

**Port of Rijeka Authority
Croatia**

PORT REGULATION

**Regulation on
Port operations and methods of using port facilities**

Rijeka, April, 2006.

FOREWARD

The Port of Rijeka Authority's permanent objective is to provide for the safety of vessels sailing in the Rijeka Maritime Zone, look after security not only of the vessels but also of the coastal zone and harbour facilities and in this way help towards preservation of the coastal area and protection of the marine environment.

The Port of Rijeka, with its terminals, is situated in Rijeka Bay which cuts deeply into the Continent. In regard to the approaching channel "Vela Vrata", Rijeka Bay is a sensitive area for vessel traffic.

The Port of Rijeka Authority, understanding the importance of the environmental protection and wishing to approach it as seriously as possible by meeting high standards, have recognized the need of publishing this handbook as an assistance to all ships when entering/leaving the local waters of Rijeka and staying within the Rijeka Port area.

The handbook contains general information on the local waters of Rijeka Bay, port regulations and methods of using harbour facilities in the area under the Port of Rijeka Authority (except the Omišalj Basin Port facilities). The information herein contained does not supersede the application of other official publications dealing with the safety of maritime traffic but rather welcomes them as a necessary complement.

Finally, I wish to thank the many experts whose experiences and suggestions were helpful in making this handbook.

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INTRODUCTION

These *Regulations*, based on the rules and standards in force dealing with safety of ports, ships, port facilities and environmental protection of the waterside and landside, including the provisions of IMO Resolution, MARPOL and SOLAS Conventions, ISPS and IMDG Codes, have been worked out with the aim of providing the rules and information relative to the arrival, stay and departure of the ships when conducting commercial operations, i.e. loading/discharge of the cargo and embarking/disembarking of passengers in the area governed by the Port of Rijeka Authority.

RIJEKA ($\varphi=45^{\circ} 19,8' N$ - $\lambda=014^{\circ} 25,4' E$)

The port area under jurisdiction of the Port of Rijeka Authority encompasses the landside and waterside parts of several specialized areas which, on account of their good hinterland connections, are suitable for commercial port operations.

The port is equipped with appropriate loading/discharge facilities (stationary and mobile) for all types of cargo and necessary storage space.

Nautical charts: all vessels entering the area of the Kvarner and Rijeka Bay are advised to refer to the nautical charts published by the "Croatian Hydrographic Institute" Split (No.300-31, 152, 50-3, 50-4 and plans 15,13) or "British Admiralty Charts" (No.202, 204, 2719, 1996). Charts must not be cleaned off before berthing to allow checking by Harbour Authority, if necessary.

Sea currents: tidal streams prevail, speed up to 0,3 kt. In case of stormy northeastern wind ("Bora"), current speed can increase to 0.8 kt.

Sea level: tide medium amplitudes range from 0.3 to 0.5 m. During long-lasting stormy winds, there is a possibility for the sea level to rise up to 1m (cyclonic southerly wind), respectively lower up to 0,4 m (anti-cyclonic wind).

Sea water density: ranging from 1023.5 kg/m³ (summertime) to 1029.0 kg/m³ (wintertime).

Fog: yearly average 3-5 days.

Winds typical of the Rijeka Bay:

Bora

Bora is a fierce, dry and cold northerly wind, blowing in sudden gusts, reaching hurricane force at intervals (up to 12 Bf), with the speed occasionally exceeding 200 km/h. It is characterized by violent gusts developing in the North Adriatic coastal region, mostly from NNE to ENE direction. It is swooping down to the sea surface developing irregular short and low waves (1-2,5 m).

Tramontana

A northerly (N) local and dry wind (up to 9 Bf) similar to the "bora" by the gusts developed, accompanied by fair weather and a high barometric pressure, developing medium-height waves (1 – 1,5 m).

Jugo (sirocco)

Jugo is a hot and moist south wind of a uniform speed and a steady direction. The prevailing wind direction being ESE–SE–S. It is a gradually developing wind turning to a strong gale after 2-3 days, gusting mostly in the open sea but also in wider coastal regions, along the channel (Kvarner and Kvarnerić), capable of reaching a strength of 6 Bf and developing the waves up to 5 m.

Squalls (“nevera”)

The North Adriatic region is known for its local squalls or sudden turbulent storms. These occur in all seasons of the year, generally from SW to NW direction, developing high speed (15-20 kt) and dangerous gale force wind (up to 10 Bf). The storms are usually accompanied by strong rains and thunders of a short duration, coming mostly in the late afternoon and at night.

Anchorage: Vessels (merchant and others) are permitted to use the eastern and western anchorages, which have a depth ranging from 54 to 64 m. Liquid cargo and dangerous cargo carriers shall proceed to the tanker anchorage (in the eastern part of Rijeka Bay). Liquefied gas carriers (LNG/LPG) shall anchor in the south-eastern (62 m) part of Rijeka Bay. The anchorages are shown and marked on the respective nautical charts.

Time zone: (GMT) wintertime +1, summertime +2 hours.

Garbage collection : first collection compulsory, all subsequent ones to order.

Supply : water is supplied from the berth-based hydrants; fuel is transported by sea or land.

Weather forecast: available in several languages via VHF channel 69, on a 24 hour- basis

Medical service: vaccination and immunization of ship's crew members can take place if arranged by ship's agent.

Sport and recreation: sporting events and recreation may provided previous *approval and consent*, be granted by the Harbour Master's Office and Port of Rijeka Authority, organized in the port passenger area, port local waters and at anchorage.

Emergency Drill in the Port: there are situations when vessels and shipowners may be asked, via ship agent, to give their permission for the ship to take part in drills for the case of emergency. Such drill shall be carried out in strict accordance with the organizer's recommendation in order to minimize possible risks. The purpose of the drill is to train and instruct pilots, tug masters, firemen and terminal's personnel to cope with emergency situations and contingency measures which should be taken in the Port and Terminals. The drills shall be executed in accordance with national regulations. However, the cost of any damage to towlines will not be sought from the ship.

Hours of Operation:

Rijeka/Sušak/Raša Basin: Monday – Friday 06:30 - 14:30; 14:30 – 22:30;
Overtime 22:30 - 06:30
Saturday and Sunday overtime.

