

**ORDINANCE ON THE ORDER IN THE PORT AND TERMS OF USE OF  
THE PORT AREA MANAGED BY THE PORT OF RIJEKA AUTHORITY**

**Rijeka, May 17<sup>th</sup> 2023**

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Pursuant to the provisions of Article 54, paragraph 1, point 8 of the Law on Maritime Property and Sea Ports ("Official Gazette" No. 158/03, 100/04, 141/06, 38/09 123/11, 56/16, 98/19 ) and the provisions of Article 9, paragraphs 2 and 3 of the Ordinance on Safety of Maritime Transport in Internal Waters and Territorial Sea of the Republic of Croatia and on the Manner and Conditions of Vessel Traffic Management and Information ("Official Gazette" No. 72/21) and Article 18, point 15 of the Port of Rijeka Authority Statute, the Administrative Council of the Port of Rijeka Authority, at its 185<sup>th</sup> session held on May 17, 2023 adopted the following

## **ORDINANCE ON THE ORDER IN THE PORT AND TERMS OF USE OF THE PORT AREA MANAGED BY THE PORT OF RIJEKA AUTHORITY**

### **I. BASIC PROVISIONS**

#### **Article 1**

- (1) This Ordinance prescribes the utilization of individual parts in the port area of the Port of Rijeka, including the procedures of announcement, docking, mooring, stay at the port, relocation, anchoring and departure of maritime vessels, safety measures of maritime navigation and security measures for the ships in the port, environmental protection and prevention of sea pollution, including the procedures in case of danger or maritime accidents, order in the port area, methods of supervision of the above procedures and actions, and all other actions related to the enforcement of order in the port area managed by the Port of Rijeka Authority (hereinafter: Ordinance).

#### **Article 2**

The terms used in this Ordinance have the following meaning:

- *A ship* is a watercraft meant for sea navigation with a hull length of more than 15 m, or one that is authorized to carry more than 12 passengers. The ship can be a passenger, cargo or technical vessel, or meant for fishing, public service or scientific research;
- *A ship at anchorage* is a ship in the port or other area of jurisdiction of the Port of Rijeka Authority, but not berthed, with an established ship/port connection;
- *A transfer boat* is a boat that transports passengers from a cruiser at anchor;
- *CIMIS* is the acronym of the Croatian Integrated Maritime Information System which ensures electronic operations in the reception and dispatch of ships between users of the system in the Republic of Croatia and the exchange of data with the European Union's SafeSeaNet system
- *Other concessionaires* are legal entities that perform port and other business activities, except the transshipment of cargo, in the area of the Port of Rijeka Authority, based on concession contracts
- *The ISPS port area* is a geographically defined area in accordance with the approved Port Security Protection Plan based on the provisions of the Act on Maritime Ship and Port Security;

- *ISPS security protection* is a system of preventive measures intended to protect ships and ports from the threat of deliberate illegal acts, prescribed by the ISPS Code, the Act on Maritime Ship and Port Security, and the Plan for the Security Protection of Ports and Port Areas under the jurisdiction of the Port Authority;
- The concession is a right by which a part of a maritime property is partially or completely exempt from general use and given for special or business use to natural persons or legal entities, within the borders of the port area managed by the Port Authority;
- The Harbour Master's Office is the competent authority whose scope of work, functioning and organization are regulated by the Law on Harbour Master's Offices (hereinafter: Harbour Master's Office);
- The Rijeka Traffic Centre is a service of the Port of Rijeka Authority that monitors the docking, anchoring, stay and navigation of vessels in the port area 24 hours a day;
- The Port of Rijeka Authority is a body established by the Republic of Croatia for the purpose of managing, developing and using the port of Rijeka (hereinafter: the Port Authority), which, is a port open to international public traffic, and, in view of its size and significance represents a port of special (international) economic interest for the Republic of Croatia;
- The port area is the area of the sea port, which comprises one or more sea and land areas (port basins) used for carrying out the port activities, which is managed by the Port Authority or concessionaire, the borders of which are the borders of the maritime property managed by the Port Authority;
- The port is the maritime and land area directly connected to the sea with built and unbuilt shores, breakwaters, facilities, plants and other objects intended for berthing, anchoring and protection of ships, yachts and boats, loading and unloading of goods, boarding of passengers, storage and every other handling of goods, production, refinement and finishing of goods and other related activities in economic, transportation or technological connection with the above; .
- A port open to public traffic is every port that can be used under equal conditions by any natural person or legal entity in accordance with its purpose and limits of availability;
- A maritime study is a study that determines safety measures during navigation, docking, anchoring and stay of vessels that normally enter the port area managed by the Port Authority, as well as safety and protection measures of the marine environment and procedures in place in cases of danger or maritime accidents and means of supervision s for such activities. Pursuant to the provisions of Art. 10, paragraph 1 of the Ordinance on Safety of Maritime Transport in Internal Waters and Territorial Sea of the Republic of Croatia and on the Manner and Conditions of Vessel Traffic Management and Information (*Official Gazette* No. 72/21), the List of Maritime Safety Studies is attached in Annex 3 of this Ordinance and forms an integral part of it;
- The *Ministry* is the ministry of the Republic of Croatia responsible for maritime affairs;

- MRCC Rijeka is the National Centre for the Coordination of Search and Rescue at Sea, i.e., the body responsible for the coordination of search and rescue actions for persons in distress at sea in the area of jurisdiction of the Republic of Croatia outside of its internal waters and territorial sea;
- The shore supervisor is a natural person who supervises the implementation of port regulations, and is appointed by the Port Authority;
- The concession holder is a legal entity which signed a concession agreement with the Port Authority for the economic use of a part of the port or for carrying out the transshipment of cargo within a designated area;
- The authorized person of the concession agreement is a legal or natural person to whom a maritime asset has been leased, pursuant to a concession agreement, for the purpose of carrying out economic activities without precluding or limiting the general use of the maritime property;
- Pilotage is the guiding of a vessel by professional seamen (pilots) and advising the captain of a vessel for the safe navigation in ports, straits and other internal sea waters and the territorial sea of the Republic of Croatia;
- A watercraft is a maritime object intended for sea navigation. This can be a ship, a warship, a yacht or a small boat;
- A maritime object (watercraft) is a vessel intended for navigation at sea, whether permanently moored or anchored (floating object), or an object completely or partially buried in the seabed or laid on the seabed (immovable offshore object);
- The representative of the oil transshipment terminal is a professional, and a responsible person at the terminal, appointed by the concession holder for the loading and unloading of oil and with full responsibility and authority to supervise the preparation, execution and completion of the process of loading or unloading of tankers and for monitoring the safety at the terminal (loading master);
- The estimated time of arrival of the ship in the port (ETA) is the estimated time of its arrival at the pilotage station at the port pilotage position, berth or anchorage, whichever is earlier;
- The estimated time of the ship's departure from the port (ETD) is the estimated time of the ship's departure to the pilotage station at the position of the port pilotage, the ship's departure from the berth or anchorage, whichever is earlier;
- The actual time of the ship's arrival in the port (ATA) is the time when the ship lowers the anchor at the anchorage, stretches the anchor chain, highlights the anchor marks and confirms the anchoring time and position or the time of arrival at the pilotage station by means of radio, provided the ship is sailing into the port with the help of a pilot, or if the ship enters the port without a pilot, the time of mooring at the approved berth, whichever is earlier;
- The actual time of the ship's departure from the port (ATD) is the time when the ship lifts its anchor from the anchorage and confirms the departure time via radio, or the time of departure at the approved berth, whichever is later;

- The actual mooring time of the ship (ATB) is the mooring time of a ship that enters the port with the help of a pilot towards an approved berth;
- Professional person is a person professionally qualified to handle certain dangerous substances and is designated to this role by the legal entity registered for handling dangerous substances;
- A tanker is a ship that transports or is intended for the transport of oil in a spilled state;
- A tugboat (pusher) is a boat intended for towing or pushing other vessels;
- Towing is any service provided by a tugboat to another ship or boat by means of towing, pushing, holding, moving or relocating within or outside of the port;
- The VTS service is a maritime traffic monitoring and management service authorized for the provision of VTS services;
- A vehicle is any road motor vehicle for land transport.

### **Article 3**

- (1) The port area managed by the Port Authority includes the land and sea part as described in point IV of the Decision on the Establishment of the Port of Rijeka Authority (Official Gazette No. 42/96, 26/02, 54/02, 158/03, 72/07, 121/12, 14/14, 115/15, 72/18, 64/20, 140/20, 97/21 and 5/23).
- (2) The port area referred to in point 1 of this article, including a graphic depiction of the state of the port area and anchorages, is shown in Annex 1 and forms an integral part of this Ordinance.
- (3) In the event of a change of borders and in case of enlargement of the port area, the provisions of this Ordinance will be applied directly and in an appropriate way to all issues from Article 1 of this Ordinance.

### **Article 4**

- (1) In addition to the provisions of this Ordinance, these regulations also apply to the following areas of the port in accordance with Article 3, paragraph 1 of this Ordinance: security and protection for ships and ports, the safety of maritime navigation, the handling of hazardous and polluting cargo and substances, environmental protection, safety at work, border crossing and customs, as well as health, sanitary, veterinary, phytopathological and other regulations.
- (2) With a goal of having reliable communication between the users of the terminal/basin, the concession holder must appoint at least one responsible person in charge of monitoring the safety of ships on the operating shores and for communication with the Rijeka Traffic Centre.
- (3) The appointed person from paragraph 2 of this article must be on duty during the ship's stay on the operational shore within the jurisdiction of the concession holder.

### **Article 5.**

- (1) On the property of the Port Authority, the right of use of the property (port area) is assumed by natural persons and legal entities based on a concession agreement.

- (2) The concession from paragraph 1 of this article is granted by the Port Authority, in the manner and under the conditions determined by positive regulations and internal acts.
- (3) The concession agreement determines the minimal area subcontracted for economic use, as well as the manner, conditions and time-frame of this use, the fee to be paid for the concession, the authorizations of the concession grant, or the rights and obligations of the concession holder, including the obligation to maintain and protect the port area.

## II. THE PURPOSE OF INDIVIDUAL PARTS OF THE PORT OF RIJEKA

### Article 6

- (1) The port area under the jurisdiction of the Port Authority, as part of the public port, serves all users under equal conditions in accordance with capacities and characteristics, along with the acceptance of port fees and charges and acceptance of the provisions of the Ordinance published by the Port Authority.
- (2) The part of the port managed by the Port Authority caters to cargo and passenger ships in domestic and international traffic, RO-RO cargo and passenger ships, yachts, smaller vessels intended for tourist trips, public vessels, warships and fishing boats..
- (3) Ships and/or boats may be moored on the operational shore on the following mooring spots:

**a) Rijeka Basin:**

- **Zagreb Pier** - the pier is designed to receive container ships in international traffic. The length of the pier is 400 m.
- **Bratislava Pier** - is intended for the reception of ships in international traffic that transport general or bulk cargo. The length of the pier is 159.4 m.
- **Prague Pier** - is intended for the reception of ships in international traffic that transport general and bulk cargo. The length of the Prague Pier is (W and E) 361 m.
- **Visin's Pier** - is intended for the reception of ships in international traffic that transport general and bulk cargo. The length of the Visin's Pier W is 118 m, Visin's S is 81 m and Visin's E is 120 m.
- **The Budapest Pier** - is intended for the reception of ships in international traffic that transport general and bulk cargo. The length of the Budapest Pier is 360.3 m.
- **Orlando's Pier** - is intended for the reception of ships in international traffic that transport general cargo. The length of Orlando's Pier W is 169.5 m, Orlando's Pier S is 83 m and Orlando's Pier E is 195.4 m.
- **Viennese Pier** - is intended for the reception of ships in international traffic that transport general cargo. The length of the Viennese Pier is 246.7 m.
- **De Franceschi Pier** - is intended for the reception of ships in international traffic that transport general and bulk cargo. The length of the De Franceschi Pier W is 134.35 m, De Franceschi Pier S is 79.6 m, De Franceschi Pier E is 150 m.
- **Mlaka Area – Petroleum Port** - intended for the reception of ships transporting LNG and LPG for the supply of distribution networks.



**b) Brajdica Container Terminal:**

- **Kostrena Pier** - the pier is intended for the reception of container ships and also for the occasional mooring of cruisers. The Kostrena Pier S is 628 m long, and the Kostrena Pier W is 164 m long.
- **Riva Galioti** - the pier is intended for receiving Ro-Ro ships in international traffic. There is a 58 m wide Ro-Ro ramp on the berth. The remaining part of the Riva Galioti W coast is 35 m long.

