

SAFETY STARTS AT THE TOP

For most companies with special and often large corporate interests safety is a base value, both onsite and offsite in the public domain. Organisations who lead in safety often also lead in other areas of corporate process.



Product quality, just-in-time delivery, use of personal protective equipment by personnel, control programmes for inspections, testing and maintenance, certification of corporate processes, and continuity management all relate to safety. Companies that choose SOHAR as a base often have a high level of consciousness for safety, because minimal incidents and environmental damage, as well as corporate continuity, corporate image and delivery assurance are important to them.

The settling conditions SOHAR Port and Freezone can offer its prospective tenants and stakeholders must seamlessly mesh with these specific client wishes. To optimise and strengthen these conditions, three years ago SOHAR founded the Emergency Response Upgrade Programme (ERUP), and the programme is now bearing fruit.

SOHAR. Risk specific corporate activities are now clustered together in areas according to spatial contours. Corporate installations and safety systems must comply with clear international standards. And preparation for calamities is done with the most modern equipment and best-trained personnel. And for unforeseen incidents, there is now an emergency service available on a turnout post, manned 24/7, equipped with a vehicle depot, central dispatch and a training centre.

against comparable port and industrial areas and the highest safety ambitions elsewhere in the world. The ERUP-strengthening process has two phases. The first phase involved investments in a framework of rules and regulations, facilities, and infrastructure that relate to the basic safety level of the area. A turnout post is staffed with industrial emergency responders; port ships have high volume water canons and foaming agents; adequate mains water networks are provided; and a system to quickly help transport chemical incident victims to a well-equipped hospital are in place.

With the establishment of the ERUP came

considerable investment in different parts

of the safety chain, so as to keep up an

integral and balanced level of safety in

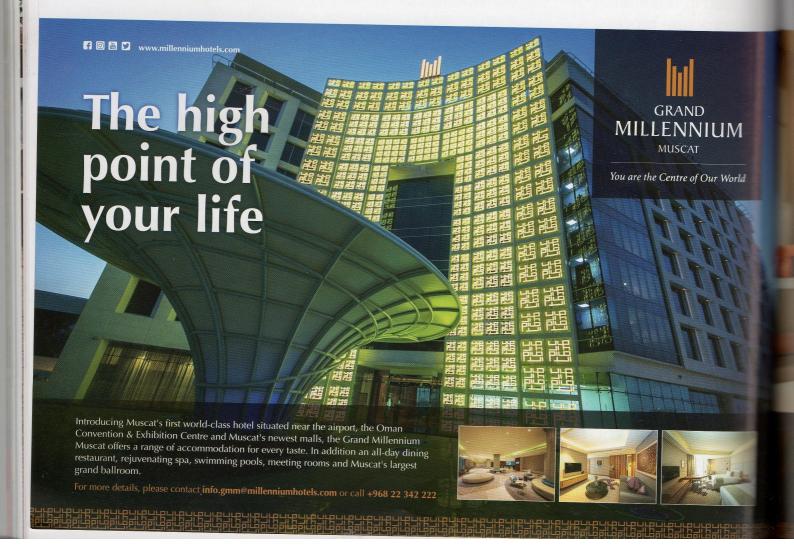
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During the second phase, the companies in the port area will review what other aspects can be tackled to further strengthen safety. This is all directed towards a safety plan in which port authorities and companies alike uphold the base level of safety within their own areas. At the same time, knowledge, material, vehicles, and emergency service staff are effectively made interchangeable for deployment during special, or outside-area incidents. During this process, stakeholders come to a so-called 'Mutual-Aid agreement', which has already proven its worth in other port areas of the world.

The Emergency Response Upgrade
Program was established with the support
of an important partner of SOHAR: the
Rotterdam-Rijnmond Safety Authority
and Centre of Industrial Safety.
The developments that the port area
of SOHAR is experiencing have also
taken place in the Port of Rotterdam.
Major improvements were established
with a focus on several points:

- Nationally setting rules and regulations and creating a vision for industrial safety
- 2. Formulating and executing a policy for industrial safety, with supervision done by a regional authority: the Rotterdam-Rijnmond Safety Authority
- 3. A specialised fire and emergency service was organised by the local government and established companies, called the Joint Industry and Harbour Fire and Rescue Service

Partners that have assisted the Rotterdam-Rijnmond Safety Authority have also advised SOHAR, including specialists from Kappetijn Safety and the Joint Industry Fire Service. The latter is a large-scale emergency service for all incident-types in the entire Rotterdam port area: industrial, maritime. infrastructural, buildings, and hazardous materials. The Joint Fire Service is a Mutual Aid organisation that was created as a Public-Private Partnership. Both public and private stakeholders in the port govern and finance this organisation. This model will also be considered for SOHAR as a quality-aware and efficient organisational model.



SOHAR is developing best practices that have proven themselves elsewhere. The vision for safety has been decided, the ambitions have been set, and the execution is well underway, under the strict guidance of local stakeholders. In SOHAR, the port authority and its partners join forces in the SISU (Sohar Industrial Safety Unit). The SISU is a platform where the partners of the different authorities in SOHAR and the industrial stakeholders in the port meet.

An industrial emergency and rescue service was initially developed and built by the Public Authority for Civil Defence and Ambulance. In due time, local stakeholders will also govern that emergency service. This safeguards the elementary focus of the emergency services: preventing, controlling and combatting incidents on the site of the industrial area's users. First, vision and policy formulation; then joint preparation and organisation based on international standards.

To be prepared to the maximum, whenever necessary, in circumstances where, quite literally, every second counts.

SOHAR Port and Freezone, together with tenant companies and the local authorities, have established the SOHAR HSSE-Committee. The HSSE-Committee meets monthly and coordinates and informs its members about themes and developments in relation to Health, Safety, Security, Environment and Emergency Response. The power of the platform is that the stakeholders who are all relevant for development of the area meet each other very frequently. Developments, problems and solutions are therefore discussed at the same table. Every stakeholder, every business, every tenant has a representative in the HSSE-Committee. Stakeholders and tenants supply competent people for this committee, to ensure quick and efficient implementation. This proves itself in practice, for both administrative developments and concrete activities.

The Emergency Response Upgrade
Programme was communicated extensively
in the HSSE Committee, and the
Committee's inputs and improvements
have been included in the programme,
which means that the ERUP can count on
support from all the companies involved.
On top of that, large-scale training
programmes are held regularly in the port
area. Companies and authorities can then
individually test their preparation for incidents.

SOHAR is proud of its partnerships in the port area. The value of the ERUP programme is widely felt and appreciated by all those involved. Expanding companies, searching around the world for the best new locations, have international standard safety policies and high-quality, 24/7 alert rescue facilities high up on their checklist of priorities. SOHAR is excited to be able to offer this to its partners and prospects and will continue to invest significantly in developing itself safely in the future.