Silo: operating round-o-clock;

Terminal Bakar: operating round-o-clock;

Container Terminal: operating round-o-clock;

When entering the port ships are required to have following documents:

6 Crew Lists	5 Passenger Lists
3 Lists of Sea Stores	2 Lists of Armament and Ammunition
2 Lists of Narcotics	1 Declaration of Health
2 Crew/Passenger Private Manifests	3 Manifests of Goods

With the purpose of minimizing the risk of damages and in compliance the regulations in force, ships are further advised to take account of the following:

- The traffic separation areas are provided at the entrance to Rijeka Bay. All vessels failing to comply with these directions, for whatever reason, must immediately notify the Harbour Master Office (VHF-10) and VTMS Center (VHF-9) of the reasons of such non-compliance and their intentions.
- It is advisable to check the main engine of inbound vessels by making a reverse run prior to boarding of the pilot.
- It is necessary to test anchor equipment and anchors in the hawse pipe before reaching the position for boarding of the pilot
- In order to avoid delays and possible stoppages, all vessels entering the port should comply with the Recommendations of the Council of the European Community for vessels in transit and be fitted with:
 - fully operational radar
 - fully operational VHF radio with basic channels
 - sufficient crew to handle towing lines and moorings
 - efficient propulsion and deck machinery
 - efficient and adequate moorings
 - efficient signalling equipment
 - fully operational tachometer, rudder and helm indicator
 - efficient mooring station's communication system
 - efficient anchor windlass and anchors
 - complete and valid ship's documents
 - all officers should be properly qualified and carry licensed certificates.

Note:

If a vessel cannot comply with any of the above requirements, the Rijeka Harbour Masters Office and the VTMS Center shall be informed accordingly, prior to the ship's arrival or departure.

PORT OF RIJEKA AUTHORITY

PORT ORDER REGULATIONS

**ON THE PORT OPERATIONS AND METHODS
OF USING PORT FACILITIES IN THE AREA
UNDER THE JURISDICTION OF THE
PORT OF RIJEKA AUTHORITY**

(EXCLUDING THE OMISALJ BASIN PORT FACILITIES¹)

Rijeka, April, 2006.

¹ For Omisalj basin port facilities in force is PORT REGULATION from January 2004

Pursuant to Article 3, Section 2, of the Regulations Concerning the Terms and Methods of Maintaining Order in Ports and other Parts of the Internal Sea Waters and the Territorial Sea of the Republic of Croatia, (Official Gazette No. 90/2005) and Article 18, Paragraph 15 of the By-laws of the Port of Rijeka Authority, the Administrative Board of the Port of Rijeka Authority has passed, at its meeting held on 19th April 2006, the following

REGULATIONS

ON THE PORT OPERATIONS AND METHODS OF USING PORT FACILITIES IN THE AREA UNDER THE JURISDICTION OF THE PORT OF RIJEKA AUTHORITY (EXCLUDING THE OMISALJ BASIN PORT FACILITIES²)

I. BASIC PROVISIONS

Article 1

These Regulations lay down rules of conducting port operations, terms and conditions for use of port facilities in the area under the Port of Rijeka Authority (hereinafter referred to as **port area**), with the exception of the part of Omisalj Basin Port facilities to which the Regulations on the Maintenance of Order and Terms of Using Part of the Omišalj Basin Port facilities in the Area Governed by the Port of Rijeka Authority (Rijeka, 31.12.2003) shall apply.

Article 2

- (1) The Rijeka port area encompasses the landside and waterside area as specified in Paragraph IV of the Decree on the Establishment of the Port of Rijeka Authority (Official Gazette 42/96) and Decision concerning the Addendum to the Decree on the Establishment of the Port of Rijeka Authority (Official Gazette No.26/02).

For the purpose of these Regulations the Rijeka port area comprises:

1. Rijeka Port Basin
 2. Bakar Port Basin
 3. Raša Port Basin
 4. Škrljevo Area
 5. Zamet Basin (Torpedo)
 6. Eastern and western anchorages within the Rijeka port area which are shown and marked on respective nautical charts.
- (2) The landside part of the port area shall be suitably fenced.

² For Omisalj basin port facilities in force is PORT REGULATION from January 2004.

Article 3

In addition to the provisions stated herein, there are other regulations applicable in the Rijeka port area, i.e. those relative to safety of ships and ports, handling of hazardous materials, safety at work, border crossing, customs, health, sanitary, veterinary, phytopathological and other rules.

Article 4

In these Regulations the following words are employed with the meaning set out below:

Ministry	the Ministry of the Sea, Tourism, Transport and Development of the Republic of Croatia
Harbour Master's Office	the Harbour Master's Office Rijeka, the Harbour Master's Office Pula and/or their branch offices in Omisalj, Bakar and Rasa, monitoring safety and operations in the port
Port Authority	the Port of Rijeka Authority having jurisdiction over the Rijeka port area pursuant to Article 2 of these Regulations
VTMS Centre Rijeka	Rijeka Port Control Centre, an operational service of the Port of Rijeka Authority monitoring and controlling vessel traffic in the VTMS area
Port	the area managed by the Port of Rijeka Authority, i.e. the area of land and water, with the shores built upon and shores not built-upon, breakwaters, works, equipments and facilities designed for the reception, berthing, anchoring and protection of ships, yachts and boats, loading, unloading, storage and other types of cargo handling, embarking and disembarking of passengers, production, finishing, job processing and other supporting economic activities
Concessionaire	the legal entity which on the basis of the concession agreement concluded with the Port of Rijeka Authority was granted concession to conduct economic activities in the respective concession area
Other concessions holders	legal or physical persons engaged in the port operations and other commercial activities on the basis of the concession agreements concluded with the Port of Rijeka Authority
Vessel	any seagoing craft such as ship, warship, yacht or boats
Maritime objects	any object designed for navigation (vessel), or any permanently berthed or anchored object (floating craft), respectively a seabed buried (totally or partially) or seabed laid object (stationary quayside facility)

Ship	seagoing vessel, except a warship, designed for water navigation, over 12 m long and over 15 GT, authorized to carry a minimum of twelve passengers. There are different types of ships, such as passenger, cargo, fishing, public or scientific-research ship
Passenger ship	mechanically-driven vessel authorized to carry a minimum of twelve passengers
Public boat	any boat, except warcraft, designed and equipped to provide services of general public interest, owned by the state or a state-authorized body, used exclusively for non-commercial purposes
Fishing vessel	mechanically-driven vessel designed and equipped for catching fish and other sea-organisms, with a length over 12 met. and gross tonnage over 15
Yacht	a seagoing craft for sporting and recreational activities, for either private or commercial use, over 12 m long, designed for longer navigation, authorized to carry maximum twelve passenger, crew members excluded
Ship Master	person responsible for navigation and management of a ship or floating craft.
Port pilotage	services provided by a port pilot to a ship entering or leaving the port
Pilotage	piloting services and professional guidance provided to the ship's master by a licensed employee (pilot), for the purpose of safety of navigation in the port areas, straits and other parts of the internal waters and the territorial sea of the Republic of Croatia.
Towage	any service provided by tug- boat to other ships or boats, such as towing, pushing, holding back, moving or shifting within the port or out of it.
Tug-boat	(pusher) a ship designed for towing or pushing of other floating craft.
Person qualified for handling of dangerous goods	any person qualified for the handling of certain dangerous goods, appointed by the legal entity authorized for dangerous goods handling operations
Shipping agent	domestic legal entity authorized to act as a shipping agent, on behalf of his principal or in his own name
Ship owner	physical person or legal entity engaged, as holder of a ship, in a navigation concern. He shall be deemed <i>prima facie</i> to have been entered in the ship register as ship owner

II. GENERAL PROVISIONS

Article 5

In the area under the Port of Rijeka Authority the concession holders only shall be permitted to carry out the activities for which the concession tenders have been invited.

