designated for the effective unloading and loading of ships;

11) “port utilities” means any dock or location designated as a loading or storage area or any other location used or supervised by the ports administration;

12) “barges for unloading merchandise” means all floaters used for transporting merchandise;

13) “hazardous cargo” means all materials mentioned in Article 42 of this Law and any other Article added by resolution of the Minister of Telecommunications and Transportation;

14) “pilot” means the person who assists the captain within the port in commanding, anchoring and launching the ship.

## Part 2

### Traffic of Ships within the Perimeter of the Port

#### • Article 5

1) Every ship entering the perimeter of the port shall cast its anchor in one of the anchorages designated by the harbour administrator.

2) Ships with drafts reaching 14 (fourteen) feet and more must neither enter nor exit the port of Doha through the excavated channel except under the guidance and direction of a pilot.

3) Ships and vessels with drafts reaching in excess of 14 (fourteen) feet must move away from the excavated channel.

4) The harbour administrator may order any ship to move from one anchorage to another or to leave the anchorage in conformity with the prevailing circumstances.

#### • Article 6

The captain must at all times maintain a sufficient number of sailors on board his ship in order to ensure its proper and lawful management.

#### • Article 7

If weather conditions deteriorate and the captain anticipates damage to his ship due to the presence of barges at its side, he may request the port administration to order the removal of such barges.

#### • Article 8

The port administration shall not be liable for any damages caused by the operation of

vessels near or alongside ships operating within the perimeter of the port.

- **Article 9**

Warships are exempted from the condition of compulsory pilotage, thus without prejudice to their obligation to comply with the rules relating to ship and vessel traffic inside the port.

- **Article 10**

All ships, vessels and boats, while operating inside the perimeter of the port, shall be subject to the rules of traffic and navigation stipulated in the international regulations in order to avoid collision at sea.

- **Article 11**

Every ship must operate with caution and prudence in order to ensure that it does not endanger the safety of any other ship, vessel or boat.

- **Article 12**

The boats of the port used in survey, submersion, salvage or the maintenance of barges shall hoist a blue square-shaped flag by day and a red lamp visible from all sides by night.

- **Article 13**

Ships, vessels and boats must not attach their anchorages to a piloting lamp or buoy placed to facilitate navigation.

- **Article 14**

No ship may lay anchor in the excavated channel unless in an emergency, in which the following procedures must be observed:

**a)**By day: two black balls or other objects, hoisted at the bow and clearly visible from all sides, with a diameter of not less than 2 (two) feet and the distance between them not less than 6 (six) feet;

**b)**By night: two red lamps, one vertically above the other, with the distance between them not less than 6 (six) feet and visible from all sides at a distance of not less than 2 (two) miles.

- **Article 15**

In non-emergency cases, ships, whether powered by engines or sails, must not lay their anchors in the path of merchantmen.

- **Article 16**

Anchorage for ships, vessels or boats used for commercial or private purposes must not be established within the perimeter of the port without proper authorization from the port administration.

- **Article 17**

The following materials must not be thrown overboard within the perimeter of the port:

**a)**Materials and ballast used to preserve the equilibrium of ships or vessels, except clean water.

**b)**Dirty water.

- c) Oil of any kind.
- d) Garbage.

• **Article 18**

Any ship or vessel requiring assistance in emergency cases must blow five long whistles followed by five short whistles and then inform the port signal station of the nature of the required assistance.

Part 3

Ships and Vessels Anchored on the Dock

• **Article 19**

Ship captains must inform the port administration or the pilot or both of any defect or damage caused to the ship or vessel before anchoring or departure.

• **Article 20**

Ship captains shall be responsible for anchoring and weighing anchor at quay. The port administration and the pilot must provide the necessary assistance but they shall not be liable for any loss or damage of whatsoever nature and howsoever caused during the operations of anchoring and weighing anchor.

• **Article 21**

The ship or vessel entering or crossing the excavated channel must prepare its anchors to be ready for prompt use.

• **Article 22**

The captain or owner is responsible for the ship or vessel anchored at the dock, and he commits himself to the following:

- a) Procurement of a safe and appropriate ladder for going down to the dock, provided that it is sufficiently illuminated during the hours of darkness.
- b) Not to throw anything from the ship or vessel into the sea or onto the dock.
- c) Not to carry out any repairs to the ship or vessel that might hinder its motion by the power of its engines, unless an authorization is obtained in this regard from the harbour administrator.
- d) Availability of an inspection officer or guardian on deck of the ship or vessel to supervise the ascension ladder, observe the ropes of anchorage and linkup, and undertake the necessary measures in this regard in conformity with the conditions of ebb and flow.
- e) Verification that all unloading pipes are covered from the side facing the dock and that these pipes are not used during the period of stay of the ship or vessel at the dock.