**c) Bakar Basin:**

- **Podbok Pier** – the pier is intended for the reception of ships in international traffic that transport bulk cargo. The length of the pier is 448 m.
- **Goranin Pier** - is intended for the reception of ships in international traffic that transport general, bulk and Ro - Ro cargo. There is a Ro-Ro ramp on the pier. The length of the the Goranin Pier is 89.4 m, and the Ro-Ro ramp is 33 m long.

**d) Raša Basin:**

- **Bršica Terminal** - is intended for receiving ships in international and national traffic that ship livestock, general cargo and wood. The pier in the Bršica Terminal is 163 m long.
- **Kosi Wharf and T-Wharf** - intended for the reception of ships for the transport of livestock in international traffic. The length of the inclined wharf is 51 m, and the T-Wharf is 55 m long.
- **Pontoon** (mooring for stone transshipment) - intended for receiving ships for the transport of stone in national and international traffic. The length of the pontoon is 32 m, and the width is 16.7 m.

**e) Omišalj Basin:**

- **Oil Terminal** - it is intended for receiving tankers in national and international traffic, transshipment of oil from tankers and supply of drinking water from land with a fixed installation.

**f) Zamet Basin:**

**Torpedo Port** - is intended for the reception of fishing boats and for fish loading and unloading operations.

- (4) In case of full capacity in the Torpedo port, fishing boats are allowed to use the mooring to unload their fish in the Rijeka Basin with prior agreement with the Port Authority.
- (5) All the mentioned piers and ports can be used for port operations and for other types of cargo, except hazardous or polluting substances which are prescribed by a special regulation, according to the needs of the concession holder.
- (6) The mooring of commercial ships and transshipment operations in the Sušak Basin is allowed until the start of its re-purposing.
- (7) The Sušak Basin includes the Senj Pier, the Ružić Wharf, the Sušak Breakwater and the Vinodol Pier.

**g) Passenger and nautical moorings in the Rijeka Basin**

- (8) With the prior approval of the Port Authority, the piers for mooring of passenger ships, boats and yachts and for boarding/disembarking passengers are the following:
- **Istria Pier** - the pier is intended for the mooring of yachts and boats.
  - **Adamić Pier** - the pier is intended for border control and the mooring of yachts and boats in international navigation. The Adamić Pier S is 49.6 m long, the Adamić Pier W 77 m and the Adamić Pier E 73.2 m.
  - **Karolina Riječka Pier** - the pier is intended for the mooring of passenger ships, boats and yachts. The Karolina Riječka Pier E is 71 m long, the Karoline Riječka Pier S is 101.4 m long, and the Karolina Riječka Pier W is 27.5 m long.
  - **Riva Boduli** - the pier is intended for the mooring of boats and yachts. The length of the pier is 170 m.
  - **Rijeka Breakwater** - the breakwater is intended for the mooring of ships for the purpose of state fast shipping lines, cruisers, boats and yachts. The Rijeka Breakwater pier 30, 31, 32, 33 is 590 m long, the Rijeka Breakwater curve is 40 m long, the Rijeka Breakwater Pier 34 and 35 is 530 m long, and the Rijeka Breakwater W is 517 m long.
- (9) Part of the port, specifically the Istria Pier and Riva Boduli is designated for servicing the public boats.
- (10) Non-commercial purpose ships are moored by special agreement with the Rijeka Traffic Centre, on the western part of the Rijeka Breakwater or, if necessary, on other piers.
- (11) Wintering in the port is considered to be an uninterrupted stay of boats and yachts from October 1<sup>st</sup> of the current year until April 30<sup>th</sup> of the following year, based on a wintering contract concluded with the Port Authority. Depending on the availability of moorings, wintering can be extended.
- (12) There are no restrictions with regard to the height of ships docking in the basins referred to in this Article.

### **III. THE PROCEDURE OF ANNOUNCING, DOCKING, LANDING, MOORING, RELOCATION AND ANCHORING OF VESSELS**

#### **1. Announcement and registration of the arrival of vessels in the port**

##### **Article 7**

- (1) The Port Authority manages the port area referred to in Article 3 of this Ordinance and is responsible for the orderly organization of the entry, landing, mooring, moving, relocation, anchoring and departure of watercraft in/from the port.
- (2) The Harbour Master's Office supervises the safety of navigation and the enforcement of order in the port area.
- (3) Control over actions from paragraph 1 of this article is carried out by port controllers.

##### **Article 8**

- (1) Maritime agents of ships planning to arrive at the port shall inform ship captains of the provisions of this Ordinance, the Ordinance on the handling of hazardous substances, conditions and methods of loading and unloading hazardous substances, bulk cargo and

other cargo in the ports, and the method of preventing the spilling of oils in ports, the plan for receiving and handling waste and cargo residues and other relevant documents containing information about the port.

#### **Article 9**

- (1) The master or agent of a ship carrying out international maritime transport must announce its arrival at the port using the CIMIS system, as prescribed by the current provisions of the Ordinance on documents, documents and data on maritime transport, and on their delivery, collection and exchange, as well as the manner and conditions of issuing authorization for free traffic with the coast.
- (2) Exceptionally, when technical difficulties prevent normal report the arrival of a ship through the CIMIS system, the ship master or agent shall deliver the mandatory ship information, documents and data to the competent authorities in the port by fax, e-mail or in person immediately after the arrival of the ship in the port, but no later than within 6 hours of the ship's mooring at the operational shore, i.e. within 12 hours of the ship's arrival at the port anchorage.
- (3) In the cases referred to in paragraph 2 of this article, the ship shall inform the VTS service on the above via radio, while the agent shall inform the Harbour Master's Office.
- (4) After the resolution of technical difficulties, the authorized users shall submit data and documents to the CIMIS system in chronological order, starting from the moment of the occurrence of the technical difficulty until the moment of its resolution.

## **2. Authorization for free traffic with the coast**

#### **Article 10**

- (1) On the basis of the announcement of the arrival at the port, the Harbour Master's Office, following sanitary, border police control and customs checks, issues a permit to the ship in international navigation for a free coastal traffic.
- (2) Approval for free traffic along the coast must also be requested by ships coming from inland ports, in case that during their journey they came into physical contact with a ship or boat arriving from international waters.

#### **Article 11**

- (1) During the day, ships subject to the obligation to seek permission for free coastal traffic must display the flag Q with the International Code of Signals before arriving in the port.
- (2) During its stay in the port area, a foreign ship may display small or large dress only with the approval of the Harbour Master's Office.

#### **Article 12**

- (1) The ship must not come into contact with other ships, organizations and citizens on the coast before receiving the approval for free traffic with the coast.
- (2) If the permit for free traffic with the coast has not been issued, the following vessels can dock along with the ship:

- the vessel of the Harbour Master's Office, police and customs, or other vessels in case extraordinary circumstances, when the provision of assistance or rescue is needed,
- tug-boats for towing,
- a floating object of the piloting company.

### **3. Reporting procedure and method of entering the port**

#### **Article 13**

(1) The master of a ship entering the Port of Rijeka shall inform the VTS service 15 minutes before entering or at the latest upon entering the Rijeka control sector by calling *VTS Rijeka* on the VHF radio channel, Ch 14, handing in the Ship's Position Report, which should contain the following information:

- the ship's name and international call sign;
- draught of the ship;
- course and speed;
- destination;
- estimated time of arrival (ETA).

#### **Article 14**

- (1) The ship master shall notify the Rijeka Traffic Centre of the time of arrival in the manoeuvring sector no later than 2 hours before they provide the information to ETA by calling RIJEKA TRAFFIC on VHF radio, channel 9.
- (2) For ships that have to use the harbour pilot service, the Rijeka Traffic Centre has to inform the pilot about the time of the ship's arrival at the Port of Rijeka after the ship has arrived.
- (3) The ship master shall inform the VTS service, the Rijeka Traffic Centre and the Harbour Master's Office about the intention to enter the port 15 minutes before the ETA, and at the latest when entering the Rijeka manoeuvring sector by calling RIJEKA TRAFFIC on VHF radio, channel 9 and handing in the entry reports.

The entry report should contain the following:

- the name of the ship;
- call sign;
- statement of intent: "entering the Port of Rijeka";
- mooring/anchoring place.

#### **Article 15**

- (1) The master of the ship and/or the pilot shall report to the Rijeka Traffic Centre after docking and mooring or anchoring by calling RIJEKA TRAFFIC on the VHF radio, channel 9 and handing in the arrival reports.
- (2) The arrival report contains the following:

- name of the ship;
- call sign;
- status statement: moored/anchored
- place and time of mooring or anchoring position.

#### **Article 16**

- (1) Communications, except the VTS communications, can be carried out on a VHF channel outside the VTS system, except for reporting the arrivals and departures of ships obliged to participate in VTS services.
- (2) Communication between maritime transport entities takes place whenever possible by using communication messages and their markings as determined by the Ordinance on the safety of maritime navigation in internal sea waters and the territorial sea of the Republic of Croatia, and the manner and conditions of monitoring and managing maritime traffic.

#### **Article 17**

- (1) As a rule, communication is done in English using the IMO standard maritime communication terms according to the IMO resolution A.918(22); communication in Croatian is exceptionally allowed.

#### **Article 18**

- (1) Manoeuvring of watercrafts in the port area under the jurisdiction of the Port Authority is allowed 24 hours a day, except in cases when the values forecasted by the meteo-oceanographic service are higher than those prescribed in Annex 2 of this Ordinance, when manoeuvring is prohibited.
- (2) Values of meteo-oceanological conditions that are higher than the limits prescribed in Annex 2 of this Ordinance are determined by the Rijeka Traffic Centre based on data from meteorological stations installed in the area of the Port of Rijeka Authority.
- (3) In the case that the forecasted meteo-oceanological conditions are above the borderline values, the Rijeka Traffic Centre will declare a state of readiness.
- (4) In the event of the occurrence of the conditions from paragraphs 2 and 3 of this article, the Rijeka Traffic Centre shall notify the Harbour Master's Office, VTS service, ship master, pilotage service, towing service and the ship's agent.
- (5) The forecasted meteo-oceanological data are considered The official forecast data of the Croatian Meteorological and Hydrological Service (DHMZ) are taken as valid meteo-oceanographic data.
- (6) In all cases of extraordinary circumstances, the concession holder and the watercrafts shall inform the Port Authority and undertake all actions in terms of preventing the spread of a major threat and/or damage.
- (7) The Harbour Master's Office may prohibit the entry and exit of vessels in/out of the port and/or suspend trade operations in the event of bad weather or other circumstances dangerous to human life and/or property in the port.

- (8) The Rijeka Traffic Centre will inform all vessels in the port, pilots and concessionaires about the circumstances referred to in paragraph 4 of this article.

#### **Article 19**

- (1) The captain of the ship, yacht, boat manager and the person responsible for the watercraft must comply with the prescribed rules of navigation, safety regulation concerning protection from pollution, and respect the prescribed signals and signs in accordance with the valid regulations.
- (2) All ships, yachts and small boats sailing in the area of the Rijeka VTS navigation sector shall listen to the maritime radio traffic on VHF, channel 09.
- (3) Ships, yachts and boats shall establish a connection with the Rijeka Traffic Centre by calling RIJEKA TRAFFIC on VHF radio, channel 09.
- (4) If a pilot is present on the ship, he shall report to the Rijeka Traffic Centre before the ship's arrival or departure in order to receive information about the state of the waterway and the time of embarkation and disembarkation of the pilot from the ship.
- (5) During the mooring/unmooring of the vessel, the port personnel in charge of mooring/unmooring will be employed, so as to ensure a safe mooring/unmooring of the vessel.

#### **Article 20**

- (1) A watercraft exiting from the port area has priority in manoeuvring over a watercraft entering the port area.
- (2) Ships entering the port must not interfere with the manoeuvring procedure of ships leaving the port.
- (3) The ship master, master of the yacht or the boat manager must, when sailing, docking, mooring, unmooring and anchoring the vessel in the port, act in a manner so as not to endanger human life, pollute the sea or cause damage to their vessel and/or cargo, or the port facilities, either by collision, impact or stranding.
- (4) A ship carrying peoples whose lives may be in danger, directly or indirectly, shall have priority in entering or leaving the port. The same will apply to property at risk carries on board.
- (5) Ships, yachts and boats during navigation in the port area shall not sail at speeds greater than 5 knots.
- (6) Ships, yachts and small boats when arriving or leaving the port and during navigation in the port shall sail with increased caution and reduced speed so that the waves generated by their navigation do not damage other vessels, the coast and facilities in the port.
- (7) Upon seeing a visibly posted sign, such as a warning about the speed limit, the vessels shall sail with caution and at the lowest speed when sailing next to port facilities sensitive to waves, or locations where coastal or underwater works are being carried out, so as not to interfere with the works or cause damage.