Article 6

- (1) Only persons having valid reasons and necessary permits shall be allowed to move and stay within the area of the border crossing.
- (2) No employees of any legal entity or physical person (tradesman), engaged in the commercial activities within the area of the border crossing, shall be permitted to start working in the area of the border crossing, before the necessary personal data have been submitted to the competent police station by such entities or tradesmen and before these have provided them, at their own expenses, with appropriate permits.
- (3) Vehicles entering the port area shall have necessary permit as required by the *Regulation on issuing the permits for persons and vehicles moving and staying within the area under the Port of Rijeka Authority*.
- (4) Persons and vehicles shall move within the port area in such a manner as not to interfere with the conduct of port operations.
- (5) It is forbidden to stop and park motor vehicles in the areas of the port which are designated for port operations and where this is expressly prohibited.
- (6) Vehicles belonging to the Ministry of Internal Affairs, first aid, firefighting, Harbour Master's Office and Custom Office may move and remain in the port area without approval when conducting basic activities and when clearly displaying their visible marks.

III. PORT AREA AND THEIR STRUCTURES

Article 7

- (1) The berth/docks designed principally for the following types of cargo are:
 - 1) Rijeka Port Basin
 1. Zagreb Quay (Zagrebačko pristanište) – timber and general cargo
 2. Bratislava Quay (Bratislavsko pristanište) – soda, salt and fertilizers
 3. Prague Quay (Praško pristanište) - general and heavy cargo
 4. Visin Quay (Visinov gat) - general and heavy cargo
 5. Budapest Quay (Budimpeštansko pristanište) – cereals and oil seed terminal
 6. Orlando Quay (Orlandov gat) - refrigerated cargo terminal
 7. Vienna Quay (Bečko pristanište) - mixed cargo

8. De Francheschi Quay - mixed cargo
9. Rijeka Basin Breakwater – passenger terminal, general and bulk cargo terminal
- (2) Sušak Port Basin
 1. Senj Quay (Senjsko pristanište) –timber and general cargo
 2. Ružić Quay (Ružičev gat) - mixed cargo
 3. Sušak Basin Breakwater – timber and bulk cargo
 4. Kostrena Quay (Kostrensko pristanište) – container and Ro-Ro terminal
 5. Riva Galioti - Ro-Ro cargo
- (3) Bakar Port Basin
 1. Podbok Quay (Pristanište Podbok) –bulk and loose cargo
 2. Goranin Quay (Pristanište Goranin) - general, loose and Ro-Ro cargo
- (4) Raša Port Basin
 1. Bršica Terminal – livestock, general cargo and timber
- (5) Zamet Basin
 1. Port Torpedo – fishery harbour
- (6) Since Port Torpedo has not been made serviceable as yet, fishing boats are permitted to use the berths in the area of the Rijeka Passenger Port basin while discharging fish.
- (7) If required the concession holders, all the above quays and piers can be used for the port operations involving other types of cargo than those specified, except for dangerous goods and pollutants which shall be handled in accordance with the special regulations.

Article 8

- (1) The berths designed for passenger traffic are:
 1. Adamic Quay, Karolina Rijecka Quay, Riva Boduli – Linear passenger traffic
 2. Rijeka Basin Breakwater - Passenger traffic.
- (2) Public service ships shall berth at the Istra Quay (Istarsko pristanište).
- (3) Ships not engaged in commercial operations shall berth alongside the western part of the Rijeka Basin Breakwater, according to the procedure agreed with the VTMS Center.
- (4) In extraordinary situations passenger ships can use berths at other quays within the port area.

IV. NOTICE AND NOTIFICATION OF ARRIVAL

Article 9

- (1) The master of the ship engaged in international maritime transport, or his agent, shall send the notice of arrival, on a form required for making such notice, to the Harbour Master's Office and the Port Authority, by fax and/or electronic mail.

- (2) The forms required for making notice of arrival are obtainable from the shipping agent and are also available on the internet sites of the Ministry and the Port Authority.
- (3) The notice of arrival shall include:
 1. necessary details about ship and cargo
 2. necessary details about dangerous goods, if any
 3. data on the state of security on the ship
 4. information about ship's waste
 5. information about ballast water treatment.
- (4) The said notice of arrival shall be sent not later than 24 hours before arrival or immediately on departure from the last port of call if the ship's voyage is shorter than 24 hours. If the port of destination is not known when leaving the last port of call, or has been changed during the ship's voyage, the notice must be sent immediately after these data have become available.
- (5) The following types of vessels are obliged to send their notice of arrival to the Harbour Master's Office, by fax, e-mail or via agent:
 1. all tankers of 150 BT and more;
 2. all ships of 300 BT and more carrying any type of cargo, dangerous goods, passengers or those in ballast;
 3. warships and ships engaged in providing public services are not subject to compulsory notice of arrival.
- (6) Exceptionally, passenger ships operating on regular international service are not obliged to send notice of arrival when sailing between Croatian ports.
- (7) Ships carrying dangerous goods shall send to the Port Authority Declaration of Dangerous and Contaminant Substances pursuant to the Regulations on Handling Dangerous Goods in the Maritime Transport.

Article 10

- (1) Immediately on arrival, the person in command of a ship shall notify the Harbour Master's Office of the arrival of the ship. In case of a justifiable failure to send notice of arrival, the arrival of a ship shall be notified not later than 6 hours before berthing or within 12 hours of arrival at the port anchorage.
- (2) Should the safety of the ship and life be put in danger by some unforeseen developments taking place during the ship's voyage, and in the case of sea pollution, the ship's master shall, when sending notification of arrival, inform the Harbour Master's about the said incidents.
- (3) Should the ship enter the port after the working hours of the Harbour Master's Office, the arrival and departure notices shall be submitted to the Harbour Master's Office at the beginning of regular Office's hours.
- (4) If no harbour master's office exists in the port called at by the ship, the notices of arrival and departure shall be sent to a competent Harbour Master's Office, by mail within 24 hours.
- (5) Notice of arrival shall be sent on the official forms.