Part 4

Loading and unloading Merchandise at the Port

- **Article 23**

a)The lessee of the ship or the agent must notify the harbour administrator in writing of the arrival date of the ship at least 24 (twenty-four) hours in advance.

b)In case of a violation of (a) above, the port administration shall be entitled to bar unloading operations until 20 (twenty)hours have elapsed since the receipt of notification.

- **Article 24**

The captain or owner must deliver to the harbour administrator and customs a complete and true copy of the manifest of the cargo entering Qatar before allowing his ship to prepare its cargo for unloading

- **Article 25**

The unloading of cargo shall be carried out in accordance with its order of arrival, except for:

a)Ships carrying merchandise into Qatar and not exceeding 400 metric tons must be unloaded first unless the harbour administrator deems otherwise.

b)Rapid-post ships carrying merchandise into Qatar and not exceeding 600 metric tons unless the harbour administrator deems otherwise.

- **Article 26**

In case of congestion of the port with ships carrying homogenous merchandise, the harbour administrator may authorize the unloading of cargo outside the port facilities, subject to the approval of the customs department.

- **Article 27**

The captain or owner of the ship is responsible for the conduct and behaviour of its sailors during their entire period of stay in Qatar, including compliance with restrictions imposed on the sale, transportation and consumption of alcohol and drugs.

- **Article 28**

Before leaving Qatar, the captain must obtain a travel authorization signed by the harbour administrator.

- **Article 29**

The captain and owner shall be jointly liable for loss or damage caused by the ship or its sailors to any of the port facilities or utilities. The harbour administrator may not authorize the ship to travel unless and until such loss or damage has been fully compensated to the satisfaction of the port administration.

- **Article 30**

The port administration shall provide the necessary facilities for unloading the cargo. The harbour administrator may refrain from providing these services if he deems that work aboard any ship is being carried out at an unusually slow rate, or for any other reasonable reasons.

- **Article 31**

Where the port facilities are available for unloading the cargo of the ship upon request of the agent or lessee, but the workers are for any reason unable to unload for two

hours or more, the owner or lessee must pay their wages and charges determined for this period. Provided that, where the period of work interruption is caused by *force majeure* beyond the control of the owner or lessee, the harbour administrator may order an exemption from payment of such wages.

• **Article 32**

a) The cargo may only be unloaded from the ship under the supervision and control of the captain or the officer in charge on deck.  
b) The captain or the proprietor shall be liable for any loss or damage incurred as a consequence of the negligent or inconvenient unloading of the merchandise from the ship.

• **Article 33**

The captains, owners, stevedores, their agents or employees must not at any time in the process of loading or unloading use any obsolete, weak or inadequate lever apparatus. The harbour administrator may examine such apparatus at any time and prohibit their use if he deems it necessary for safe and proper loading and unloading.

• **Article 34**

The port administration shall not be held liable in the following cases:  
1) Delay in the entry, stay or departure of ships from the port.  
2) Delay in unloading cargo from vessels.  
3) Any damage or defect caused to the cargo due to natural factors that cannot be avoided.  
4) Any damage or defect caused to the cargo due to insufficient packaging.  
5) Any damage or defect caused to the cargo by:  
a. Dangerous rodents.  
b. Original defect in the nature of merchandise.  
c. Insufficiency or inaccuracy of marks of identification.  
d. Fire.  
6) Differences in the contents, weights or measures of packages after comparison with the data verified in the manifest.

• **Article 35**

The port administration is responsible for the contents of damaged packages after completing their inventory and delivery to the warehouses of the department.

• **Article 36**

The port administration shall allocate places that are appropriate for the storage of the merchandise. The decisions of the harbour administrator regarding such allocation for any part of cargo of any ship are deemed final.

• **Article 37**

The port undertakes the receipt and sorting of all imported merchandise. The agent shall be responsible for sorting the imported merchandise, and the following criteria shall be observed:  
1) If the port encounters difficulties in delivering the merchandise for the real owners thereof due to insufficiency in the distinguishing marks, it may undertake the sorting of the merchandise in a location different from the location where the remaining cargo is

being sorted. The owner and the agent shall be responsible for the settlement of all due tariffs and the delivery of the merchandise to the owners.

2)The harbour administrator may refuse to deliver part of the cargo of iron or steel bars, pipes or analogous materials and instruments until all the merchandise unloaded from the same ship is sorted.