#### **4. Piloting the vessel**

##### **Article 21**

- (1) Harbour pilotage in the port area of Rijeka is mandatory for ships of 500 GT or larger and for yachts of more than 1,000 GT.
- (2) As an exception to the provisions of paragraph 1 of this article, the Harbour Master's Office may determine that certain types of ships with a gross tonnage of less than 500 are subject to mandatory port pilotage.
- (3) Croatian warships, Croatian public ships, ships that serve to maintain waterways and navigation safety facilities on these water ways, water carriers, Croatian passenger ships, ferries that sail on regular lines and ships that are exceptionally exempted in accordance with the provisions of Article 70, paragraph 3 of the Maritime Code are not subject to mandatory port piloting.
- (4) The pilotage service must be requested by the captain of the ship or his representative.
- (5) After the daily meeting (Coordination), and after receiving the order for the mooring of the ship from the maritime agent and upon the confirmation of the concession holder, the Rijeka Traffic Centre will inform the master of the ship about the place of mooring and direct him to the operational VHF channel of the marine pilots.
- (6) Port pilotage is also mandatory in the port area if the ship is moved from one pier to another, if it moves along the pier using its own propulsion engine or using a tugboat, or if the ship turns on the same berth with or without a tugboat. In this case, the master of the ship or the representative of the ship shall request the port piloting service no later than two hours before moving or shifting the ship.
- (7) Ships establish a connection with the pilot service on VHF radio, channel 08.
- (8) The ship master shall ensure the safe embarkation/disembarkation of the pilot in accordance with international rules and recommendations.
- (9) The pilot shall inform the vessel about the usual method of mooring.
- (10) There must be person in charge on the ship's bridge and on the pilot ladder, who speaks and understands Croatian or English.

##### **Article 22**

- (1) The pilot boards the ship upon the arrival on the pilot boarding position, or at the anchorage spot that is marked on the nautical charts, and goes off board on the shore after the ship is safely moored.
- (2) When the ship departs, the pilot comes on board while the ship is moored, and goes off board at the designated spot or at the anchorage spot after the ship has left the port and the towboats have been released, provided they had been used.
- (3) The ship is obliged to provide leeward to the pilot boat, while the pilot shall at all times have a free and safe boarding/disembarkation from the ship using the designated pilot ladders, gangways or a combination of ladders and gangways with adequate lighting at night.

- (4) Upon arrival on the ship, the pilot shall inform the captain about the dock and the intended method of mooring that is in accordance with the conditions specified in the Maritime Study.
- (5) Upon boarding the ship, the pilot on duty announces to the Rijeka Traffic Centre the beginning of the manoeuvre, the name of the ship and the pier where the manoeuvre will be carried out.
- (6) For ships that do not use pilot services, the service for the mooring and unmooring of ships will report to the Rijeka Traffic Centre about the time and place of the ship's mooring.

## **5. Shifting the vessel**

### **Article 23**

- (1) The Port Authority may request the owner or user to shift the watercraft from one berth to another one, or to an anchorage and to duly inform the Harbour Master's Office about it.
- (2) If the owner or user is not available or does not comply with the Port Authority's request to shift the ship to another berth for functional reasons, the Port Authority can move the watercraft at the owner's expense and risk with the consent of the Harbour Master's Office.

### **Article 24**

The Harbour Master's Office may, for reasons of navigational safety, safety and protection of human life and the environment, as well as port and other facilities, order the vessel to be moved to another berth or to move from its assigned spot, and to partially or completely remove the loaded vessel from the operational pier to another location, with prior notification to the Port Authority.

## **6. Anchoring the vessel**

### **Article 25**

- (1) If the ship intends to anchor, the master of the ship shall announce to the Rijeka Traffic Centre the exact time of arrival at the anchorage at least 2 hours before the ship's arrival.
- (2) After receiving the exact time of arrival, the Rijeka Traffic Centre informs the ship master about the place and method of anchoring.
- (3) Anchorage areas in the port area of Rijeka are shown in Annex 1, which forms an integral part of this Ordinance.

### **Article 26**

- (1) The anchorages under the jurisdiction of the Port of Rijeka Authority in the area of the Gulf of Rijeka are the following:
  - the eastern (B and D) and western anchorage (A and C);
  - the anchorage for tankers (E);
  - the anchorage for LPG/LNG ships and for ships transporting chemicals (F).



- The coordinates of the anchorage under the jurisdiction of the Port of Rijeka Authority are:

the Western anchorage:

- a)  $\phi = 45^{\circ} 20.0' \text{ N}$  and  $\lambda = 014^{\circ} 22.7' \text{ E}$
- b)  $\phi = 45^{\circ} 19.5' \text{ N}$  and  $\lambda = 014^{\circ} 24.6' \text{ E}$
- c)  $\phi = 45^{\circ} 17.1' \text{ N}$  and  $\lambda = 014^{\circ} 21.3' \text{ E}$
- d)  $\phi = 45^{\circ} 17.5' \text{ N}$  and  $\lambda = 014^{\circ} 20.0' \text{ E}$

the eastern anchorage:

- a)  $\phi = 45^{\circ} 19.3' \text{ N}$  and  $\lambda = 014^{\circ} 25.3' \text{ E}$
- b)  $\phi = 45^{\circ} 18.4' \text{ N}$  and  $\lambda = 014^{\circ} 28.5' \text{ E}$
- c)  $\phi = 45^{\circ} 15.1' \text{ N}$  and  $\lambda = 014^{\circ} 27.1' \text{ E}$
- d)  $\phi = 45^{\circ} 16.4' \text{ N}$  and  $\lambda = 014^{\circ} 23.2' \text{ E}$

the anchorage for tankers:

- a)  $\phi = 45^{\circ} 17.8' \text{ N}$  and  $\lambda = 014^{\circ} 28.2' \text{ E}$
- b)  $\phi = 45^{\circ} 16.2' \text{ N}$  and  $\lambda = 014^{\circ} 31.9' \text{ E}$
- c)  $\phi = 45^{\circ} 14.2' \text{ N}$  and  $\lambda = 014^{\circ} 29.4' \text{ E}$
- d)  $\phi = 45^{\circ} 15.1' \text{ N}$  and  $\lambda = 014^{\circ} 27.1' \text{ E}$

The anchorage for ships carrying liquefied gas is an area with a radius of 1.5 M centred at the position  $\phi = 45^{\circ} 11.1' \text{ N}$  and  $\lambda = 014^{\circ} 28.7' \text{ E}$ .

- (2) The western and eastern anchorages are divided into two parts, where the anchoring areas of ships are designated into the corresponding northern and southern parts with the purpose of separating the anchoring positions of general cargo ships that transport dangerous or polluting cargo from general cargo ships that do not transport dangerous or polluting cargo.
- (3) The western anchorage of the Port of Rijeka is divided by the junction of points 1 and 2 with the following coordinates:
  - 1.  $\phi = 45^{\circ} 18.8' \text{ N}$  and  $\lambda = 014^{\circ} 21.4' \text{ E}$
  - 2.  $\phi = 45^{\circ} 18.3' \text{ N}$  and  $\lambda = 014^{\circ} 23.0' \text{ E}$
- (4) Within the southwestern part of the Western Anchorage, general cargo ships carrying hazardous or polluting cargo are allowed to anchor (area code: C - anchoring area for general cargo ships with hazardous or polluting cargo), and within the northeastern part of the western anchorage, general cargo ships are allowed to anchor with general cargo that means, if they do not carry hazardous or polluting cargo (area designation: A - anchorage area for general cargo ships, bulk carriers, passenger ships and yachts).
- (5) The existing eastern anchorage of the Port of Rijeka is divided by the junction of points 3 and 4 with the following coordinates:
  - 3.  $\phi = 45^{\circ} 17.9' \text{ N}$  and  $\lambda = 014^{\circ} 24.3' \text{ E}$

4.  $\phi = 45^{\circ} 16.8' \text{ N}$  and  $\lambda = 014^{\circ} 27.8' \text{ E}$ .

- (6) Within the southwestern part of the eastern anchorage, general cargo ships transporting also hazardous or polluting cargo may anchor (area code: D - anchoring area for general cargo ships with hazardous or polluting cargo), and within the northeastern part of the eastern anchorage, general cargo ships not carrying hazardous or polluting cargo may anchor (area code: B - anchorage area for general cargo ships, bulk carriers and passenger ships and yachts).

#### **Article 27**

- (1) The anchorage should be navigated carefully and at minimum speed.
- (2) If, due to bad weather watercraft's anchor dragging, and as a result of drifting comes into a position of dangerous proximity to another watercraft, it has to take the necessary actions (raise the anchor) and manoeuvre so as not to endanger other watercrafts.
- (3) If, due to a change in the direction of the wind and/or sea current, two anchored watercrafts come into a position of dangerous proximity, the watercraft that anchored last shall change its anchoring position.

### **7. Announcing procedure and seaplane landing spot**

#### **Article 28**

- (1) The captain of the seaplane shall announce his arrival to the Rijeka Traffic Centre at least 10 minutes before landing, i.e. immediately before take-off, using the ship's radio station VHF, channel 09.
- (2) The area of the seaplane runway is marked-off by point connectors as follows:
- 1) A.  $45^{\circ} 19.4' \text{ N}$   $14^{\circ} 24.8' \text{ E}$   
B.  $45^{\circ} 19.3' \text{ N}$   $014^{\circ} 25.0' \text{ E}$   
C.  $45^{\circ} 18.8' \text{ N}$   $014^{\circ} 24.5' \text{ E}$   
D.  $45^{\circ} 19.0' \text{ N}$   $014^{\circ} 24.1' \text{ E}$
  - 2) A.  $45^{\circ} 19.5' \text{ N}$   $014^{\circ} 25.5' \text{ E}$   
B.  $45^{\circ} 19.4' \text{ N}$   $014^{\circ} 26.3' \text{ E}$   
C.  $45^{\circ} 19.3' \text{ N}$   $014^{\circ} 26.3' \text{ E}$   
D.  $45^{\circ} 19.3' \text{ N}$   $014^{\circ} 25.5' \text{ E}$
- (3) The area of the landing runway for seaplanes in case of adverse weather conditions (high southerly waves) is determined by connecting points as follows:
- |   |                                    |                                     |
|---|------------------------------------|-------------------------------------|
| A | $45^{\circ} 19' 43.76'' \text{ N}$ | $014^{\circ} 24' 54.32'' \text{ E}$ |
| B | $45^{\circ} 19' 48.41'' \text{ N}$ | $014^{\circ} 24' 56.23'' \text{ E}$ |
| C | $45^{\circ} 19' 43.93'' \text{ N}$ | $014^{\circ} 25' 18.28'' \text{ E}$ |
| D | $45^{\circ} 19' 39.26'' \text{ N}$ | $014^{\circ} 25' 16.38'' \text{ E}$ |

- (4) The area marked-off by the points A, B, C and D from paragraph 3 of this article is located leeward of the Rijeka Basin breakwater, up to 150 m inside the breakwater. The surface is used exclusively as an alternative landing/take-off area to the surfaces from paragraph 2 of this article in order to avoid flight cancellation.
- (5) The decision to land/take-off from the surface referred to in paragraph 3 of this article is made by the pilot of the seaplane with the prior consent of the Rijeka Traffic Centre.

## **8. Mooring and unmooring of the vessel**

### **Article 29**

- (1) Berths in the port area are assigned according to the daily schedule of the Port Authority, which includes the site number and the place and time of mooring, which is submitted to the ship's agents, concession holders and the Harbour Master's Office.
- (2) The agent of the vessel informs the captain of the vessel about the assignment of the mooring and confirms that the vessel accepts the place and time of the mooring allotted by the Port Authority.
- (3) If the captain of the watercraft refuses to accept the assigned mooring, its agent of the shall immediately report this to the Port Authority.
- (4) For the safety of the ship and the port, the Harbour Master's Office can order the ship to move from one berth to another or to an anchorage. In case of relocation, the Harbour Master's Office shall inform the Port Authority about it.
- (5) The Harbour Master's Office can prohibit the mooring or anchoring of a watercraft on the operational shore or anchorage for a justified reason, i.e. when it receives a prior notice from the Port Authority that the safety of navigation or the safety of human lives and facilities on the shore or at sea would be endangered by such action, or if the watercraft is in a condition that that could lead to sea pollution.
- (6) The Port Authority can cancel the assigned berth from the ship if it is determined that the ship has not docked there at the specified time, if the captain expressly refuses the assigned berth, if it is determined that the ship incorrectly declared the cargo or for other justified reasons.

### **Article 30**

- (1) Public ships, warships or ships that perform public transport in coastal maritime service have the advantage of mooring next to the operational shore in the port.
- (2) In the case of simultaneous arrival into the port of cargo ships, the priority in manoeuvring is determined by the order of arrival of ships, with liner ships having priority, followed by tankers, and finally all other ships.
- (3) The manoeuvring schedule is coordinated by the Rijeka Traffic Centre.
- (4) In case of force majeure or when human lives or safety of navigation are at risk, the Port Authority shall give the affected vessel priority in mooring.
- (5) In exceptional cases (perishables, ship breakdown, availability of port capacity, etc.), the Port Authority can determine a different order of priority for ship moorings or temporarily change the purpose of individual moorings.