V. REPORTING AND NAVIGATION REQUIREMENTS

Article 11

- (1) When sailing in the port area, the ship's master, crew members, persons in command of boats and yachts and members of their crew are required to act in accordance with the relevant rules of navigation, protection of the sea, obligatory signals and marks pursuant to the statutory regulations and by-laws requirements.
- (2) The ships navigating within the area under the jurisdiction of the Port of Rijeka Authority are required to contact the VTMS Center on channel VHF 09.
- (3) No manoeuvring operation shall be made before the approval of the VTMS Centre is asked for on channel VHF 09.
- (4) If the pilot is on board, he is required to contact the VTMS Centre, prior to the ship's arrival or departure manoeuvres, in order to exchange the information about the waterway.
- (5) Should the manoeuvre fail to start within 30 minutes following the approval, a new application for the start of the manoeuvre should be made.

Article 12

- (1) The Master shall notify the VTMS Centre of the exact time of arrival of the ship to the anchorage or pilot boarding position not later than 2 hours before the estimated time of arrival.
- (2) Upon receiving the notice, the VTMS centre shall inform the Master of the place of anchoring or berthing.
- (3) When the ship has been allocated the berth, and after receiving the berthing order from the agent and the concession holder's confirmation, the VTMS Centre shall notify the ship's master of the place of berthing and instruct him to contact the port pilot's VHF channel.
- (4) The port pilot shall, in consultation with the ship's master, determine the number of tug-boats to attend the ship manoeuvring operation, informing the Towage Service accordingly, with the confirmation of the manoeuvre start time sent to the VTMS Centre.
- (5) The Port Mooring Service shall be informed by the Pilot about the estimated time and place of berthing (for a ship attended by tugboats).
- (6) For the ships not attended by tug-boats, the time and place of berthing shall be notified to the Mooring Service by the VTMS Centre.

Article 13

- (1) When choosing the place of anchorage, the person in command of a vessel shall be careful about the areas of forbidden anchorage and attentive of other vessels at anchor.
- (2) Anchoring of ships in the port shall in no way obstruct navigation of other ships and boats.
- (3) It is the ship's master duty to notify the VTMS Centre of the time of anchoring.

Article 14

- (1) In the event of engine breakdown or the ship declared drifting underway, the ship's master shall immediately notify the VTMS Center or the Harbour Master's Office accordingly.
- (2) Any known defect or limitation in the ship's anchoring or mooring gear should be reported to the Harbour Master's Office who will decide as to whether such ship can be moored and under which conditions.

Article 15

- (1) The ships entering the port shall in no way obstruct navigation of the ship leaving the port.
- (2) While navigating, entering the port, carrying out mooring and unmooring operations and letting go anchor, the Master of a ship, person in command of a yacht or boat shall proceed in such a manner as not to imperil life, cause pollution of the sea and damage either their own ships or other objects in the port, by causing collisions, allisions or grounding.
- (3) The speed of all ships and boats sailing within the port area shall not exceed 5 knots.
- (4) The speed of all the ships, yachts and boats sailing within the port area, i.e. entering or leaving the port, must be so reduced as not to cause any damage to other vessels, wharves and facilities in the port.
- (5) When sailing close to maritime and other objects which need to be protected from the waves and alongside with the places undergoing ground or underwater works, ships are required to observe visibly displayed marks and/or speed reduction warning marks and reduce the speed to the lowest possible level in order not to hinder the works and cause damages

Article 16

- (1) The Port Authority shall grant a ship, yacht and/or boat berthing priority in the port if life or safety of navigation are imperiled.
- (2) Priority of berthing alongside shall be granted to ships on regular services with publicly announced sailing schedules and ships or boats carrying passengers.
- (3) In exception to the provision of Section 2 of this Article, a different order of berthing priority may be established if a particular ship, yacht and/or boat must be given priority for special reasons.
- (4) The Port Authority shall inform the Harbour Master's Office on the reasons for changing the sequence of berthing of ships, yachts or boats.
- (5) A ship shall be deemed to have entered the port after it has let go anchor at an anchorage or if the ship is safely berthed alongside.

Article 17

The Harbour Master's Office may refuse to grant to ships or boats berthing or anchoring permission for valid reasons i.e. when informed by the Port Authority that these may constitute hazards to safety of navigation, human lives, cause damage to other seagoing craft and port facilities and cause pollution of the sea.

Article 18

- (1) The Harbour Master's Office may prohibit entry of a ship and/or boat in or departure from the port in the event of adverse weather conditions threatening safety of ships and boats, life and cargo.
- (2) The Harbour Master's Office may prohibit entry of a ship or boat in and departure from the port and/or suspend port commercial operations in the event of adverse weather or other hazards threatening life and property in the port.
- (3) Should the circumstances specified in Section 1 of this Article occur, the VTMS Centre shall inform all ships, pilots and concessionaires accordingly.

VI. PILOTAGE, TOWAGE AND MOORING REQUIREMENTS

Article 19

- (1) Pilotage in the area under the Port of Rijeka Authority is compulsory for all ships.
- (2) The following ships shall not be subject to compulsory pilotage:
 - 1) Croatian warships, Croatian public service ships, ships engaged in the maintenance of navigable waterways and aids to navigation in these waterways, water carriers and Croatian passenger ships operating on regular service;
 - 2) Ships of gross tonnage below 500
 - 3) Yachts of gross tonnage below 1000
 - 4) Ships which, pursuant to the provisions of Art.70, Section 2 of the Marine Code, are exceptionally exempted from the compulsory pilotage.
- (3) In exception to the provision of Section 2, Point 2 of this Article, compulsory pilotage may be imposed, by the Port Authority's decision, to certain types of the ships whose BT is lower than 500.
- (4) Ships shifting from one wharf to another or moving alongside a wharf, under its own propulsion power, are also subject to compulsory pilotage.
- (5) It is the duty of the ship's master or his representative to make application for the pilotage service.

Article 20

- (1) When entering the port a ship shall be boarded by the harbour pilot at the pilot boarding station or at an anchorage appropriately marked on nautical charts. The pilot shall disembark on the wharf after the ship has been safely berthed.

- (2) It is the duty of the ship's master to make provisions for safe embarkation /disembarkation of the pilot in accordance with the international rules and practice.
- (3) When embarking the pilot a ship should make a lee for the pilot boat and ensure safe boarding of the pilot, i.e. his safe access to the pilot ladder, ship's gangway or a combination of the two (Annex 2 – Sketch design of the pilot ladders)
- (4) On the ship's navigating bridge, pilot ladder or the ship's gangway, there must be a responsible person capable of speaking and understanding Croatian or English.

Article 21

- (1) Upon boarding the ship, the pilot shall notify the Master on the berth allocated to the ship and the method of berthing.
- (2) The master of the ship shall, in consultation with the pilot, decide on the number of tug boats to attend the ship manoeuvring operation.
- (3) Should the pilot consider that the number of tug boats is not sufficient to ensure safety of the ship or the port during the manoeuvring operation, he shall inform the Harbour Master's Office accordingly who will then decide on the minimum number of tug-boats required to attend the ship.
- (4) Upon boarding, the pilot shall notify the VTMS Center on the beginning of the manoeuvring operation, name of the ship and the wharf on which the manoeuvring shall take place.
- (5) Before leaving the ship the pilot shall inform the VTMS Centre on the completion of the manoeuvring operation.

