

On the basis of article 18, paragraph 1, item 14 of the Port of Rijeka Authority Statute, and article 4 of the Ordinance on the handling of dangerous goods, conditions and manner of transport in maritime traffic, loading and unloading of dangerous goods, bulk and other cargo in ports, and the method of preventing the spreading of leaked oils in ports (Official Gazette no. 51/05, 127/10, 34/13, 88/13, 79/15, 53/16 and 41/17), the Governing Council of the Port of Rijeka Authority, at its 133rd session held on 5 September 2018 adopts the following:

ORDINANCE

laying down particular safety, protection and other measures for the handling of dangerous goods in the port area governed by the Port of Rijeka Authority

I. GENERAL PROVISIONS

Article 1

This Ordinance establishes particular safety, protection and other measures which must be observed by all those who in any way handle dangerous goods in the areas of the Port of Rijeka and the Port of Bršica, governed by the Port of Rijeka Authority.

For the purposes of this Ordinance, the port area governed by the Port of Rijeka Authority covers the land and sea areas as defined in the Decision on the Establishment of the Port of Rijeka Authority (Official Gazette no. 42/96, 26/02, 54/02, 72/07, 121/12, 14/14 and 115/15), the areas consisting of: the Rijeka Basin, Bakar Basin, Raša Basin, Zamet Basin, Omišalj Basin, as well as East and West Anchorage of the Port of Rijeka.

Article 2

In terms of this Ordinance, dangerous goods are goods determined by the Dangerous Goods Transport Act, goods classified by the IMDG Code, noxious liquid substances listed in Chapter 17 of the IBC Code, liquified gases listed in Chapter 19 of the IGC Code, solid goods referring to Appendix I of the IMSBC Code, goods for the transport of which the relevant conditions are specified in accordance with Article 1.1.3 of the IBC Code or Article 1.1.6 of the IGC Code, and other goods which due to their properties under the applicable regulations of the Republic of Croatia are considered dangerous goods.

Pollutants are oils as defined in Annex I of the MARPOL (73/78) Convention, noxious liquid substances as defined in Annex II of the MARPOL (73/78) Convention, harmful substances as defined in Annex III of the MARPOL (73/78) Convention.

Article 3

It is prohibited to handle dangerous goods in the port if the port or part of the port is not specially organized for handling such goods and if an expert is not present at the place of handling dangerous goods.

Handling dangerous goods includes: loading, unloading and transshipment from a vessel or a vehicle, repair of packaging if due to damage to packaging a spillage or leakage of dangerous goods occurs, accommodation of dangerous goods onboard although not handled but in transit, storage and transportation of dangerous goods in the port area or in its specific part governed by the Port of Rijeka Authority.

Article 4

When handling dangerous goods, the persons handling such goods on any grounds are obliged to comply with the provisions of the Ordinance on the handling of dangerous goods, conditions and manner of transport in maritime traffic, loading and unloading of dangerous goods, bulk and other cargo in ports, and the method of preventing the spreading of leaked oils in ports, the instructions and/or orders of the Port of Rijeka Authority or other competent authorities issued under the Ordinance, and other applicable regulations of the Republic of Croatia regarding the handling of dangerous goods.

The provisions of this Ordinance apply to concessionaires who carry out the economic activity of handling dangerous goods as well as to all other natural or legal persons who in any way participate in the handling of dangerous goods in the port area.

Article 5

The handling of dangerous goods must be carried out in a manner and under conditions that ensure safe operation (protection of people and the environment), particularly with respect to the type of dangerous goods, the means or devices involved in the operation, the area where the operation/handling is carried out, the weather conditions at the time of handling dangerous goods, and under the appropriate supervision of the concessionaire's authorized person and/or another person who is or for whom the operation is carried out.

Regardless of the supervision duty of the concessionaire's authorized person and/or another person who is or for whom the operation is carried out, expert persons from the Port of Rijeka Authority have the right to supervise the handling of dangerous goods and take measures for which the Port of Rijeka Authority is authorized under Ordinances or other applicable regulations governing the handling of dangerous goods in the port area.

