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OPERATIONS · PORT OF SOHAR · BERTH B-6

Aluminium Export — Time Utilisation Review

Four vessel calls, April to July 2026. Where the working hours went, recorded shift by shift.

4 vessels	123 shifts	Apr–Jul 2026
SCOPE	OBSERVED	PERIOD

1 WHAT THE PERIOD DELIVERED

1,622.7	1,332.6	82.1%	290.1
SHIFT HOURS	HOURS WORKED	NET UTILISATION	HOURS LOST

Across the four calls the gangs were productive for 82.1% of the hours booked. The remaining 290.1 hours is the subject of this review, set out exactly as recorded shift by shift in the operational reports both parties receive.

2 HOW THE HOURS DIVIDE



Worked — 1,332.6 h (82.1%) Lost, terminal — 135.6 h (8.4%) Lost, vessel — 154.6 h (9.5%)

VESSEL	OPS START	SHIFTS	SHIFT H	WORKED H	LOST H	TERMINAL	VESSEL
MV Lady Sacha	16 Apr	27	355.5	315.9	39.6	29.3	10.3
MV Walrus	10 May	30	390.9	339.6	51.3	35.3	16.0
MV True Faith	6 Jun	33	446.2	357.8	88.3	36.6	51.8
MV Happy Founder	2 Jul	33	430.1	319.2	110.9	34.4	76.5
Total	**—**	**123**	**1,622.7**	**1,332.6**	**290.1**	**135.6**	**154.6**

Hours are rounded to one decimal place; individual figures may therefore not sum exactly to the totals shown.

Two observations from the table above. First, the terminal's own share has been stable across all four calls — between 29.3 and 36.6 hours. Second, the vessel-side share has not: it moved from 10.3 hours on the first call to 76.5 on the fourth. The growth in total lost time comes almost entirely from that second column.

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3 WHAT THE LOST HOURS WERE

Every hour below is booked against a reason code in the shift report. Nothing is estimated and nothing is moved between the two columns.

VESSEL SIDE	HOURS
Idle — waiting on (un)lashing	87.3
Vessel idle (other)	59.4
Vessel crane breakdown	7.8
Subtotal	**154.6**

TERMINAL SIDE	HOURS
Other operational delay	93.8
Late start / early finish	39.8
Crane breakdown & waiting for cargo	2.0
Subtotal	**135.6**

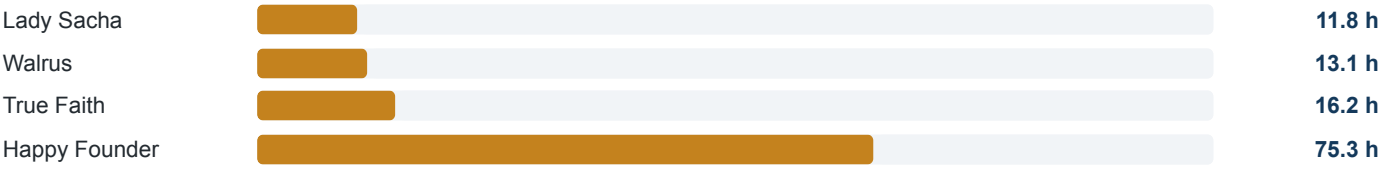
4 THE SINGLE LARGEST ITEM

Read by reason rather than by side, one item is larger than any other: **chocking, lashing and securing.** It appears in the lashing column on two vessels and inside the general vessel-idle column on the other two, where the shift notes name it explicitly. Added together across all four calls it accounts for:

116.4 h
CHOCKING & LASHING

40%
OF ALL TIME LOST

75%
OF VESSEL-SIDE TIME



Hours spent waiting on chocking, lashing and securing, per call. Bars share one scale. Three calls sit between 11.8 and 16.2 hours; the fourth is 75.3.

Across the four calls the figure ranged from 11.8 to 75.3 hours. The call with the highest figure is also the call that lost the most time overall.

Source: the shift reports issued during each call for MV Lady Sacha, MV Walrus, MV True Faith and MV Happy Founder. Hours are as booked in those reports. This review covers time utilisation only.