Article 22

- (1) If several ships require towage at the same time and if a sufficient number of tugs is not available, the Port Authority shall decide on the sequence of towing operations, taking account of the towage priority to be granted to the ships operating on regular services.
- (2) If several ships require towage at the same time and if safety of navigation or life is imperiled or in the event of possible pollution of the sea, the Harbour Master's Office shall decide on the sequence of towing operations.
- (3) In the event of adverse weather conditions, problems caused by an excessive number of vessels in the port and concurrent manoeuvring operations or when a ship carries dangerous materials, the Harbour Master's Office may provide for an additional number of tug-boats to ensure safe ship handling.
- (4) The number of tugboats required for disabled (not under command) or untypical ships shall be determined by the Harbour Master's Office.

Article 23

- (1) It is compulsory for all ships entering or leaving the port or moving from one wharf to another to use mooring service (provided by mooring personnel).

- (2) The following ships shall not be subject to the provision stated in Section 1 hereof: Croatian warships, Croatian public ships, ships engaged in the maintenance of the navigable waterways and aids to navigation in these waterways, tourist sailing vessels, fishing boats and sporting and recreational boats, except in cases when such service is requested by ship's masters or their representatives.
- (3) Compulsory use of mooring service may be imposed by the Port Authority or the Harbour Master's office to all ships sailing in the Port area, for the purpose of safety of navigation, protection of human lives, environment, port structure and other facilities.
- (4) The use of mooring services shall be compulsory for any ship in the port, moving alongside the berth, under no propulsion power of its own, at a distance exceeding its length.
- (5) Unless otherwise decided by the pilot, the assistance of a mooring boat shall be compulsory for all ships when entering the port and using pilot service. The number of mooring personnel shall be sufficient to ensure safety of the ship during mooring/unmooring operation.
- (6) It is the duty of the harbour pilot to decide, in consultation with the mooring personnel, whether a ship, when leaving the port, shall be attended by a mooring boat.

Article 24

- (1) On the occasion of the departure of the ship, the pilot shall board the ship from the quay while the ship is still berthed, and shall disembark at the pilot station.
- (2) When disembarking the pilot, the ship shall make a lee for the pilot boat and make provisions for the safe landing of the pilot using the pilot ladder, ship's gangway or a combination of the same.

VII. REPORTING AND HYDROPLANE LANDING REQUIREMENTS

Article 25

- (1) The person in command of a hydroplane is required to notify the VTMS Center and Harbour Master's Office on his arrival, not later than ten minutes before landing, i.e. immediately after take-off, using VHF radio channel 09.
- (2) The landing areas for the hydroplane arriving at the dock in the Rijeka port is positioned within following coordinates:

1)	A.	45° 19.4' N	014° 24.8' E
	B.	45° 19.3' N	014° 25.0' E
	C.	45° 18.8' N	014° 24.5' E
	D.	45° 19.0' N	014° 24.1' E

2)	A.	45° 19.5' N	014° 25.5' E
	B.	45° 19.4' N	014° 26.3' E
	C.	45° 19.3' N	014° 26.3' E
	D.	45° 19.3' N	014° 25.5' E

- (3) Exceptionally, in the event of adverse weather conditions, hydroplanes may, after having notified the VTMS Centre and the Port Authority and obtained their consent is permitted to land/take off within the port area.
- (4) The VTMS Center is required to make sure that the hydroplane's landing/take-off be correctly marked by yellow rotating light provided on the VTMS signal mast.

VIII. PORT REGULATION AND SAFETY MEASURES

Article 26

- (1) In the Port area the provisions of *the International Standards on the Safety of Ships and Ports*, their latest revision and amendments respectively (ISPS Code, 2002.) shall be complied with.
- (2) The provisions laid down in the *Code on the Safety Protection of Merchant Ships and Ports Open to International Traffic*, shall also apply in the Port area.

Article 27

- (1) Vessels shall be permitted to use the Port following an advance notification sent by the shipper's agent and at the request of the Concessionaire, on the basis of the Port Authority's prior approval and with the Harbour Master's Office's consent in terms of the safety of navigation.
- (2) The place of berthing on the quayside and/or anchoring berth shall be allocated to vessels by the Port Authority which shall send an advance notification to the Harbour Master's Office to this effect.
- (3) Berths in the Port shall be allocated to vessels at appropriate daily meetings or following a special decision of the VTMS Center, giving the name of the port basin, berth, its position with respect to the adjacent berths and the time of berthing.
- (4) It is the duty of the ship's agent to notify the master on the berth allocated to the ship.
- (5) The ship's agent shall also notify the VTMS Center and the pilots on the ship's acceptance of the berth and the time of berthing.
- (6) Should the master refuse to accept the berth allocated to the ship, the ship's agent shall immediately notify the VTMS Centre to this effect.
- (7) For the purpose of safety of navigation, safety and protection of life, environment, port structure and other facilities, the Harbour Master's Office may order the ship, following an advance (exceptionally a subsequent) notification sent to the responsible body of the Port Authority, to move from one berth to another or

change its position. The Harbour Master's Office may also order a ship, partly or completely loaded, to leave the berth and shift to the position allocated.

Article 28

- (1) A safe berth shall mean a place alongside a quay sufficient in length and height, with sufficient depth so that the ship can always lie safely afloat, irrespective of the weather conditions.
- (2) A safe berth shall also mean a ship moored away from the quay using appropriate means.
- (3) A safe berth shall also mean a berth alongside a quay not protected by a breakwater during such weather conditions that do not imperil the safety of the ship.

Article 29

A berth allocated to a ship may be cancelled by order of the Port Authority, if it is established that the ship has not commenced using the berth at the time specified, if the master expressly refuses to accept the berth allocated, if it is established that the ship has not reported the cargo properly or in the case of other exceptional circumstances.

Article 30

- (1) Should a ship, boat or another floating craft lose a part of its equipment or cargo in the port, the person in command of such ship, boat or floating craft shall immediately notify the Harbour Master's Office and the Port Authority thereof.
- (2) Should the person in command of a vessel discover objects in the port area constituting serious hazard to the safety of navigation and causing damage to other ships and boats, port structures and facilities and pollution of the sea, he shall immediately notify the Port Authority and the Harbour Master Office to this effect.
- (3) In case of any emergency on board, affecting the persons, ship's hull, ship's equipment, engine and/or cargo, and damage caused to quays and shore-based equipment or if pollution of the sea has been discovered, the person in command of the ship and the duty pilot shall immediately notify the Port Authority and the Harbour Master's Office to this effect.