- (6) The Port Authority informs the Harbour Master's Office about the reasons for changing the priority order of the ships' moorings or temporarily changing the purpose of individual moorings in order to obtain the consent of the Harbour Master's Office.

#### **Article 31**

- (1) In the area under the management of the Port Authority, it is forbidden to tie up boats at the berths used for the port's operational purposes.
- (2) Boats can use the berths only with the special permission of the Port Authority in case of force majeure.

#### **Article 32**

The ship is considered to have entered the port when it is safely moored or has dropped anchor at the anchorage, highlighted the anchor marks and confirmed the anchoring time and position to the Rijeka Traffic Centre by means of radio. If the ship enters the port with the help of a pilot, whereby the time of the ship's arrival at the pilot station is noted, or, if the ship sails without a pilot, the time of mooring at the approved berth.

#### **Article 33**

- (1) The mooring and unmooring of ships is performed by the concessionaire based on the terms of the concession.
- (2) Mooring, unmooring and moving the ship can only be done by trained staff employed by the concession holder.
- (3) The received orders are delivered by the Port Authority to the concessionaire for the mooring and unmooring of ships.
- (4) The concessionaire from paragraph 1 of this article shall dispose of appropriate mooring boats for the needs of mooring and unmooring of ships.

#### **Article 34**

- (1) Ships entering or leaving the port or are being moved from one berth to another shall use the services of specialized port mooring personnel.
- (2) Exceptionally, ships smaller than 200 GT and vessels providing port services, with exception of the floating cranes, are not obliged to use the services of specialized port personnel.
- (3) Croatian Navy ships, public ships, ships that serve for the maintenance of waterways and navigation safety facilities on these waterways, tourist sailing ships, yachts shorter than 20 m, fishing boats and vessels for sports and leisure are not subject to the obligation to use the mooring and departure service, except at their own request.
- (4) If the ship moves along the shore without using propulsion engine for distances greater than its own length, it is mandatory to use the port mooring and unmooring services.
- (5) In order to ensure the safety of navigation, safety and protection of human life and the environment, the Port Authority or the Harbour Master's Office can order any vessel to mandatorily use the mooring or unmooring services.
- (6) Ships sailing into the port with the assistance of a pilot shall use the mooring and unmooring services.

- (7) Mooring boats can also be used during mooring, unmooring and shifting of the ship within the port.
- (8) The pilot, in agreement with the concessionaire for mooring and unmooring, decides whether a mooring boat should be employed.
- (9) The pilot coordinates the use of the mooring and unmooring services (applicable for ships using the piloting service).
- (10) In the Omišalj Basin, at least two mooring boats of appropriate size and engine power must be used for the mooring of tankers, to ensure their safe mooring and unmooring.

#### **Article 35**

- (1) Persons who carry out the mooring and unmooring of the ship shall wear work clothes with visible identification marks and shall be equipped with a radio station.
- (2) The number of mooring personnel engaged is determined according to ship size, bearing in mind the safety of the mooring and unmooring procedure.
- (3) The ship's crew shall remain in their places until the ship is safely moored to the shore.

### **9. Towing the vessels**

#### **Article 36**

- (1) The number of tugboats that the ship must use when manoeuvring in certain conditions and the borderline conditions for manoeuvring are described in Annex 2, which is an integral part of this Ordinance.
- (2) Towing must be performed by using the tug's tow rope.
- (3) The ship's agent shall contact the captain and order tugboats in a timely manner in accordance with the conditions for the use of the minimum number of tugboats prescribed by this Ordinance.
- (4) In case of bad weather, overcrowded port, simultaneous manoeuvring of several vessels, if the ship is transporting hazardous goods and in other justified cases when the safety of the ships is threatened, the pilot, the ship's captain or the Harbour Master's Office may request the use of additional tugboats.

#### **Article 37**

- (1) If the pilot considers that the number of tugboats does not guarantee the safety of the ship and of the port during manoeuvring, he will inform the Harbour Master's Office on his assessment, and the latter will determine the minimum number of tugboats required for the safe manoeuvring of the ship.
- (2) In the event that several watercrafts request towing at the same time, and there are not enough tugboats, the duty officer of the Rijeka Traffic Centre will determine the order of towing, taking into account that line ships have priority.
- (3) In the event of risk for the safety of maritime navigation, or potential threat of sea pollution, the Harbour Master's Office shall determine the order of priority towing.
- (4) In exceptional cases, the number of tugboats required for towing damaged (immobile) and atypical ships will be confirmed by the Harbour Master's Office.

#### **IV. KEEPING ORDER IN THE PORT AREA**

##### **1. The stay of vessels in the port**

###### **Article 38**

- (1) The captain of the watercraft, or the responsible person acting for the captain is responsible for the safety of the watercraft in the port area.
- (2) In the absence of a captain or acting captain, it is the responsibility of the owner of the watercraft to take care of its safety and ensure conditions that so as not to endanger human life or cause sea pollution, or damage to watercraft itself or other vessels in the port through collision, impact, stranding or fire.

###### **Article 39**

- (3) The number of crew on the watercraft must be sufficient to ensure its safe operation in the event of emergency.
- (4) The watercraft referred to in paragraph 1 of this article must have at least one deck and engine officer, as well as a ship's watch at night, and the filling of these positions is the responsibility the captain of the craft.
- (5) During the stay of the watercraft on the anchorage, it must be manned by crew required to manage the vessel during sailing.
- (6) Laid-up ships can stay in the port area only with the approval of the Port Authority, for a certain period of time and with the consent and under the conditions prescribed by the Harbour Master's Office.
- (7) A laid-up ship or a ship waiting to be repaired must have an adequate number of crew on watch day and night in order to maintain a safe mooring of the ship.
- (8) The number and composition of crew members referred to in paragraph 7 of this article and the level of their qualification is determined by the Harbour Master's Office for each case individually.
- (9) When the watercraft are in a group and moored next to each other, they must have as many crew members as is determined by the Harbour Master's Office.

###### **Article 40**

- (1) It is necessary to undertake all measures to prevent the risk for human life, property and the marine environment on the watercraft during its stay in the port.
- (2) During the entire stay of the watercraft in the port, its main engine must be kept in a state of readiness so that it can leave the port in the shortest possible time if necessary.
- (3) If any extraordinary event occurs on the watercraft (accident, fire or pollution of the port area), the person managing the craft must report this event immediately to the Harbour Master's Office and the Port Authority.

###### **Article 41**

- (1) The captain of the watercraft, by order of the Port Authority and with the consent of the Harbour Master's Office has to allow that one or more other vessels be moored alongside the watercraft in order to maintain the connection to the shore.
- (2) The maximum number of watercrafts that can be moored next to each other is 4.

- (3) If a watercraft is moored or anchored in the port so that its end parts protrude beyond the shore, it must raise a red flag on the spot where the mooring protrudes beyond the watercraft during the day, and at night to place a red light on the same spot, visible from all sides. Also, if necessary, the moorings must be loosened, tightened or untied.
- (4) If a ship is able to dock in front of or behind another ship moored to the operational shore, the moored ship must mark its bow or stern, or both if necessary, with a white light visible from all sides at night.
- (5) If more than one ship is moored on one operational shore, they must be moored in such a way that the distance between them ensures a safe mooring and stay of the ships in the port.
- (6) A ship on the operational shore may use appropriate means (distancers) for mooring, which must be of appropriate size and technical/technological characteristics in order to enable a safe mooring.

#### **Article 42**

- (1) The watercraft located in the port must be moored with suitable and correct mooring lines on mooring bitts/bollards or buoys.
- (2) The monitoring of the mooring lines must be organized by the crew of the ship, who will ensure that the ship is as close as possible to the mooring during commercial operations, so that the ship's lines can be tightened or slack as required.
- (3) In the event of onset of a storm that may endanger safety, the watercraft moored or anchored in the port must strengthen their mooring lines, have ship engine ready for manoeuvring, check whether the anchor is plowing, and upon the order from the Rijeka Traffic Centre, with the consent of the Harbour Master's Office, set sail from the port area or from the berth or move to a safer berth.
- (4) For reasons of navigation safety and environmental protection, the Harbour Master's Office can temporarily declare the port area or any of its parts closed to traffic, with prior notification to the Port Authority.
- (5) If the ship does not have enough mooring lines or anchors, if the mooring lines do not have sufficient breaking strength and length, i.e., if the vessel lacks the appropriate equipment, the Port Authority and/or the Harbour Master's Office will order the watercraft to be provided with the appropriate equipment.
- (6) If the watercraft is not equipped with the appropriate equipment, the Port Authority and/or the Harbour Master's Office will prohibit it from docking in the port.
- (7) The captain of the watercraft or the person acting for the captain is responsible for its safe mooring for the entire time of its stay in the port.
- (8) The winch traction brakes must meet the needs of the mooring and must be at the least of 60% of the breaking strength of the ship's ropes.
- (9) During the ship's stay at the berth, the ship's anchors must be properly secured by keeping the brakes of the anchor winch in proper condition, and the anchor chain must be additionally secured with an anchor stopper.

#### **Article 43.**

- (1) Before entering or leaving the ship, the coastal cargo-handling equipment (cranes) must be positioned and secured in such a way that it does not interfere with the safe entry or departure of the vessel.
- (2) In the event of adverse weather conditions, the responsible person of the cargo transshipment concession holder must take action to prevent any risk to persons, to prevent damage to the vessel, as well as to cargo unloading devices and equipment of the concession holder.
- (3) In the Bakar Basin - Podbok Pier, the captain of the bulk cargo carrier and the responsible person of the concession holder shall jointly fill out the *Ship/shore safety check list for loading or unloading dry bulk cargo carriers*.
- (4) The *Ship/shore safety checklist* must be in accordance with the safety checklist prescribed by the International Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code, 1998) and approved by the Port Authority.

#### **Article 44.**

- (1) The mooring of watercrafts in the port must not interfere with public traffic and the navigation of other watercrafts, the free movement of people and vehicles along the shore, as well as the functional use of berths and operational shores and the operation of the transshipment equipment on these shores.
- (2) Exceptionally, the Harbour Master's Office may allow the Port Authority to moor watercrafts in a manner contrary to the provisions of paragraph 1 of this article.

#### **Article 45**

- (1) The Port Authority will establish and maintain in working order at least one station for measuring the direction and speed of the wind in each port area which it manages.
- (2) The berths and the operational shore on which transshipment operations are carried out must be illuminated at night with a light intensity of at least 200 lux in order to ensure the safe mooring, unmooring and stay of ships.

#### **Article 46**

- (1) If a ship, boat, or other watercraft loses a part of its equipment or cargo in the port, the person managing the ship, boat or watercraft must inform the Harbour Master's Office and the Port Authority without delay.
- (2) If the person managing the watercraft notices that there are objects in the port that threaten the safety of navigation or that can damage other ships, boats, port facilities, or cause sea pollution, they must immediately inform the Rijeka Traffic Centre and the Harbour Master's Office.
- (3) The person in charge of the watercraft and the pilot must notify the Harbour Master's Office and the Port Authority without delay, in case of any extraordinary events on the ship hazardous for persons, hull, equipment, machinery or cargo, as well as any damage caused by the ship to the shore and equipment, or if they should notice environmental pollution.



#### **Article 47**

- (1) A ship moored to the shore must ensure a safe access to and from the ship.
- (2) Below the ship's gateway, there must be a safety net between the shore and the ship, and a lifebelt with a rope must be placed next to the gateway.
- (3) The gateway must be accessible, suitable for its purpose and secured by a min. 1m high handrail on both sides.
- (4) The moored vessels must have an illuminated deck at night and a free access to the ship must be kept.
- (5) If a coastal gateway is used to access the ship, it must meet all the conditions for safe access to/from the ship.
- (6) The boarding and disembarking of passengers must be done through the ship's gateway with the mandatory presence of a crew member.
- (7) Store hatches and all other dangerous openings on the ship must be fenced off or closed in such a way that it is possible to safely walk past and over them.

#### **Article 48**

- (1) Stranded, unusable or sunken watercraft or sunken objects must not be left inside the port area.
- (2) If a watercraft or other sunken object threatens the safety of navigation or there is a risk of sea pollution, the shipowner or the owner of the watercraft, or a sunken ship or vessel must, upon the request of the Port Authority and the Harbor Master's Office, move the watercraft or the object out of the port.
- (3) If the shipowner, or the owner of a watercraft or a sunken object, ship or boat does not comply with the request of the Port Authority and the Harbour Master's Office from paragraph 2 of this article, the Harbour Master's Office will order the owner of the ship or boat its removal from the port.
- (4) In the event that the shipowner or the owner of the object referred to in paragraph 3 of this article does not remove the stranded, unusable or sunken watercraft or object, the same will be removed by the Port Authority at the expense and responsibility of the owner.