The supervision from paragraphs 1 and 2 of this Article in no case limits and/or excludes the right to supervise the handling of dangerous goods by the Rijeka Harbour Master's Office or other competent authorities.

Article 6

A concessionaire and/or any other person handling dangerous goods in the port area is obliged to suspend the operation if appropriate protective measures have not been taken, particularly with respect to the type of dangerous goods handled, the means of operation and the meteorological conditions prevailing during the operation.

In case of any kind of danger or accident, the concessionaire or other persons handling dangerous goods are obliged to inform the Port of Rijeka Authority, the

Rijeka Harbour Master's Office and other relevant services - firefighters, the police and others, and to discontinue any further operation until the consequences of such an accident are eliminated and its causes established.

Article 7

A ship carrying or intending to load dangerous or polluting substances, or a vehicle carrying such substances, is not permitted to enter the port area before the Port of Rijeka Authority allows the entry into the port area on the basis of the Declaration.

The Declaration from the preceding paragraph shall be submitted to the Port of Rijeka Authority by:

1. the shipper or the concessionaire for the supply of the ship with fuel if dangerous or pollutant substances are loaded onto the ship from a vehicle
2. the concessionaire if dangerous or polluting substances are loaded onto the ship or a vehicle from a port warehouse
3. the shipper, commander or maritime agent if hazardous or pollutant substances are discharged from the ship or if they are on board a ship in transit.

A ship carrying dangerous or polluting substances must have a detailed plan of substances onboard as well as other documentation referred to in Article 13 of the Ordinance on the handling of dangerous goods, conditions and manner of transport in maritime traffic, loading and unloading of dangerous goods, bulk and other cargo in ports, and the method of preventing the spreading of leaked oils in ports.

A vehicle intending to enter and/or leave the port area must have the appropriate documentation on the type, quantity, special instructions for handling hazardous substances etc.

Ships berthed in the area of the Port of Rijeka Authority are forbidden to transfer ship's residual fuel (HFO) between ship tanks.

By way of derogation from the provision of paragraph 5 of this Article, if the ship's safety and navigability is threatened, at the request of the person in command of the ship, the Port of Rijeka Authority may authorize the transfer of ship's residual fuels between ship tanks with the additional supervision of an expert appointed by the Port of Rijeka Authority.

Article 8

Depending on the type of dangerous goods and the type of manipulation with the dangerous goods on/or from a ship, vehicle, seaplane on any part of the port area, prior to the commencement of handling dangerous goods, it is necessary to ensure the availability of appropriate protective means which can be used for human and environmental protection in the event of any kind of accident.

The port authority is obliged to ensure that all prescribed general and particular safety measures for handling certain types of dangerous goods are taken, and continuously during the handling of dangerous goods implement the measures for maintaining order in the port area where the handling is taking place.

If the port authority does not approve the commencement of handling dangerous goods onboard, the Harbour Master's Office will immediately be notified in writing, along with an explanation. Immediately upon approval, the port authority is obliged to provide a copy of the safety checklist to the Harbour Master's Office.

If the conditions from the previous paragraph are not met, it is forbidden to commence the handling of dangerous goods, or, if the handling has already commenced, it is necessary to discontinue further handling until the conditions of protection of humans and the environment are met.

Article 9

It is forbidden to store explosives (Class 1) and radioactive substances (Class 7) in the port area. They can only be handled in direct manipulation ship – shore, or vice versa, after which the ship or the vehicle must leave the port area.

The handling of gases and/or hazardous chemicals in liquified condition transported by specially built ships is not permitted in the port area.

Article 10

The entities which are granted concession for using port infrastructure and superstructure and for performing activities in the port area are obliged to, within six months, harmonize, i.e. adopt an act which will regulate in detail the handling of dangerous goods in the performance of their concession activities in the port area.

The act from the previous paragraph must be in accordance with this Ordinance, the Ordinance on the handling of dangerous goods, conditions and manner of transport in maritime traffic, loading and unloading of dangerous goods, bulk and other cargo in ports, and the method of preventing the spreading of leaked oils in ports, as well as other applicable regulations which regulate the special mode of operation and protection measures against dangerous goods on the territory of the Republic of Croatia.