• **Article 38**

The port shall deliver the merchandise to its corresponding owners after approval is obtained from the customs department.

• **Article 39**

The merchandise for which the consignees or importers present proof of receipt but which is not transported from the port utilities after the necessary procedures are fulfilled shall remain at its allocated place and the consignee shall be responsible for all costs incurred as a result.

• **Article 40**

The captain may deliver the packages mentioned in the manifest and particularly the packages containing valuable objects, such as gold, jewellery, precious stones, rapidly perishable objects and frozen materials, directly to the owner of the merchandise, subject to:

1)Fulfilment of customs procedures.

2)Obtaining the approval of the harbour administrator.

• **Article 41**

The port administration may demand that the ship provide all possible assistance regarding the use of its private instruments for unloading breakable and rapidly perishable cargo in order to ensure their safe arrival at the warehouses.

• **Article 42**

1)The captain of the arriving ship or vessel carrying explosive materials, flammable merchandise and other hazardous materials mentioned in clause (c) of this Article must immediately notify the harbour administrator upon the arrival of the ship or vessel, indicating the type and quantity of merchandise as well as their storage place and destination.

2)The ship or vessel carrying the materials mentioned in clause (c) below must hoist a red square-shaped flag on the ropes by day and a red light fixed in the same place by night.It must unload such cargo upon the request and according to the directions of the harbour administrator.

3) Hazardous cargo includes:

1. Materials that become hazardous when mixed with water.
2. Materials that become hazardous when mixed with air.
3. Materials whose flash point in closed environments reaches 150 degrees Fahrenheit or less.
4. Materials that damage other materials.
5. Materials from which poisonous steams or gases are emitted.
6. Poisonous materials, except medical materials.
7. Materials that contribute to combustion.

8. Self-inflammable materials.
9. Solid, rapidly flammable materials.
10. All other materials and merchandise in respect of which a decision is issued by the Minister of Telecommunications and Transportation.

• **Article 43**

The port docks must not be used for shipping or unloading hazardous cargo unless a written authorization is obtained from the harbour administrator.

**b.** Merchandise must not be shipped or unloaded and passengers must not enter or exit the ship at any time during the designated shipping or unloading of the hazardous cargo.

**c.** Perishable packages containing any of the material mentioned in clause (c) above must not be unloaded and loaded unless an authorization is obtained from the harbour administrator in this regard after being examined.

**d.** The harbour administrator may prohibit the unloading of any package that may endanger the safety of operations in the port.

• **Article 44**

Cargo must not be transported from one ship to another inside the port unless an authorization is obtained from the harbour administrator and the director of customs

• **Article 45**

The harbour administrator, upon approval of the director of customs, may request the owner of damaged or deteriorated merchandise unloaded from the ship to transport such merchandise immediately away from the port zone in cases where a medical practitioner considers that such merchandise may endanger public health.

1. If the owner denies his ownership of such merchandise, or creates a disturbance, or refuses to assume responsibility for any consequences, or it appears that the merchandise has no owner, the harbour administrator may order the captain, the owner or the agent of the ship to move the merchandise immediately away from the port zone. If such order is not executed within 18 (eighteen hours) after being issued, the harbour administrator may transport the merchandise to another location or destroy it.
2. The captain, owner or agent must pay to the port administration, within 48 (forty-eight) hours after receipt of written notification, all expenses and costs resulting from the transportation or destruction of merchandise as well as the expenses of sterilization of the location where they were unloaded. The owner of the merchandise, the captain, owner or the agent shall not be entitled to claim from the port administration any compensation in this regard.

• **Article 46**

Merchandise which remains in the port or customs warehouses without being retrieved for a period of 6 (six) months after being unloaded shall be sold at a public auction in conformity with the procedures in respect of which a decision is issued by the Minister of Telecommunications and Transportation. This auction shall be announced at least one month before its assigned date.



2) The port administration may immediately sell any fruits, vegetables and solid materials that a medical practitioner may consider perishable if they remain in warehouses, without the need to wait for the deadlines specified in clause (1) above.

3) The port administration retains the value of merchandise sold at auction as a deposit for one year after the date of sale, less any amounts due to the port, or for customs duties, or any other expenses. Concerned parties may, during the one-year retention period, claim reimbursement of the deposited amount. Such a claim must be submitted to the port administration for evaluation and decision.

4) The proceeds of merchandise sold at auction shall be transferred to the government if the concerned party does not submit a claim during the one-year retention period. Petitions for reimbursement submitted after this period will not be accepted.