#### **Article 49**

- (1) In case of engine failure or if the ship intends to float, its captain or the pilot must inform the Rijeka Traffic Centre and the Harbour Master's Office as soon as possible.
- (2) Any deficiency in the ship's anchoring or mooring system as well as its limitations must be reported to the Harbour Master's Office, which will decide whether such a ship can be moored and under what special conditions.
- (3) The ship must at all times be able to manoeuvre and maintain a minimum of 30% of its summer deadweight tonnage (SDWT).
- (4) For manoeuvrability, the ship must have a reasonable amount of ballast and a fully submerged propeller, with a reasonable stern trim.

### **Article 50**

- (1) The access for persons and vehicles to the port area is permitted with prior authorization for the movement of persons and vehicles in the port area.
- (2) Persons and vehicles are required to move around the port area in such a way that they do not interfere with operations in the port and are subject to inspection by authorized persons.
- (3) Motor vehicles may move in the port only on marked roads.
- (4) The speed of motor vehicles in the open area must not exceed 25 km/h on the operational shores.
- (5) It is forbidden to stop and park motor vehicles in the port area where handling operations are carried out, as well as in places where an explicit prohibition is indicated.
- (6) Public vehicles (police, ambulance, firefighters, port authorities, pilotage service company, customs, etc.) can move and stay in the port area without authorization when carrying out official business and are appropriately marked. During their activities they must park on designated places, provided their activities allow it.

### **Article 51**

- (1) The crew of the ship is allowed to use only the coastal part next to the ship for the purpose of measuring and inspecting the ship with the mandatory use of personal protective equipment.
- (2) Moving and staying in the area of the Rijeka border crossing for international traffic is allowed only to persons who have a valid reason for doing so and an appropriate identity document.
- (3) Legal and natural persons, as well as craftsmen who carry out economic activities in the area of the border crossing, must submit the personal data of their employee to the competent police station before such employees start working in the area of the border crossing, as well as to obtain a suitable identity card for the employees before they start working in the area of the border crossing. They will also bear the costs of issuing such documents.

### **Article 52**

- (1) A ship located in the port area must be ready for manoeuvring.
- (2) Any repair or maintenance work on the ship staying in the port area that could potentially lead to the ship becoming unseaworthy is not allowed.
- (3) As an exception to the provisions of paragraph 2 of this article, repairs may be carried out on the ship in the port area on the place and time determined by the Port Authority with the consent of the Harbour Master's Office.
- (4) The Harbour Master's Office prescribes additional provisions under which the ship can be subject to repair or maintenance (paragraph 3 of this article).
- (5) The Harbour Master's Office can order the termination of all such works if it determines that the prescribed safety measures are not being followed.

### **Article 53**

- (1) Unauthorized persons are prohibited from entering the port area.
- (2) During the ship's stay in the port, the following persons are allowed access to the ship:
  - crew members;
  - representatives of the client;
  - representatives of classification societies and maritime institutions that are in contact with the ship, state and international inspectors and authorized persons of other state bodies;
  - legal and natural persons who, due to business purposes, need keep in contact with the ship with the permission of the Port Authority;
  - family members of the ship's crew with the permission of the police authorities and the Port Authority.

### **Article 54**

- (1) The margin shore area in the port must be free at all times, and the part of the port where passengers, cargo and vehicles are being loaded/unloaded or embarked/disembarked must be specially fenced off and visibly marked.
- (2) The part of the shore area that leads to the place designated for boarding and disembarking of passengers must keep a free lane of 3 m for the access of emergency service vehicles.
- (3) Only transshipment equipment, devices for the mooring of ships and equipment for securing people and cargo during work may be left in the area referred to in paragraph 1 of this article.
- (4) The width of the margin shore area at the Riva Boduli Pier is 6 m, at the Gat Karoline Riječke Pier 3.5 m, at the Rijeka Breakwater the width is from 1.6 to 5 m, and on the other shores of the port area the margin shore area is 1 to 2 m wide.
- (5) The outer edges of the coast line are marked with a yellow line, in charge of which is the Port Authority or the authorized concessionaire.

### **Article 55**

- (1) With the goal of determining the actual carrying capacity of a ship, the Port Authority has the right to control the number of passengers in transport, as well as vehicles and cargo in the port area.
- (2) Concessionaires, ship or yacht captains, or boat managers, when embarking, disembarking and transshipping passengers or cargo, must undertake the necessary steps to eliminate any risks to the safety of people and property and to protect the sea from pollution.

### **Article 56**

The captain of the ship, the captain of the yacht and the manager of the boat when boarding or disembarking passengers, cargo or vehicles must ensure the following:

- 1) that passengers and their luggage may not board or disembark from the ship over the ship's rail;
- 2) that the hatch of the ship's rail must not be opened before mooring to the shore, i.e. before the watercraft stops, and must be closed before it is unmoored;
- 3) that the bridge for embarking and disembarking of passengers and crew is securely and firmly fixed, has strong side rails and a transverse strip attached to the floor. At night, the bridge must be well illuminated;
- 4) that the side steps on the ship, along with the auxiliary bridge that connects the steps to the shore are well secured, and the side fences are strong enough and securely embedded with posts and tensioned ropes. The stairs must be well-lit at night. A suitable protective net must always be placed under the ship's stairs;
- 5) that at least one crew member must be present on the bridge or on the stairs during the boarding or disembarking of passengers, and must have a lifebuoy with a suitable line within reach;
- 6) that the hatches of the warehouse and all deck hatches are fenced off and closed so that it is possible to safely walk past and over them;
- 7) that the ramp on Ro-Ro passenger ships, which is also used for the embarking and disembarking of passengers and vehicles, cannot be opened before the ship is tied to the shore, except in special cases when the ship must dock with an open ramp, in which case access to the open ramp should be fenced off. During the docking at the port, passengers are prohibited from staying on the deck between vehicles;
- 8) that on Ro-Ro passenger ships that do not have separate independent passages for passengers, the boarding and disembarking of passengers is carried out via the ship's ramp, but not at the same time as the vehicles;
- 9) before the Ro-Ro passenger ship leaves the port as well as during the voyage, the entrance/exit doors of the vehicles must be completely closed and secured against opening.

#### **Article 57**

The covered area for the reception and stay of passengers and luggage, as well as the sanitary facilities in the port area, must be maintained in accordance with hygienic and sanitary regulations.

#### **Article 58**

- (1) With the approval of the Port Authority and the consent of the Harbour Master's Office, the following activities may exceptionally be carried out in the port area:
  1. keeping the ship's propeller running while the ship is moored; on the berths in the Omišalj Basin this is possible only with the assistance of a tugboat and the port pilot in coordination with the concessionaire's authorized representative;
  2. actions necessary to prevent immediate and obvious damage or when it is necessary to move and remove berths, anchors or devices belonging to another ship or boat due to docking of the ship;
  3. using the ship's whistle for greeting or for testing of the siren.

- (2) In case of extraordinary circumstances or danger, as well as during manoeuvring, the ship's whistle can be used without the prior approval of the Harbour Master's Office.

#### **Article 59**

In the port, it is not allowed to lower lifeboats, rafts and other floating devices, as well as testing the hydraulic booms and free-fall launch mechanism of boats without the approval of the Port Authority and the Harbour Master's Office.

#### **Article 60**

Workers who carry out carriage deployment tasks in the port area must comply with the regulations on occupational health and safety in railway traffic.

#### **Article 61**

- (1) Fumigation and extermination of rats on a ship, upon request of the captain or an official body can be carried out on a designated berth with the approval of the Port Authority and the consent of the Harbour Master's Office. Exception to the above are the ships located in the port area of the Omišalj Basin, in which the degassing and cleaning of tanks, extermination of rats and pest control is not allowed.
- (2) A ship that has been subject to pest control must be guarded by a person authorized to carry out this work until the crew returns to the ship.
- (3) The concession holder who carries out fumigation and pest control works must display warnings about the risks of the procedure and prevent access to the ship by unauthorized persons.
- (4) Other types of cleaning of the watercraft, which entail only a slight risk of accidents and sea pollution (disinfection, pest control, etc.) can be carried out by standard methods at any place and any time within the port, provided appropriate precautionary measures are taken.
- (5) Degassing and cleaning of tanks may not be carried out in the port.
- (6) While staying in the port, a ship for international voyages must install rodent protection devices on the ship's ropes.

## **2. The following shall be prohibited in the port area**

#### **Article 62**

- (1) In the port area, it is forbidden to carry out activities that can:
- endanger human lives;
  - cause a fire;
  - pollute the sea and/or the environment;
  - cause damage to other ships and boats, property and cargo on board and on the shore, port devices, devices and facilities;
  - endanger the safe docking of ships.

#### **Article 63**

- (1) The following is strictly prohibited in the port area:

1. disabling access to the mooring devices;
2. relocating, changing and moving the berths, anchors and devices belonging to another watercraft, unless such action is necessary to prevent direct and obvious damage or when required due to arrival or departure of a watercraft;
3. mooring at the berths without the approval of the Port Authority;
4. fastening the vessels to the maritime safety devices and machines primarily intended for other purposes, such as mooring, and to tread upon such objects;
5. placing, moving, changing or damaging the seamarks and other marks or mooring devices without authorization;
6. damaging the operational shore with heavy vehicles or by placing objects above the allowed maximum load, driving wedges, beams and the like into the shore, removing stones from the shore walls or carrying out any other activities damaging the operational shore;
7. welding or kindling an open fire on the shore, on the watercraft or on the mooring devices;
8. cleaning, scraping and painting the above-water or underwater part of the hull of the watercraft;
9. lubricating the deck equipment, as well as cleaning greasy surfaces on board by using environmentally unacceptable means;
10. polluting the air by releasing dust, smoke and other gases above the allowed amounts prescribed by special regulations and the use an open-type exhaust gas purification system, or hybrid systems which working in the same way as the open ones;
11. carrying out repairs and maintenance work and reconstruction of the hull, deck, equipment or engine on the watercraft outside of the usual activities;
12. leaving the ship's propeller running, except for necessary ship maneuvering purposes;
13. placing at risk in any way put the navigation safety, human lives and the environment;
14. disposing trash, leaving remaining cargo on the ship, packaging, discharging the ballast water or oil and similar substances polluting the port;
15. burning garbage and any other types of waste on ships;
16. swimming, gliding, windsurfing, towing or learning to water ski;
17. catching fish, extract shellfish and/or other marine organisms;
18. sell tickets for trips and excursions in the open area;
19. the use the operational shore or roadway for storage purposes;
20. posting any kind of advertisement without the consent of the Port Authority;
21. performing any other activity for which concession or approval has not been granted by the Port Authority;
22. mooring a fishing vessel to the operational shore in the absence of a loading/supply vehicle in the port area;

23. leaving the fishing vessels in the port, in the area designed for such vessels, after the loading/unloading of fish has been completed;
  24. picking and sorting fish in all the areas of the operational shore. The fishing boats must carry out such tasks prior to the arriving of the boat in the port;
  25. leaving any type of vehicle in the area of the port designated for the loading/unloading fish or in the vicinity of the fishing boats;
  26. manoeuvring using the wind power;
- (2) Activities referred to in the points 7, 8, 9, 11, 12, 13, and 14, paragraph 1 of this article shall be prohibited at the port anchorages as well.
  - (3) Activities referred to in points 3, 7, 8, 10, 11, 12, 16, and 17 of paragraph 1 of this article may be carried out with a prior consent from the Harbour Master's Office or the approval from the Port Authority.

#### **Article 64**

- (1) In addition to the prohibitions specified in Article 63, the following are prohibited in the port area of the Omišalj Basin:
  1. smoking, carrying matches and lighters in the entire port area of the Port of Omišalj;
  2. carrying and using mobile phones, cameras and similar;
  3. keeping substances that are subject to spontaneous combustion;
  4. the use of open fire in any form;
  5. accessing the port area by vehicles that may emit sparks from the engine;
  6. disposing of flammable materials of any kind;
  7. using electrical devices which are not produced in accordance with valid safety standards;
  8. cleaning the coast and other contaminated surfaces with flammable materials;
  9. carrying out underwater work, if such a work requires the immobilization of the main propulsion engine or propeller shaft;
  10. unaccounted release of cargo vapours into the atmosphere.
- (2) Open fire means smoking, flame, fire, red-hot material, unapproved types of lamps, electric welding, flame cutting, riveting with and without fire, liquid and solid fuel stoves, if they do not have spark protectors, portable electrical tools, electric pumps and other equipment, machines and tools that can cause a spark.
- (3) Smoking is prohibited on the tankers, except in areas where permitted the ship master and approved by the terminal representative.