Article 31

- (1) Ships in the port must at any time be ready for manoeuvring.
- (2) In exception to the provision of Section 1 of this Article, a ship in the port shall be permitted to carry out repair works if these have been requested by the ship's master and approved by the Port Authority with the consent of the Harbour Master's Office.

- (3) The Harbour Master's Office may order the repair works to be suspended if it is established that have not be complied with the safety at work regulations

Article 32

- (1) While in the port, a ship shall carry a sufficient number of crewmembers to ensure safe operation of the ship in an emergency.
- (2) The ship referred to in Section 1 of this Article, shall carry, among others, one ship's officer in the deck department and one ship's officer in the engine-room department, with a normal watch to be kept at night, in accordance with the ship's master decision.
- (3) When anchored, on the ship shall be the sufficient number of crewmember with appropriate qualification as required for the normal service during navigation.
- (4) Laid-up ships, ships undergoing repair or reconstruction works should carry, night and day, necessary number of watch keeping crewmember or watchman.
- (5) The number, structure and qualification of the persons as referred to in Section 4 of this Article shall be determined by the Harbour Master's Office, on case by case basis.

Article 33

- (1) While staying in the port a fishing boat shall carry at least one crewmember in the deck department and one crewmember in the engine-room department. When a group of fishing boats is berthed side-to-side, at least two crewmembers in the deck and engine-room department shall be required for every three ships.
- (2) Exceptionally and depending on circumstances, the Harbour Master's Office may permit reduction of the number of crewmembers referred to in Section 1 of this Article.

Article 34

- (1) The moorings of ships, boats and floating craft berthed in the port shall in no way obstruct navigation of other ships and boats, movements of persons and vehicles on land nor any operation of harbour facilities, equipment and the like.
- (2) Exceptionally, if there is no other alternative, the Harbour Master's Office may permit the use of other methods of mooring a ship or boat than those provided in Section 1 of this Article.
- (3) If in the berthing operation the ship's length exceeds the length of the quay/wharf, i.e. the ship's ends extend into the basin, such a ship shall exhibit a red flag by day, and show an all-round red light at night and, if necessary, slacken, heave on or let go the mooring lines.
- (4) If ahead or astern of the ship moored alongside a quay in the port there is sufficient berthing space for another ship, the ship moored alongside shall at night mark its bow or stern, or both ship's end, by means of a white all-round light.
- (5) In order to provide for ship-shore connection, the person in command of a ship, yacht or boat shall, upon order of the Port Authority and with the consent of the

Harbour Master's Office, allow other ship or ships to moor to such ship, yacht or boat.

Article 35

- (1) While staying in the port, vessels shall in no way obstruct the port's public traffic nor use of any wharf and berthing place in the port.
- (2) No lowering of boats shall be allowed for the ships staying in the port or at anchorage without the consent of the Port Authority, which must notify the Harbour Master's Office accordingly.
- (3) The Port Authority may, in order to make provisions for undisturbed use of the wharves and berthing places in the port, request a shipowner to move its vessel to another berthing place.
- (4) If the shipowner is not available, i.e. if he refuses to comply with the request specified in Section 3 of this Article, Port Authority may, with the consent of the Harbour Master's Office, have such vessel relocated, at the shipowner's expenses and risk.

Article 36

- (1) While staying in the port, a ship or boat shall be moored using appropriate mooring lines and mooring equipment (mooring bitts, mooring buoys, mooring eyes, etc.)
- (2) An efficient inspection of the vessel's moorings must be organized by the ship's crew and maintained at all times during the ship's commercial operations to ensure that the ship be made fast as close alongside as possible and that all mooring lines can be properly tensioned and tended when required.
- (3) In the case of the weather forecast anticipating stronger winds and higher seas, ships and boats berthed or anchored in the port shall strengthen their mooring or increase the number of anchors and, upon order of the Harbour Master's Office leave the port or seek leeward refuge.
- (4) The shipping company, i.e. the owner of the ship berthed in the port shall make all necessary provisions for its safety and shall be responsible for any damage the ship may cause to other ships or boats, wharves, harbour facilities, equipment or installations.
- (5) A ship with no appropriate equipment or not equipped with a sufficient number of fenders, mooring lines or anchors, or if mooring lines are not strong and/or long enough, shall be ordered by the Harbour Master's Office to make provisions for the supply of necessary equipment. Failing this, the ship shall not be permitted to berth or anchor in the port.
- (6) Exceptionally, for the purpose of safety of navigation and protection of environment, the Harbour Master's Office may, with an advance notification sent to the Port Authority, declare the port or part thereof temporary closed to vessel traffic.

Article 37

- (1) No operations which may imperil lives cause fire, pollution of the sea or damage to other ships and boats, wharves, shore facilities, equipment and installation shall be allowed on a ship in the port.
- (2) A ship may use the ship's whistle and hoist a code pennant in the port only if previous approval for the same has been obtained from the Harbour Master's Office. However, in case of an emergency and at ship's manoeuvring, no previous approval of the Harbour Master's Office for the use of whistle shall be required.
- (3) A Ship engaged in international navigation shall fit rat guards to their mooring lines while staying in the port.

Article 38

- (1) It is forbidden in the port area:
 - 1) to obstruct access to the mooring equipment
 - 2) to move, change or remove moorings, anchors and equipment of other ships or boats except when it is necessary for preventing imminent and obvious damage
 - 3) to moor ships and boats to navigating marks and other marks and equipment not designated for mooring and to move within and about the same
 - 4) to fit, shift, change, remove or damage navigation and other marks or mooring equipment, unless duly authorized
 - 5) to cause damage to wharves/quays by heavy vehicles, stowing heavy objects exerting impermissible load, driving wedges, beams etc. into the quay structure, rise stone blocks from the quay walls or carry out any other actions causing damage to docks or quays
 - 6) to weld or light open fire on the wharf, ship or boat
 - 7) to clean, scrub and paint the freeboard and underwater surface of a ship's or boat's shell plating
 - 8) to cause pollution of the air by the emission of dust, smoke or other gases, exceeding permitted quantities specified in the respective regulations
 - 9) to keep the ship's propeller turning, except for the purpose of a necessary ship's manoeuvre
 - 10) to swim, run speed-boats, windsurf or water-ski
 - 11) to dump waste and cause pollution of the sea and shore by unauthorized disposal of any type of garbage
 - 12) to carry out repair and reconstruction works on the ship's shell plating, deck, equipment and engine other than usually practiced
 - 13) to incinerate garbage on board
 - 14) to put in danger safety of navigation, human lives and environment
 - 15) to let unattended pets move around ship.
- (2) The operations as referred to in Sections 6, 7, 8, 10, 12, 13 and 14 of this Article are not permitted to be carried out on the anchorage either.

- (3) The operations as referred to in Sections 2, 6, 7, 9, 10 and 12 of this Article may be carried out only upon obtaining approval from the Port Authority and with the consent of the Harbour Master's Office.