- **Article 47**

No claim against the port administration in respect of cargo will be examined unless submitted within 12 (twelve) months after the arrival date of the ship or vessel that carried the merchandise into the port. Moreover, all other claims will not be examined unless submitted within six months after the date of the incident upon which the claim was based.

- **Article 48**

The port administration shall announce the official working hours from time to time. Although Fridays are considered public holidays, merchandise must nevertheless be delivered on such days upon request of the captain or the agent, and upon approval from the competent governmental authorities. Every ship or vessel wishing to work during public holidays in which work is authorized must pay to the port administration the applicable fees and tariffs in respect of which a decision is issued by the Cabinet.

- **Article 49**

If the captain or the owner of the ship or vessel requests from the harbour administrator in writing the seizure of merchandise set for unloading in exchange for the original and additional freight charges, or the general loans, with the indication of the claimed amount, the harbour administrator may order such seizure and non-delivery to the owners of the merchandise, who will be held responsible for the consequences until the seizure order is lifted and a decision is made for its delivery to the owners. The captain or the owner must present to the harbour administrator, within 48 (forty-eight) hours after submitting the seizure petition, the statements supporting his demand, failing which the seizure will be declared void. Fridays and public holidays will not be excluded in the computation of the 48-hour period.

## Part 5

### Fire and Precaution against Fire

- **Article 50**

Within the port borders, it is prohibited to smoke or to use any type of searchlight inside the cargo decks of the ship or vessel or in any other place containing flammable merchandise or materials. It is also prohibited to smoke on the docks of the port or in warehouses containing merchandise.

- **Article 51**

If fire breaks out on board the ship or the vessel, the captain must give the fire signal by continuously tolling the bell of the ship or vessel and by giving the signals described in Article 18 of this Law in case he may require assistance.

- **Article 52**

1) If fire breaks out on board a ship or vessel within the perimeter of the port, the captains of the other ships and vessels anchored next to that ship, after taking into consideration the necessary precautions for the safety of their ships and vessels, must provide every possible assistance to the ship or vessel on fire.

2) A person in charge must exit the burning ship or vessel in order to summon the fire fighters and the competent authorities in the port and to notify them of the incident.

- **Article 53**

1) The boats anchored next to the burning ship or vessel must be moved away as quickly as possible. For this purpose, the floaters propelled by their own engines may be used.

2) All boats equipped with fire fighting equipment must be sent quickly to the location of the fire in order to provide available assistance.

## Part 6

### Signals

- **Article 54**

Control must be carried out without interruption in the port signal station.

- **Article 55**

1) Until the quarantine is lifted, every ship or vessel inside the port must hoist the international symbolic flag.

2) Before lifting the quarantine, only the medical practitioner, pilot, police representative and the customs officer are allowed on board the ship or vessel, and no person except the pilot is allowed to descend unless a certificate is provided by the medical practitioner in this respect.

- **Article 56**

As long as the ship or vessel is within the perimeter of the port, it must hoist its national flag on the stern and the Qatar national flag on the bow.

- **Article 57**

Ship-to-land communications are carried out by:

a. Radio

b. Use of Morse code through lights.

- **Article 58**

Every ship must hoist the blue flag on its bow 24 (twenty-four) hours before leaving

the port.

## Part 7

### Penalties

- **Article 59**

Whoever violates any provision of Articles 5, 6, 22 (b), (c), (e), 24, 25, 28, 40, 42, 43 (a), (b), (c), and 44 shall be subject to a fine not less than 5000 (five thousand) Riyals.

- **Article 60**

Whoever violates any provision of Articles 11, 13, 14, 15, 21, 22 (a), 50, and 55 shall be subject to a fine not less than 2000 (two thousand) Riyals.

## Part 8

### Tariffs, Fees and Execution

- **Article 61**

The Cabinet shall issue a resolution related to the tariffs and fees imposed by the port administration on the owners of ships, vessels, their agents or the importers of merchandise or the persons using the port utilities. Some persons mentioned in the previous clause may be exempted, by virtue of a Cabinet resolution and pursuant to the proposition of the Minister of Telecommunications and Transportation, from all or part of the mentioned fees and tariffs or may have them reduced. Furthermore, a specific period may be determined for the implementation of this exemption or reduction if deemed convenient for encouraging navigation in maritime ports.

- **Article 62**

Warships are not subject to fees other than those determined by Cabinet resolution.

- **Article 63**

Any provision violating the provisions of this Law shall be cancelled. All competent authorities, each within its own scope, must execute this Law. The Minister of Telecommunications and Transportation shall issue the necessary decisions for the execution of the law, which shall become effective 60 (sixty) days after its publication in the *Official Gazette*.