### **3. Security measures in the Omišalj Basin/Oil Terminal Port Area**

#### **Article 65**

- (1) The Omišalj Basin consists of two 120-meter-long iron construction T-piers (jetty) to which the tankers are moored.

- (2) Tankers dock on the port side.
- (3) Each quay is equipped with a stable fire protection installation.
- (4) The berths on the quay are equipped with quick release hooks.
- (5) During its stay at the quay, the tanker must be protected by EKO floating Oil Boom.
- (6) At the entrance to the Omišalj Bay between Cape Kijac and Cape Tenka Punta, an underwater stable air EKO curtain has been laid.

#### **Article 66**

- (1) In addition to the measures prescribed by this Ordinance, the measures specified in the document *Port information and terminal regulations booklet for Tanker Owners, Charterers and Masters, Omišalj oil terminal* are also applied in the area of the Omišalj basin.
- (2) The captain of the tanker must be familiar with the measures prescribed in the document from paragraph 1 of this article before sailing.

#### **Article 67**

- (1) When carrying out transshipment operations in the port area, each tanker must be under the continuous supervision and control of the concession holder.
- (2) In the port area, it is not allowed to start any handling of spilled hazardous substances without the presence of an appropriate safety professional on the tanker.
- (3) If such a professional, under whose supervision the handling of hazardous substances is carried out, determines that the handling is not carried out professionally, that safety, protective and other measures have not been implemented, that the protection methods and devices are not appropriate, or if risk is entailed in handling of hazardous substances, he must stop the operation immediately and inform the Harbour Master's Office about it.
- (4) If the port personnel handling hazardous substances notice a danger during such handling, they must immediately inform the captain of the ship or the safety professional under whose supervision the handling of hazardous substances is carried out.
- (5) In such cases, the Harbour Master's Office can prohibit further handling of hazardous substances.
- (6) Communication between the tanker and the terminal representative takes place on VHF, channel 74.
- (7) The representative of the terminal determines whether the handling is carried out professionally, and whether all prescribed protection measures and other conditions for safe work have been implemented.
- (8) During the tanker's stay at the berth, the ship's radars must be switched off. Testing, start-up and repairs of the radar may not be carried out during cargo transshipment operations and without the approval of the Port Authority and the concession holder.
- (9) Navigation of watercrafts intending to dock at the terminal is prohibited for distances of 100 m or less from the pier.



### **Article 68**

- (1) Upon the arrival of the tanker at the port area of the Omišalj Basin, the responsible ship's officer and the terminal representative will agree on the procedures to be taken in case of emergency.
- (2) The captain of the tanker must familiarize himself with the mooring safety provisions that will be handed to him on arrival. In case of emergency, the tanker must contact the terminal representative immediately.
- (3) The security of the port and the tanker will be checked by the representatives of the terminal and the tanker crew for the entire time the tanker is in the port.
- (4) If the safety of the tanker or the port area is threatened by unforeseen events, the captain of the tanker, the Harbour Master's Office and the terminal representative must be notified immediately.
- (5) In the event of a fire on a tanker or in the port area of the Omišalj Port, the firefighters must be notified immediately. In the aforementioned circumstances, the tanker must prepare for leaving the threatened area as soon as possible.
- (6) The further procedure in the event of a fire on a tanker or in the area of the Omišalj Port is determined by *the Omišalj Terminal Fire and Technological Explosion Protection Plan*.

### **Article 69**

- (1) The connection/separation of equipment for transshipment of cargo between the tanker and the terminal is carried out by the employees of the concession holder.
- (2) The transshipment of liquid cargo in the port area of the Omišalj Port may not begin:
  - until the ship/shore safety check list from the responsible person of the concession holder and the competent officer from the tanker is approved;
  - if the fire extinguishing means on the tanker are not correct and ready for use;
  - if the presence of a fire-fighting tug is not ensured.
- (3) The ship/shore safety checklist is filled out on the prescribed form contained in the current edition of the document *International Safety Guide for Oil Tankers & Terminals - ISGOTT* . The ship/shore security checklist form is to be approved by the Port Authority.

### **Article 70**

- (1) Before starting the cargo transshipment, the terminal representative and the responsible officer on the tanker shall exchange the following information:
  - characteristics of cargo and the desired order of transshipment;
  - the content of toxic substances in the cargo;
  - means of ventilating tanks during the transshipment;
  - any other features of the cargo requiring special attention (e.g. high steam pressure, *True Vapour Pressure - TVP* );
  - cargo ignition temperature and cargo transfer temperature;
  - quantities of cargo to be transhipped;

- initial, maximum and final amount of cargo per unit of time during the transshipment (transshipment rate);
- the sampling methods;
- necessary preparation time to stop the transshipment;
- the maximum allowable pressure in the connection between the tanker and the shore;
- the method of communication during the transshipment, including the method of terminating the transshipment in extraordinary circumstances;
- restrictions on the movement of flexible pipes or transfer arms;
- method and time of installation of the reduction extensions (from the diameter of the ship's pipeline to the diameter of the coastal pipeline);
- the last loaded cargo, the way the tanks were cleaned (if they were cleaned) and the condition of the cargo tanks and pipelines;
- the cargo on the tanker;
- scheduled load distribution;
- distribution, composition and quantities of ballast and the time and method of its unloading.

#### **Article 71**

- (1) The cargo loading/unloading plan is approved by the terminal representative.
- (2) The cargo loading/unloading plan must be in written form and must include at least the following:
  - tanker name, berth name, date and time;
  - name and signature of the tanker representative and terminal representative;
  - cargo schedule on arrival and departure;
  - the following information about each load:
    - amount;
    - ship tank(s) to be loaded/unloaded;
    - tank(s) on shore to be loaded/unloaded;
    - lines to be used (ship/shore);
    - cargo transfer rate (norm);
    - working pressure during transshipment;
    - maximum allowable pressure;
    - cargo temperature limits.
  - the ventilation system to be used;
  - restrictions required due to:

- electrostatic electricity;
- using the automatic shut-down valves.

### **Article 72**

- (1) Before starting the transhipment, the responsible person of the tanker and the representative of the terminal must determine the procedure to stop the transhipment in case of a sudden increase in pressure in the pipelines.
- (2) The responsible officer on board and the terminal representative agree on the method/s of reducing the pressure in the cargo pipeline and the methods of drying the pipeline in case of a leak.

### **Article 73**

- (1) During the transhipment, the tanker captain is responsible for the implementation of safety measures, in particular:
  - that the ship's chimney is clean and equipped with a protective net, and that the appropriate protective net is also installed on the other exhaust pipes;
  - that the pipelines and pumps are in good condition and the flanges are tightly connected;
  - that the deck openings for water outflow are blocked in order to prevent possible spillage of liquid into the sea, and that the pumps are installed on the left and right sides connected to the collection tank to collect the spilled cargo from the deck;
  - that appropriate containers are placed under the pipe joints to receive the spilled liquid;
  - that the tanks are hermetically sealed, except for the safety valves, and that the tank vents are in good condition;
  - that there are devices and means for extinguishing fires (hydrants, foam devices, sand) located near the pipeline connections;
  - that the tanker's electrical system is in good condition and that no overhead electrical lines of any kind have been installed;
  - that heaters are not used, except for pumps and kitchen needs, which must be located in suitable rooms;
  - that the ship is equipped with the necessary non-sparking tools;
  - that all rooms near the tank vents are closed and that permanent natural ventilation is introduced in all rooms where flammable gas can aggregate;
  - that during transhipment there are always trained crew members on guard on the deck, and in the cargo control room a duty officer responsible for the correctness of operations with cargo and fire protection;
  - that there is a prescribed ladder for access to the tanker, which must be well lit at night;

- that on the seaward side of the tanker, at the level of the main deck, there is an accommodation ladder with a safety net and which is ready to be lowered at any time for the purpose of evacuating people;
- that the pouring arms must be supported on the wooden floor;
- that smoking and the use of open flames are prohibited on the tanker.

#### **Article 74**

In order to avoid the possibility of electrical discharge, the shore transfer pipes should be connected to the pipes on the tanker only when the tanker is "earthed" by means of a suitable conductor.

#### **Article 75**

- (1) Tanker mooring must be done in such a way as to enable a quick manoeuvring of unmooring, with mandatory mooring with the bow towards the exit from the port area of the Omišalj Basin, except in special cases when the technical conditions require it, for which the consent of the Port Authority and the Harbour Master's Office will be requested in agreement with the concession holder.
- (2) The tanker mooring plan is presented in the document *Port information and terminal regulations booklet for Tanker Owners, Charterers and Masters, Omišalj Oil Terminal*.
- (3) While at the berth, the tanker on the seaward side can have emergency towing lines on standby so that in case of emergency the tugboat can accept the towing line and tow the tanker from the endangered place on the mooring.
- (4) The deployment of emergency towing lines must be confirmed and approved in a signed ship/shore safety checklist.

#### **Article 76**

- (1) The captain must take all precautionary measures to prevent oil pollution in the port area of the Omišalj Basin.
- (2) The captain must inform the terminal representative and the Harbor Master if the tanker has suffered any damage that could cause pollution and confirm any known loss of oil from the ship's tanks or from sea hatches/intakes.
- (3) Without the approval of the Harbour Master's Office, it is forbidden to clean the tanker tanks, except for cleaning system using crude oil washing (COW).
- (4) It is forbidden to discharge or throw hazardous substances, especially flammable liquids, on the shore or into the sea.
- (5) The remains of these substances must be collected in special storage facilities on the tanker or handed over to authorized operators.

#### **Article 77**

- (1) The firefighting means of each tanker (including the main and standby firefighting pumps) must be ready for use at all times, and at least one pump must support the pressure in the main pipeline.
- (2) Before the start of loading/unloading operations, as well as during the time when permitted works are being carried out on the tanker, at least two nozzles must be

extended and connected to the main firefighting pipeline. One of the nozzles must be at the front and the other at the back of the loading/unloading connections.

- (3) Safety on the ship's berth requires that water must be in the fire-fighting pipelines at all times during commercial operations.
- (4) All tankers that unload or load in the port must, in addition to the special shore installations for extinguishing fires, have the following:
  - one portable foam mixer with a capacity of at least 100 litres of foam;
  - two mobile fire extinguishers of 10 litres.
- (5) If the fire extinguishing devices available to the tanker are not sufficient, the concession holder may require the constant presence of firefighters at the expense of the tanker.

#### **Article 78**

- (1) There must be a permanent working telephone connection or some other means of safe connection established between the control centre on the shore and the tanker carrying out the transshipment.
- (2) Next to every phone on the shore, a board must be displayed with the phone numbers of the fire department, the Port Authority, the harbour Master's Office, the maritime police, the concessionaire's representative and, if necessary, other concessionaires.

#### **Article 79**

- (1) Transshipment operations in the port area of the Omišalj Port should be suspended in case of:
  - thunderstorms;
  - fires on the coast or on any ship in the Omišalj Bay;
  - when the wind speed exceeds 35 knots;
  - damage to the cargo pipeline and consequent oil leakage.
- (2) The transshipment arms must be disconnected when the wind speed exceeds 40 knots.

#### **Article 80**

- (1) The representative of the terminal, or an authorized person, will control the cargo tanks in order to determine the percentage of oxygen in the tanks.
- (2) Before starting to load the cargo, the ship's cargo tanks must be properly inerted, and the percentage of oxygen content in the tanks must be less than 8% of the volume of the gas mixture.
- (3) If it is determined that the percentage of oxygen content in the gas mixture in the tank is greater than 8%, the tanker will be returned to the anchorage, where the inerting of the tanks will continue until the set values are reached.
- (4) The provision from paragraph 2 of this article applies to tankers that must have installed Inert Gas System (IGS) in accordance with their certificate.

### **Article 81**

- (1) During cargo unloading, the cargo tanks must be inerted with a percentage of oxygen content in the gas mixture of less than 8% by volume, and there must always be positive pressure in the cargo tanks.
- (2) In case of improper operation of the ship's inert system, i.e. failure to achieve less than 8% oxygen in the gas mixture of the tank, the tanker has to immediately stop unloading and notify the terminal representative. The continuation of the unloading cannot begin until the failure of the ship's inert system is rectified.

### **Article 82**

During its stay in the port area of the Omišalj Basin, the tanker must be surrounded by floating booms on the sea side to protect it against the possible release of pollutants into the sea.

### **Article 83**

The representative of the terminal has to inform the Harbour Master's Office about all identified defects in the ship's systems used for the transhipment of cargo.