Article 39

- (1) The quay wall area and apron shall always be clear. Only port cargo handling equipment, mooring devices and safety appliances for operating protection of people and cargo may be located on the quay apron.
- (2) The quay apron on the Riva Boduli Quay is 6 meters wide and that on the Karolina Rijeka Quay 3.5 meters, whereas the quay apron on other quays and piers is 1.60 meters in width.
- (3) The area of the quay apron shall be marked with a yellow line.

Article 40

- (1) A ship aground, unusable or a sunken ship, boat, floating craft or any sunken object may be left and remain within the port area only upon obtaining approval from the Port Authority and with the consent of the Harbour Master's Office.
- (2) Should the ship, boat, floating craft or sunken objects as referred to in Section 1 of this Article constitute a threat for safety of navigation or environment, shipping company or owner of such ship, boat, floating craft or sunken object shall be required by the Harbour Master Company to have them transported from the port to the place allocated by the Port Authority.
- (3) Should the shipping company and/or owner of the ship, boat, floating craft or sunken object fail to proceed in compliance with the Harbour Master's requirement as referred to in Section 2 of this Article, the Port Authority shall be ordered by the Harbour Master's Office to see to it that the ship, boat, floating craft or sunken object are transported to the place allocated, at the expenses and risk of the shipping company and/or owner of the ship, boat, floating craft or sunken object.
- (4) Laid-up ships or boats may stay in the port only after being granted approval by the Port Authority with the previous consent of the Harbour Master's Office.

Article 41

- (1) On the occasion of loading, discharge or transfer of cargo and embarking or disembarking passenger, the concessionaires and the persons in command of a ship, yacht or boat, must take necessary measures for the protection of people, property and environment.
- (2) When handling the cargo, the person in charge shall take necessary measures in order to prevent the cargo to scatter around.

Article 42

- (1) On the occasion of loading or discharge of cargo and embarking or disembarking passengers, the person in command of a ship or boat designed for commercial purposes shall take the following measures:
 - 1) Ship's door may not be opened before the ship or boat has been safely moored to the wharf or come to a standstill, and must be closed before the ship or boat has been unmoored.
 - 2) Embarking or disembarking of passenger and loading or unloading of cargo shall be via a landing bridge/platform which must be fixed and safe, protected by firm rails and with cross foot strip on the steps. At night the landing bridge/platform must be sufficiently lighted.
 - 3) The ship's gangway and the platform between the gangway and the quay must be fixed and well secured. Appertaining handrails to be fitted with sufficiently strong and safely implanted pillars, with taut ropes. By night the gangway must be sufficiently lighted. A safety protection net must be placed underneath the gangway.
 - 4) Hatchways and other deck openings shall be fenced and closed in such a manner as not to stand in the way of anyone passing by or over them.
 - 5) Passengers shall not embark or disembark without the presence of at least one crew-member from the deck department and a life jacket fitted with appropriate rope within his reach.
 - 6) Except in special cases when berthing with open platform is compulsory, loading platform of a Ro-Ro passenger ship, used to accommodate both, vehicles and passengers, may be opened only after the ships has been moored to the quay. The access to the opened platform should be fenced. No passenger shall be allowed to stay on the car-deck during berthing operation.
 - 7) Passengers on board a Ro-Ro ship with no special passenger-only gate, may embark or disembark using the ship's platform, but not at the same time with the vehicles.
 - 8) Before a Ro-Ro ship leaving the port and during the voyage, the ship must ensure that the car-gate be completely closed and adequately secured.

Article 43

When the number of passengers or quantity of cargo exceeds the limit permitted, or when cargo is stowed in such a manner as to imperil safety of ship, boat or people, the Harbour Master's Office shall prohibit the ship or boat to leave the port.

Article 44

The covered area for the accommodation of passengers and their luggage, in particular the sanitary facilities in the port area, shall be kept clean and maintained in accordance with the relevant health and sanitary regulations.

Article 45

- (1) De-ratting and fumigation of the ship can be conducted in the way, at the time and place, as instructed by the Port Authority and with the previous consent of the Harbour Master's Office.
- (2) A ship undergoing de-ratting operation shall be guarded by an authorized person until the crew returns on board. Such authorized person shall display danger-warning marks and prevent access by unauthorized persons.
- (3) Other cleaning of the ship which constitute no danger for people and environment (disinsection, disinfection etc.) can be conducted at any place and at any time, providing the relevant safety measures are applied. Gas-freeing and cleaning of tanks is not allowed in the port.

Article 46

Workers engaged in the distribution of rail cars in the port area shall observe the regulations governing safety of railway traffic.

IX. HANDLING OF DANGEROUS GOODS

Article 47

- (1) Handling of dangerous goods in the port shall be carried out in accordance with *the Regulations on Handling Dangerous Goods, Conditions and Methods of Loading and Discharge of Dangerous Substances, Bulk and Other cargoes in Ports and on the Method of Preventing the Spreading of Oil Spills in Ports.*
- (2) The Regulations as referred to in Section 1 of this Article lay down rules to be applied in handling dangerous goods in ports, conditions and methods of transport, loading and discharging dangerous substances, bulk and other cargoes in ports and the method of preventing the spreading of oil spills in ports.
- (3) In addition to the Regulations referred to in Section 1, there are other rules to be applied in the port area under the jurisdiction of the Port of Rijeka Authority. These are: *The Regulations relating to the safety and protection measures to be applied when handling dangerous material in the port area* and *the Regulations specifying the classes and quantities of hazardous material which may be handled in the port, respectively which the vessel may call the port with, locations in the port where such material will be handled, locations to accommodate the vehicles waiting for loading-discharge and facilities where the dangerous material disposed of shall be kept.*

Article 48

- (1) When dangerous goods or pollutants are transported by a ship or other means of transportation, a written declaration shall be submitted to the Port Authority before such ship or vehicle has arrived to the port.
- (2) The declaration shall contain a statement showing that all data specified therein are authentic and correct, that the substances are described using appropriate technical terms, i.e. correctly classified, packed and marked and in every respect suitable for transportation in accordance with the relevant international and national regulations.
- (3) Transit by ship of dangerous goods or pollutants is also subject to compulsory presentation of declaration as referred to in Section 1 of this Article.

Article 49

- (1) For a ship sailing to Croatian ports or anchorages, a declaration shall be submitted upon ship's departure from the port of loading at the latest, or immediately upon receiving the information on the port of destination, i.e. not later than 48 hours prior to ship's entry in port.
- (2) When dangerous goods or pollutants are transported by vehicle, declaration shall be submitted not later than 48 hours before the handling of dangerous goods starts.
- (3) When entering or leaving Croatian ports, the ships carrying dangerous goods or pollutants shall be required to send to the Harbour Master's Office the data contained in the Declaration, i.e. the Part A and the Part C of the Declaration.