The concessionaires from paragraph 1 of this article are obliged to submit one copy of their act from this article to the Port of Rijeka Authority.

The concessionaires from paragraph 1 of this article will appoint their expert person to control the handling of dangerous goods within 30 days and notify the Port of Rijeka Authority of such an appointment.

Article 11

The supervision of the implementation of the provisions of this Ordinance and the Ordinance on the handling of dangerous goods, conditions and manner of transport in maritime traffic, loading and unloading of dangerous goods, bulk and other cargo in ports, and the method of preventing the spreading of leaked oils in ports will be performed by the competent service of the Port of Rijeka Authority.

The competent service of the Port of Rijeka Authority from the previous paragraph is obliged to familiarize the concessionaires in the port area with this Ordinance.

Persons who in any way handle dangerous goods in the port area and are not concessionaires, will be enabled to familiarize themselves with this Ordinance in a suitable manner.

The maritime agent is obliged to familiarize the master of the ship transporting dangerous goods with the provisions of this Ordinance and other regulations applicable in the port during the handling of dangerous goods.

Article 12

The handling of dangerous goods in the port and onboard a ship must be discontinued all ventilation openings must be closed:

1. during adverse weather conditions which may endanger the safety of the ship or the equipment in the port
2. during thunderstorms and atmospheric discharges
3. when a tug approaches a tanker on which oils are handled, until it moors
4. when any oil handling device fails, and this failure can cause sea pollution or endanger human lives
5. when there is a fire in the port area.

II. HANDLING FUEL

Article 13

1. Bunkering ships/seaplanes may only be carried out at places designated by the port authority and with the approval of the harbour master's office.
2. The master of the ship/seaplane or persons authorized by the master are obliged to request the approval of the Port of Rijeka Authority and submit a written Declaration on hazardous or pollutant substances at least 24 hours prior to the start of bunkering.
3. Bunkering cannot start without the approval from the Port of Rijeka Authority.
4. Bunkering in the Port of Bršica must be performed during daylight and under precautionary measures that require the setting up of a protective barrier around the ship before the start of bunkering.
5. Upon a timely call of the concessionaire for bunkering, a protective floating barrier around the ship in the Port of Bršica is set up by the concessionaire of the Port of Rijeka Authority which obtained approval for those tasks.
6. If the ship is bunkered from another ship i.e. tanker, authorized officers on the ships are obliged to arrange the procedures prior to the start of bunkering and to compile a safety checklist for bunkering (ANNEX 1), and in the Port of Bršica to organize and set up a protective floating barrier.
7. The master of the ship is obliged to notify the harbour master's office about the start and completion of bunkering.
8. If the ship is bunkered from a vehicle, before the start of bunkering, the concessionaire for bunkering is obliged to:

- in the whole duration of bunkering, provide the supervision of a licensed person of the concessionaire and/or another person who or for whom the operation is performed and who has a Certificate of qualification for handling dangerous cargoes (D-22)
 - ensure the presence of the inspector of the Port of Rijeka Authority prior to the start of bunkering
 - ensure the setting up of a protective floating barrier around the ship in the Port of Bršica.
9. The master of the ship or an authorized officer onboard and an expert person of the concessionaire are obliged to take all prescribed measures of fire protection and marine environment protection, and prior to the start of bunkering, fill out the “Bunkering Checklist” (ANNEX 1).
 10. During bunkering, movement onboard or onshore is prohibited to persons whose presence is not necessary.
 11. Bunkering must be discontinued during adverse weather conditions, thunderstorms and atmospheric discharges.
 12. The ship being bunkered is obliged to set up a red flag during day and/or a red light during the night while moored in the port.
 13. The Shipboard Oil Pollution Emergency Plan (SOPEP) must be on standby.
 14. During seaplane bunkering from a vehicle, at the place of supply it is necessary to ensure the presence of a firefighting vehicle with all the necessary equipment, particularly extinguishers of fire caused by ignition of aviation fuel.
 15. The locations where the fuel supply is carried out must be properly marked, accessible to emergency vehicles and safety devices, and equipped with firefighting pipelines.
 16. The use of flexible tubes for bunkering can only be permitted if the following conditions are met:
 - the flexible tube has an attest with the latest test date no older than 12 months
 - that the maximum working pressure is indicated
 - that the minimum and maximum working fluid temperatures are indicated
 - that there is no visible mechanical damage.
 17. In the port area, it is not permitted to leave vehicles loaded with dangerous goods without supervision.
 18. The harbour master’s office may, for safety reasons, protection of human life and the environment and non-compliance with prescribed provisions, prohibit the start or continuation of bunkering, and order the ship or the vehicle to leave the port.
 19. The supply of ship with fuel and other materials during the handling of dangerous goods is prohibited.