### **Article 84**

- (1) Works are exceptionally permitted on tankers in the Omišalj Basin with the prior permission of the Port Authority.
- (2) The granting of the permit from paragraph 1 of this article is issued under the following conditions:
  - by an express written statement from the tanker captain that the work is being carried out under his responsibility. In the request, the following must be specified: the work to be performed, the contractor, the place on the tanker where the work will be performed and the time of the work;
  - the written statement of the concession holder that the requested works can be carried out;
  - the approval of the Port Authority and the consent of the Harbour Master's Office.
- (3) Based on the written statement of the concession holder and according to his instructions, the Port Authority can, with the consent of the Harbour Master's Office, approve the mentioned works.
- (4) Depending on the circumstances of a particular case, the concession holder may require that an authorized professional employee of the concession holder be present for the entire duration of the works.
- (5) The concessionaire and/or the Harbour Master's Office can order the termination of all works, if it determines that the prescribed protection measures are not being followed.

### **Article 85**

- (1) If works during which machinery must be immobilized are to be carried out on the tanker, the tanker must be anchored at the tanker anchorage in the Rijeka Bay, in a position approved by the Port Authority with the consent of the Harbour Master's Office.

- (2) The work referred to in paragraph 1 of this article may only be carried out in favourable weather conditions and with the constant assistance of tugboats in the number that guarantees the safety of the tanker.
- (3) It is not allowed to carry out work on tankers with the use of an open flame or in any other way that can produce heat, sparks or other causes of fire.

#### **Article 86**

- (1) Maintenance of the cargo handling system on the tanker can be carried out in the port area of the Omišalj Basin only with the approval of the terminal representative.
- (2) The works referred to in paragraph 1 of this article must not interfere with the regular flow of the port operations, nor endanger the safety of persons and the marine environment.

#### **Article 87**

- (1) Supplying tankers with ship's supplies or equipment is possible at the mooring or at the anchorage.
- (2) Supply of tankers at the mooring is possible from the land side and the sea side.
- (3) The tanker can only be supplied during its stay at the port with prior notice and the approval of the terminal representative.
- (4) The ship's agent must request approval no later than 24 hours before the ship's mooring.
- (5) Ship's supplies and equipment must be packed in such a way that they can be safely lifted by a shore crane or ship's crane.
- (6) Supplying the ship on the mooring with supplies and equipment may be carried out exclusively before or after the transshipment of the cargo.

### **V. ANNOUNCING THE ARRIVAL AND DEPARTURE OF THE VESSELS**

#### **Article 88**

- (1) After loading or unloading cargo, vehicles and/or passengers, every watercraft in the port must be ready to set sail after the time has expired that is required to prepare the watercraft for navigation.
- (2) After the end of commercial and other necessary operations, the watercraft can stay along the coast without charge for a maximum of 2 hours; any delay should be reported to the Port Authority.
- (3) At the end of the time required to prepare the watercraft for navigation, and upon request by the Port Authority, it must set sail or be moved to a mooring or anchorage designated by the Port Authority at the expense of its owner.
- (4) A watercraft can be kept free of charge for a longer period of time, pending the approval of the Harbour Master's Office, due to navigation safety concerns.

#### **Article 89**

- (1) The captain or the agent of a ship that sailed in international waters must report the ship's departure from the port using the CIMIS system.

- (2) The captain or the agent of the ship must submit appropriate data and documents in order to notify the ship's departure from the port, pursuant to the Ordinance on Documents and Data on Maritime Traffic, and their delivery, collection and exchange, in accordance with the manner and conditions for issuing the free pratique with the shore.
- (3) The ship's departure report must be completely and accurately filled out.
- (4) The captain or the agent of the ship shall deliver the documents and information from paragraph 2 of this article no later than 1 hour before the expected time of departure of the ship (ETD).
- (5) Exceptionally, when due to technical difficulties it is not possible to report the ship's departure using the CIMIS system, the ship's captain or agent shall deliver the prescribed data and documents from paragraph 2 of this article to the Port Authority and the Harbour Master's Office within the prescribed deadline.
- (6) A ship can leave the port area only after the Harbour Master's Office has issued a Ship Departure Permit.

#### **Article 90**

- (1) The captain or agent of a ship that had sailed in international waters, and is now on the way to the home port, shall submit through the CIMIS system the relevant data and any changes in these data that might have occurred during its sailing in international waters, pursuant to the Ordinance on Documents and Data on Maritime Traffic and their delivery, collection and exchange, in accordance with the manner and conditions of issuing the free pratique with the shore.
- (2) The ship's maritime agent shall inform the Rijeka Traffic Centre about the ship's intention to sail no later than two hours before the ship's planned departure from the port.

#### **Article 91**

- (1) The captain or the pilot of the ship shall inform the Rijeka Traffic Centre about the intention to sail from the port or anchorage at least 15 minutes before sailing by calling RIJEKA TRAFFIC on the VHF, channel 9 and submit the departure report.
- (2) The outgoing report should contain the following:
  - 1) the ship's name;
  - 2) the call sign;
  - 3) statement of intent: *set sail*.

#### **Article 92**

- (1) The ship is considered to have left the port:
  - if it leaves the port with the pilot, at the moment when the pilot has been disembarked;
  - if it leaves the port without a pilot, at the moment it has released its last mooring line;
  - if it is at the anchorage, at the moment it has pulled the anchor into the anchor eye.



### **Article 93**

- (1) The captain of the ship shall report to the Harbour Master's Office any disappearance or wilful removal of a crew member and any other change in the crew structure.
- (2) The master of a foreign ship shall report to the Harbour Master's Office and the Port Authority any changes in the crew and changes in of data related to the ship that occurred in the port.

### **Article 94**

- (1) The Harbour Master's Office will prohibit any watercraft from leaving the port in the following cases:
  - when it determines that a larger number of persons, passengers or a larger amount of cargo than is allowed has been loaded or that the cargo is placed in a way that endangers the safety of the watercraft and the people on it;
  - when it determines that the number of crew members is below the prescribed minimum;
  - when it determines that there are persons on the vessel who have not been entered in the crew list, or when the passenger list does not correspond to the actual number of passengers on the ship.

## **VI. ENVIRONMENTAL PROTECTION**

### **Article 95**

- (1) The handling of ship's waste in the port area must be carried out in accordance with the Ordinance on the Conditions and Manner of Maintaining Order in Ports and Other Parts of the Internal Waters and Territorial Sea of the Republic of Croatia, the Plan for the Management of Waste from Ships in the Area under the Management of the Port Authority, which prescribes the reception and management of the ship waste and cargo residues in the area under the management of the Port Authority.
- (2) It is not allowed to throw waste, leave cargo residues and discharge liquids and other substances that pollute the port.
- (3) During cargo handling, the Port Authority and the concessionaire shall take appropriate measures to prevent the cargo from being scattered or spilling oil into the sea and onto the shore.
- (4) Unattended waste in the port area, that is, one that pollutes the shore or the sea, will be removed or remedied at the expense of the perpetrator.
- (5) All concessionaires in the area under the management of the Port Authority must permanently apply provisions related to environmental protection and, if necessary, constantly improve the visual identity of the port through the necessary maintenance and interventions.
- (6) Port concessionaires must adapt their technological processes of working on ships to preserve the environment.

- (7) After the completion of works on a ship or port area, port concessionaires must clean the shores or roads where the work was carried out and remove any remains of cargo and packaging.
- (8) The concession holder who uses a part of the port's shore must also take care of all the other areas where his activities have been carried out.

#### **Article 96**

- (1) The captain of the ship is shall submit data on the ship's waste and cargo residues to the Port Authority and the Harbour Master's Office 24 hours before arrival at the port, in case that the port of destination is known. Alternatively, he must do this immediately upon after learning of his port of destination or at the latest after departure from the previous port.
- (2) Information on the type and amount of ship's waste that the ship intends to hand over to the port reception facilities shall be submitted on the prescribed form.

#### **Article 97**

- (1) Ships must collect ship waste and cargo residues in special warehouses and hand them over in the port to authorized operators who are the concession holders on contract with the Port Authority for performing such activity;
- (2) In order to perform the tasks referred to in paragraph 1 of this article, authorized operators shall ensure sufficient capacities of port reception devices.
- (3) The ship may not leave the port if it has not handed over the waste and cargo residues to the authorized operators.
- (4) Exceptionally, the ship can proceed to the next port without handing over the its waste and cargo residues if it is evident from the submitted data that there is enough space on the ship to accommodate all the waste that was generated and will be generated during the next journey to the port where this waste will be disposed of and handed over to the appropriate reception facilities.

#### **Article 98**

- (1) The captain of the ship or the person acting for him must immediately inform the Rijeka Traffic Centre and/or a professional person or representative of the terminal about any sightings of sea pollution who will then stop any commercial operations. The notification of such pollution must include the extent of the pollution, so that adequate measures can be undertaken.
- (2) The captain of a watercraft which polluted the sea or the coast with oil or in some another way, must use the equipment for the prevention of pollution and at the same time inform the Rijeka Traffic Centre and/or a professional person or representative of the terminal and the Harbour Master's Office.

#### **Article 99**

- (1) If a large amount of oil has been spilled, which could potentially spread beyond the Omišalj Bay, the terminal representative shall turn activate the air curtain installed at the entrance to the Omišalj Bay.

- (2) The representative of the terminal must immediately inform the Harbour Master's Office and the Rijeka Traffic Centre about the actions described in paragraph 1 of this article.
- (3) In case of sea pollution, the concession owner must immediately undertake all necessary steps to clean the sea and the shore at the expense and risk of the polluter.

#### **Article 100**

- (1) In the sea area of the port, it is prohibited to unload ballast water that had not been loaded during a journey or stay in the Adriatic Sea, unless ballast water has been exchanged in accordance with special regulations.
- (2) A ship entering the port must have and apply a Ballast Water Management Plan and act in accordance with the International Convention for the Control and Management of Ship's Ballast Water and Sediments from 2004 as amended and supplemented, and in accordance with the Rulebook on Ballast Water Management and Control.
- (3) The Harbour Master's Office can approve the unloading of ballast water in the port area if previous estimates have shown that there is no risk of sea pollution.
- (4) The data from paragraph 1 of this article shall be submitted on the prescribed form in accordance with the Rulebook on Ballast Water Management and Control.

### **VII. SECURITY IN THE PORT**

#### **Article 101**

- (1) Security measures in force in the port area, enforced by the Port Authority, are in accordance with the International Ship and Port Facility Security (ISPS) Code, the Law on Safety Protection of Maritime Ships and Ports, and the Port Facility Security Plan.
- (2) The control of entry and exit and the movement of persons and vehicles, as well as the control of access to information, cargo, rooms and spaces in the port are carried out in accordance with the Regulation on Issuing the Permits for Persons and Vehicles Moving and Staying within the Area under the Port of Rijeka Authority, which regulates the form, method of issuance, use, return and confiscation of identification cards that are used to monitor the entry and exit and movement of persons, as well as to control access to information, goods, premises and spaces in the Rijeka port area.

#### **Article 102**

Concessionaires who carry out port and commercial activities which require the use of existing buildings or the construction of new ones, or other substructure and superstructure facilities in the port area, and which are covered by the Port Facility Security Plan under the jurisdiction of the Port Authority, shall ensure and implement the security measures.

### **VIII. HANDLING OF HAZARDOUS AND/OR POLLUTING SUBSTANCES AND PROPULSION FUEL SUPPLY TO THE SHIP**

#### **Article 103.**

- (1) The handling of hazardous substances is stipulated by an Ordinance specifying the classes and quantities of hazardous substances that may be handled in the port, i.e., which are

permitted to be on a ship entering the port, the places in the port where such substances may be handled, designated places where the vehicles wait for loading/ unloading, as well as places for the storage of removed hazardous substances. In addition, there is an Ordinance specifying specific safety, protection and other measures to be observed in the handling of hazardous substances in the port area managed by the Port Authority.

- (2) Hazardous substances in the port can be handled only by specially trained persons appropriately equipped and protected, who are familiar with the safety rules and the means of their implementation.
- (3) Workers and other persons staying in the port area and/or arriving on a ship transporting hazardous substances must wear shoes and clothing that cannot cause sparks in accordance with the Regulations on Safety and Technical Protection at Work.

#### **Article 104**

- (1) The handling of hazardous and/or polluting substances and the supply of fuel to the ship in the port area must be carried out in accordance with the provisions of this Ordinance as well as the Ordinance on the Handling of Hazardous Substances, the conditions and methods of loading and unloading of these substances, bulk cargo and other cargo in the ports, and the methods of preventing the spread of spilled oil in the ports.

#### **Article 105**

- (1) Before entering the port of a ship carrying hazardous or polluting substances or transporting them to the port by means of vehicles, a written Declaration on hazardous or polluting substances must be submitted through the CIMIS.
- (2) The Declaration must contain a statement that the information provided in the declaration is true, that the substances are properly declared using technical names, that they are appropriately classified, packaged and marked, and are suitable for transport in all respects in accordance with the applicable international and national regulations.
- (3) A declaration must also be submitted for hazardous or polluting substances which are in transit on board.