Article 50

- (1) Declaration referred to in Article 49 of this Regulation shall be sent to the Port Authority by:
 - 1) shipper if the dangerous goods are loaded on a ship from a vehicle
 - 2) concession holder if the goods are loaded on a ship or vehicle from the port warehouse
 - 3) shipowner, ship's master or shipping agent for the goods discharged from a ship or goods in transit.

Article 51

It is the duty of the concessionaires and every port user to ensure that the provisions and measures laid down in the Regulations governing handling and transport of dangerous goods in port are complied with at all times.

Article 52

Special rules on handling and sea transport of dangerous goods shall be complied with when bunkering services (fuel supply) are rendered to ship in the port.

Article 53

- (1) A ship engaged in rendering bunkering services (fuel supply) in the port shall in a visible place by day hoist a red flag, and at night show a red all-round light and shall keep all deck opening closed.
- (2) The ship's crew and its fire-fighting equipment shall always be ready for operation.

Article 54

- (1) No rendering bunkering service to a ship or boat in the port may start before the passengers leave the ship.
- (2) Embarking of passenger may start only after the ship or boat has completed bunkering of fuel.

X. ENVIRONMENTAL PROTECTION

Article 55

- (1) Method of waste treatment in the port shall comply with the *Plan of Ship's Waste Management in the Area under the Jurisdiction of the Port of Rijeka Authority* dealing with collection and handling of ship's waste and remnants of cargo in the area under the jurisdiction of the Port of Rijeka Authority.
- (2) It is forbidden to dump waste, leave remnants of cargo and discharge liquids and other substances which would pollute the port.
- (3) All dumped waste, i.e. the waste which has not been left on approved disposal sites in the port area, and as such would constitute environmental hazard to the surrounding coast and the seas, will be removed or destroyed at the expense of the responsible person.
- (4) The port concession holders are required to bring their working procedures in line with the environment protection practice. After having completed the works on board a ship or on sites within the port area, they must clean the part of the quay and road used
- (5) It is the duty of the concession holders operating in the area under the jurisdiction of the Port of Rijeka Authority to make sure that the regulations governing protection of environment are complied with at all times, and, if necessary, work on the improvement of the port visual identity by carrying out necessary maintenance and reconstruction works.
- (6) Specialized companies, which have been granted concessions by the Port Authority, shall be engaged in the collection of waste in the area under the jurisdiction of the Port of Rijeka Authority.

Article 56

- (1) The ship's master shall deliver waste and remnant of cargo to the port's reception facilities in accordance with the provisions laid down in MARPOL 73/78 Convention and provisions of relevant *Regulations on the Conditions and Methods of Maintenance of Order in the Port and Other Parts of the Internal Waters and the Territorial Seas of the Republic of Croatia*.
- (2) The expenses of reception of the waste and remnants of cargo from ships shall be covered by the user of reception facilities.

XI. DEPARTURE OF SHIPS

Article 57

- (1) Upon completion of loading or discharge of cargo and vehicles and embarking or disembarking of passengers and as soon as the time of preparation has run out, ships or boats in the port must be ready to unberth and leave the port
- (2) After completing its commercial operation a ship shall be allowed to remain berthed alongside the quay for two hours at the most.
- (3) After the expiry of the time needed for preparation, a ship or boat shall, at the request of the Port Authority, put out to sea or move to such other berths or anchorages as may be allocated by the Port Authority.
- (4) In exception to the provisions of Section 3 of this Article, when safety of navigation is concerned, the Port Authority may, at the request of the ship's master and with the consent of the Harbour Master's Office, grant the ships or boats an additional time and either allow them to remain at the same berth or instruct them to move from one berth to another in the port area or to an anchorage.

Article 58

It is the duty of the shipping agent to notify departure of the ship to the VTMS Centre and apply for the pilot service not later than 2 hours prior to the departure of the ship from the port.

Article 59

- (1) A person in command of a ship or boat engaged in commercial operations shall notify their departure to the Harbour Master's Office.
- (2) The notice of departure shall be submitted not later than one hour before departure of the ship or boat.
- (3) On the basis of the notice of departure the Harbour Master's Office shall issue Outward Clearance to the ship.
- (4) The ship shall be deemed to have departed the port when at anchorage it has heaved up and stowed the anchor in the hawse pipe; if leaving the port with the

pilot on board, at the time when the pilot has disembarked; if leaving the port without the pilot, at the time when the last mooring line has been slipped.

XII. EMERGENCY MEASURES

Article 60

- (1) A ship shall render first aid to all injured persons on board.
- (2) The ship shall briefly inform the VTMS Center and the Harbour Master's Office of any incident involving:
 - 1) serious injury of a person
 - 2) light injuries of a number of persons,
 - 3) death on board.
- (3) The company engaged in commercial operation in the port shall, in the event of a heavy injury of a person, light injuries of a number of persons or death of a person in the area where such company exercises its activity, notify the VTMS centre and provide a brief description of the incident.

Article 61

- (1) In case of fire onboard, the master of the ship shall notify the VTMS Center and take appropriate fire-fighting measures.
- (2) The storage company holding a concession for operating open, covered or other storage spaces in the port shall possess appropriate fire fighting service and necessary fire-extinguishing equipment.
- (3) Any person who detects fire, pollution of the port area or unusual activities shall immediately notify the fire brigade and the VTMS Center.

XIII. CONCLUDING PROVISIONS

Article 62

The provisions of this Regulation shall be made known to the Masters of the ships calling at the port by the port agents.

Article 63

The Port Authority's inspectors, inspectors responsible for safety of navigation and other authorized officers of the Ministry and Harbour Master's Office shall, within their respective authorization, be responsible for the control over the application of the provisions laid down in these Regulations.

Article 64

These Regulations, for which the previous consent has been obtained from the Rijeka Harbour Master's Office, by its decree Class: 011-01/06—02/12, Off.No.530-03-02/03-2006-2, dated 7th March 2006, shall enter into force as of the eighth day of its announcement on the notice board of the Port of Rijeka Authority.

Article 65

The Regulation on the Maintenance of Order and Methods of Using Port Facilities in the Rijeka Port Area dated 23rd October 1998 ceases to be valid on the day these Regulations enter into force.

CHAIRMAN ADMINISTRATIVE BOARD
Branko Bačić, B.Sc. (Eng.)

Issued on: 19th April 2006.

Entered into force: 27th April 2006.

APPENDICES:

Appendix 1 - Layout plans for the port areas under the jurisdiction of the Port of Rijeka Authority

Appendix 2 - Required boarding arrangements for Pilot

Appendix 1

LAYOUT PLANS FOR THE PORT AREAS UNDER THE JURISDICTION OF THE PORT OF RIJEKA AUTHORITY

- EASTERN and WESTERN ANCHORAGES