III. FINAL PROVISIONS

Article 14

This Ordinance comes into force on the eighth day following its publication on the Port of Rijeka Authority's notice board.

Article 15

By coming into force of this Ordinance, the Ordinance that specifies particular safety, protection and other measures for handling dangerous goods in the port area governed by the Port of Rijeka Authority (UV LUR, 20 October 2005) ceases to be valid.

Article 16

The Executive Director of the Port of Rijeka Authority is hereby authorized to issue instructions for the implementation of this Ordinance.

Instructions made in the sense of the previous paragraph are mandatory for all users of the Rijeka port area who on any grounds use that area.

PRESIDENT OF THE GOVERNING COUNCIL:

(prof. Bojan Hlača, PhD)

Published on: September 14th 2018

Came into force: September 22nd 2018

Verified by Executive Director: _____

PRILOG 1.

SIGURNOSNA KONTROLNA LISTA ZA OPSKRBLJIVANJE BRODOVA GORIVOM BUNKERING CHECKLIST			
<p>Odgovornost za operaciju opskrbe broda gorivom snosi zapovjednik broda. Mora biti omogućeno trenutno prekidanje rada pumpi s mjesta u blizini priključka snabdjevača.</p> <p>Ova kontrolna lista mora biti ispunjena i potpisana prije početka opskrbe broda gorivom.</p>		<p>The overall responsibility with the bunkering operation shall lie with the master of the receiving ship. It shall be possible to stop the bunkering supply pumps momentarily at a place close to the manifold on supplier.</p> <p>This checklist shall be filled in before a ship receives bunkers.</p>	
<p>Ime broda: / Ship's name</p>		<p>Naziv snabdjevača: / Bunker supplier</p>	
<p>Za pozitivan odgovor označi kvadratić <input checked="" type="checkbox"/></p> <p>For an affirmative answer, please tick the box <input checked="" type="checkbox"/>.</p>		<p>Brod/ Ship</p>	<p>Snabdjevač/ Supplier</p>
<p>1. Da li brod i snabdjevač prihvaćaju područje određeno za opskrbu uzimajući u obzir vremenske prilike, prognozu, morski i kopneni promet i sigurnosne mjere?</p> <p>Do the ship and the supplier accept the area for the bunkering operation, taking into account weather conditions, weather forecast, shipping and shore traffic and safety conditions?</p>		<input type="checkbox"/>	<input type="checkbox"/>
<p>2. Da li je brod sigurno privezan/usidren, siz postavljen i spreman za isplavljenje?</p> <p>Is the ship safely moored/anchored, gangway in place, and ready for sailing?</p>		<input type="checkbox"/>	<input type="checkbox"/>
<p>3. Da li je učinkovita straža na brodu i snabdjevaču osigurana?</p> <p>Has efficient ship and supplier watch been established?</p>		<input type="checkbox"/>	<input type="checkbox"/>
<p>4. Da li su postavljeni propisani signali za opskrbu gorivom (Crveno svjetlo i/ili B zastava)</p> <p>Are required signals indicating bunkering operations displayed (Red Light and/or B flag)?</p>		<input type="checkbox"/>	<input type="checkbox"/>
<p>5. Da li je pripremljen i prihvaćen plan bunkera, maksimalna rata pumpanja i rata topping-up od strane odgovornih osoba?</p> <p>Is bunkering plan prepared and agreed, maximum pump rate and pressure</p>		<input type="checkbox"/> Imenuj: Name:	<input type="checkbox"/> Imenuj: Name:

and topping up pump rate agreed by the responsible persons?		
6. Da li je uspostavljena učinkovita komunikacija između broda i snabdjevača i na brodu? Is efficient communication system established between the ship and supplier, and on board?	<input type="checkbox"/>	<input type="checkbox"/>
7. Da li su dogovoreni znakovi za opasnost i hitno zaustavljanje? Have emergency signals and shutdown procedures been agreed?	<input type="checkbox"/>	<input type="checkbox"/>
8. Da li su određene osobe za stalni nadzor operacija opskrbe i za hitno zaustavljanje? Are persons in charge for supervision of the bunkering operation and emergency shut down at all times by ship and supplier nominated?	<input type="checkbox"/> Navedi: Name:	<input type="checkbox"/> Navedi: Name:
9. Da li su određene zone zabranjenog pušenja i zabranjenog pristupa i postavljena upozorenja? NO SMOKING and NO ADMITANCE areas designated and warning signs posted?	<input type="checkbox"/>	<input type="checkbox"/>
10. Da li su postavljeni čepovi na manikele i sakupljači curenja? Are all scuppers and spill trays in position on ship and supplier?	<input type="checkbox"/>	<input type="checkbox"/>
11. Da li su prekinuti svi radovi s otvorenim plamenom i ugašena nezaštićena svjetla prije početka operacija bunkera? Hot work and or naked light ceased prior bunkering?	<input type="checkbox"/>	<input type="checkbox"/>
12. Da li je protupožarna oprema i oprema za onečišćenje provjerena i spremna za upotrebu? Is firefighting and anti-pollution equipment checked and ready for use?	<input type="checkbox"/>	<input type="checkbox"/>
13. Da li su crijeva za opskrbu redovno testirane i u dobrom stanju? Have the hoses for the bunkering operations been regularly tested and are they in a good condition?	<input type="checkbox"/>	<input type="checkbox"/>
14. Da li su crijeva za opskrbu sigurno spojene i osigurane između broda i snabdjevača? Have the bunkering hoses been satisfactorily connected and suspended on ship and supplier?	<input type="checkbox"/>	<input type="checkbox"/>
15. Da li su proučene i zadovoljene odredbe svih propisa koji se odnose na sigurnost i zaštitu okoliša? Are checked and satisfied all regulations for safety and pollution prevention?	<input type="checkbox"/>	<input type="checkbox"/>

15. Da li je spreman plan za opasnost i način stupanja s državnim službama za slučajeve onečišćenja, incidenata ugroze sigurnosti i sigurnosne zaštite? Is an contingency plan and nearest national contact points ashore for oil pollution, safety and security incidents available?	<input type="checkbox"/>	<input type="checkbox"/>
U slučaju i jednog negativnog odgovora ne smije se započeti opskrba gorivom. <i>In case of any negative answer bunkering operation must not be commenced.</i>		

Mi smo izvršili sve provjere po kontrolnoj listi, kao i ostale provjere po propisima, i potvrđujemo da su dani odgovori prema našem najboljem znanju istiniti.

We have checked the items on the checklist, and other checks as required by laws and regulations, and we confirm that the answers given are correct to the best of our knowledge.

Mjesto
/Place

Datum i vrijeme
/Date and time

Vrijeme početka:.....
/Time of start

Predviđeno vrijeme završetka
/Estimated time of completion

Za brod potpis odgovorne osobe / For ship: Ime, Prezime, Svojtvo / Name, Surname, Rank:	Za opskrbljivača goriva potpis odgovorne osobe / For supplier signature of the responsible person: Ime, Prezime, Svojtvo: / Name, Surname, Rank:
Obaviještena lučka uprava / Port Authority notified	Obaviještena lučka kapetanija / Harbour Master's Office notified

Jedan preslika ove kontrolne liste ostaje na brodu i kod ovlaštenika koncesije te se po jedan primjerak dostavlja lučkoj kapetaniji i lučkoj upravi.

One copy is to be retained on board the vessel, one copy to be retained by the supplier, one copy forwarded to the Port Authorities, and one to the Harbour Master's Office.