#### **Article 106**

- (1) For a ship navigating through Croatian ports or anchorages, the declaration on hazardous or polluting substances must be submitted at the latest upon ship's departure from the port of loading or immediately after the port of destination becomes known, i.e., at least 24 hours before the ship enters the port.
- (2) For hazardous or polluting substances transported by vehicles, a declaration must be submitted no later than 24 hours before the vehicle enters the port area.

#### **Article 107**

- (1) The following persons must submit a declaration on hazardous or polluting substances to the Port Authority:
  - The shipper, when hazardous and polluting substances are loaded onto the ship from vehicles;
  - concession holder, when hazardous or polluting substances are loaded onto a ship or into a vehicle from a port warehouse, pipeline or operational port areas;

- the shipowner, captain or shipping agent, when hazardous or polluting substances are being unloaded from the ship or if they are being carried on a ship in transit.
- (2) For the transport of vehicles with hazardous or polluting substances on Ro-Ro passenger ships that maintain public transport in regular coastal maritime traffic between Croatian ports, the shipowner submits a General Declaration through the CIMIS to the port authorities of ports located on a particular line for the entire duration of his agreement on such transport with one or more shippers and exclusively for the duration of validity of the concession agreement on the maintenance of a particular line.

#### **Article 108**

Concessionaires and all users of the port are permanently responsible for the implementation of the stipulated conditions and measures for the transport and handling of hazardous and/or polluting substances in the port.

#### **Article 109**

- (1) Fuel supply in the port area under the management of the Port Authority can be carried out using ships, barges or vehicles in the places designated by the Port Authority with the consent of the Harbour Master's Office.
- (2) Fuel supply is not allowed in the Omišalj Basin.
- (3) Ships can be supplied with fuel from vehicles at all operating berths under the management of the Port Authority, except at the berths of the Rijeka Passenger Port (Istria Pier, Adamić Pier, Karoline Riječke Pier and Riva Boduli).
- (4) The supply of fuel to the ship/seaplane may not begin without the approval of the Port Authority.

#### **Article 110**

- (1) The captain of a ship, seaplane or yacht shall request approval from the Port Authority and submit a Declaration on Hazardous or Polluting Substances at least 24 hours, or 1 hour for ships in line traffic, before starting to supply his ship with fuel.
- (2) The Port Authority shall immediately inform the Harbor Master's Office that they had issued the approval or justify the rejection of the request for approval.
- (3) The captain of the ship or yacht shall inform the Harbour Master's Office about the start and end of the fuel supply process to the ship.
- (4) If the ship is supplied with fuel from another ship, i.e. a tanker or a barge, the authorized officers on the ships, i.e. the responsible person of the barge, have to agree on the procedures before the start of the fuel supply, and draw up a Safety Checklist.
- (5) If the ship is supplied with fuel from a vehicle, the captain or the authorized officer on board and the person driving the vehicle for fuel supply must undertake all the prescribed fire protection measures, as well as measures to prevent environmental pollution, and draw up a Safety Checklist .

Before beginning the supply, the holder of the concession for the fuel supply shall do the following:

- ensure the supervision of a professional person employed by the concession holder and/or another person allowed to perform such tasks, and possessing a Certificate of Competence for handling hazardous goods;
  - ensure the presence of an on-duty inspector of the Port Authority before the beginning loading fuel on the ship.
- (6) During the supply of propellant fuel to a seaplane from a vehicle, the presence of a fire truck with the necessary equipment, especially equipment for extinguishing fires caused by the ignition of jet fuel, must be ensured at the supply point.

#### **Article 111**

- (1) The supply of ships with propellant fuel may be carried out day and night and with the measures prescribed by this Ordinance.
- (2) In the Port of Bršica, supplying ships with propellant fuel is allowed only during daylight and with the mandatory installation of a protective dam around the ship before the start of loading;
- (3) At other moorings, the installation of a protective barrier around the ship is mandatory only when loading heavy propellant.

#### **Article 112**

- (4) While the fuel supply is in progress, the ship must display a red flag during the day, and a red light visible from all sides of the horizon at night, and keep all deck hatches closed.
- (5) Locations in the port where fuel is being delivered must be properly marked, accessible to emergency vehicles and equipped with emergency protective equipment and firefighting pipelines.
- (6) Upon the request by the concession holder for the supply of ships with fuel, a protective floating dam is being placed around the ship by the concession holder, who must also ensure that he has a valid contract with the Port Authority for the performance of such activity.
- (7) The use of flexible pipes to supply the ship with fuel can only be allowed under the following conditions:
- that the flexible pipe has a certificate with the last date of testing not older than 12 months;
  - that the maximum working pressure is visibly declared;
  - that the minimum and maximum working temperature of the liquid are visibly declared;
  - that there is no visible mechanical damage.
- (8) Crews and fire extinguishers must be on standby.
- (9) The supply must be interrupted during adverse weather conditions, thunderstorms and atmospheric discharges.
- (10) The Ship's Oil Pollution Emergency Plan (SOPEP) must be in place.

- (11) While the ship is being supplied with fuel, the movement on the ship or on the shore is prohibited for persons whose presence is not necessary, either on the ship or on the shore.
- (12) Supplying the ship with fuel and lubricating oils is prohibited during cargo transshipment.
- (13) The supply of fuel to passenger ships can only begin after the passengers have disembarked.
- (14) Vehicles that supply ships with fuel are allowed to stay in the port area managed by the Port Authority only at times when they actually supply the ships with fuel. Such vehicles filled with fuel may not be left unattended.

#### **Article 113**

The Harbor Master's Office may, for reasons of safety and protection of human life and the environment, as well as due to non-compliance with the provisions regulating the supply of ships with propellant fuel as prescribed by this Ordinance, prohibit the start or continuation of supply of propellant fuel to a ship, or order the ship or vehicle to leave the port.

### **IX. EMERGENCY MEASURES**

#### **Article 114**

- (1) The captain of a watercraft navigating or being located in internal waters and territorial sea shall inform the MRCC Rijeka without delay on VHF radio channel 16, VHF DSC channel 70 or call the free telephone number - 195 (+ 385 1 195) and provide information about the following:
- any accident or extraordinary event that affects the safety of the watercraft;
  - any accident, incident or extraordinary event that threatens the safety of maritime transport;
  - any situation that could lead to pollution of the sea or coast;
  - any pollution of the sea or accident that can cause pollution of the sea.
- (2) The notification must contain information as defined by the Ordinance on Safety of Maritime Transport in Internal Waters and Territorial Sea of the Republic of Croatia, as well as the Manner and Conditions of Vessel Traffic Management and Information.

#### **Article 115**

The ship must report any extraordinary event that has occurred during the journey which threatens the safety of shipping and human life, or which can pollute the sea and affect the environment immediately to the Harbour Master's Office. The latest time of such notification is one hour by submitting an ATA report.

#### **Article 116**

- (1) The Port Authority shall report without delay to the Harbour Master's Office any apparent irregularities on the ship observed in the course of its duties, which may threaten the safety of the ship's navigation or pose a risk of pollution of the marine environment.
- (2) The report from paragraph 1 of this article shall contain the following information:

- ship data (name, ship identification number, call sign and flag);
- navigation data (last port, port of arrival);
- description of apparent irregularities found on the ship and a description of the actions taken with the aim of eliminating such irregularities.

#### **Article 117**

- (1) The ship shall provide first aid to all injured persons on board.
- (2) In case of minor and/or serious injury to one or more persons on board and in the case of death of persons on board, the captain or the agent of the ship shall inform the Port Authority and the Harbour Master's Office with a brief description of the event.
- (3) In the event of a minor and/or serious injury to one or more persons in the area of the port where it operates, a commercial company shall notify the Port Authority with a brief description of the event.

#### **Article 118**

- (1) In the event of a fire on board, the captain shall inform the Port Authority and the Harbour Master's Office and undertake measures to extinguish the fire.
- (2) The extinguishing of a fire on the ship is managed by the captain, and by a designated service in the port, under the jurisdiction of the Port Authority.
- (3) The Port Authority and the concessionaires shall provide appropriate service and equipment for extinguishing fires in closed and open spaces.
- (4) The concessionaire must obtain the decision of the Ministry of the Interior classifying the buildings, components and rooms into fire hazard categories and draw up a fire protection plan on the basis of the fire hazard assessment. This also includes organizing a fire protection service with a fire brigade, purchasing the appropriate equipment and employ appropriate staff for carrying out internal control over the fire protection measures and procedures.
- (5) A person who notices a fire in the port, pollution of the port area or other unusual activities shall inform the fire brigade, the Rijeka Traffic Centre and the Harbour Master's Office.
- (6) The Port Authority shall inform the harbour Master's Office about the occurrence of the fire and the measures taken.

#### **Article 119**

- (1) In the event that the crew abandons the ship, the Harbour Master's Office will establish the fact that the ship is abandoned and proceed to take temporary custody of the ship.
- (2) The Port Authority shall allow the temporary custody of a ship that has been prohibited from leaving the port by the Harbour Master's Office or the Commercial Court.
- (3) The port authority shall also guard the ship based on the explicit order of the Commercial Court.

#### **Article 120**

In case of justified doubts about deficiencies of a ship in the port related to navigation, the Port Authority can request the inspection control of that ship by the Harbour Master's Office.



#### **Article 121**

- (1) In the event of extraordinary occurrences, the internal plans and procedures of the Port Authority and the concession holder are being applied.

### **X. OTHER ACTIVITIES IN THE PORT**

#### **Article 122**

- (1) The concessionaire who performs port and economic activities which require the exclusive use of the existing buildings and the construction of new ones, or other infrastructure or superstructure in the port area under the jurisdiction of the Port Authority, shall, following a loading/unloading activity, clean the part of the coast that has been used for that purpose.
- (2) The concessionaire referred to in paragraph 1 of this article shall maintain all other areas where he performs commercial activities, implement fire protection measures and organize a guard service.

#### **Article 123**

- (1) The depths along certain shores and their control are maintained by the Port Authority.
- (2) The depth of each individual mooring site in the Port of Omišalj should be visibly marked.

#### **Article 124.**

- (1) In the port area of the Omišalj Basin, fishing is not permitted, as well as the sports and similar activities.
- (2) In the rest of the port area under the management of the Port Authority, fishing, sports and other activities can only be carried out exceptionally pursuant to the approval of the Port Authority and with the consent of the Harbour Master's Office.

The application for such permission must be submitted to the Port Authority at least eight days before the start of the sports or other activity.

### **XI . INSPECTION CONTROL**

#### **Article 125**

- (1) The supervision of the safety of navigation and enforcement of order in the port area is being carried out by the Harbour Master's Office.
- (2) The implementation of this Ordinance is supervised by the Port Authority, the maritime navigation safety inspectors and other authorized employees of the Ministry and the Harbour Master's Office.

### **XII. FINAL PROVISIONS**

#### **Article 126**

- (1) For any non-compliance with the provisions of this Ordinance, the legal entity, and the responsible person in that entity, as well as a natural person, will be sanctioned for a

maritime offense prescribed by the Maritime Code and the Act on Maritime Domain and Seaports.

#### **Article 127**

- (1) All issues not regulated by this Ordinance, which may arise relative to the conditions and means of keeping order in the port area, are regulated, in an appropriate way, by the Ordinance on the Conditions and Means of Keeping Order in the Ports and Other Parts of Internal Seawater and the Territorial Sea of the Republic of Croatia, as well as other valid regulations relative to the safety of navigation, crossing of the state border, customs, health, veterinary, sanitary and other matters.

#### **Article 128**

This Ordinance, to which the Rijeka Harbour Master's Office gave its consent, with its act CLASS: 342-21/23-02/17, URNUMBER: 530-04-5-3-23-3, dated May 22, 2023, and the Pula Harbour Master's Office with its act CLASS: 342-21/23-02/17, URNUMBER: 530-04-4-2-23-2, dated May 18, 2023, enters into force on the eighth day from the day of its publication on the notice board Port of Rijeka Authority.

#### **Article 129**

With the entry into force of this Ordinance, the previous Ordinance on Order in the Port and Conditions for Using the Port on the Area of the Port of Rijeka from April 19, 2006, with amendments and additions, and the Ordinance on Order in the Port and Conditions for Using of the Part of the Port of the Omišalj Basin in the area under the management of the Port of Rijeka Authority from December 23, 2004 cease to be valid.

Published on:

**PRESIDENT OF EXECUTIVE COMMITTEE**

May 23, 2023

**BOJAN HLAČA, PhD**

Entered into force:

June 1, 2023

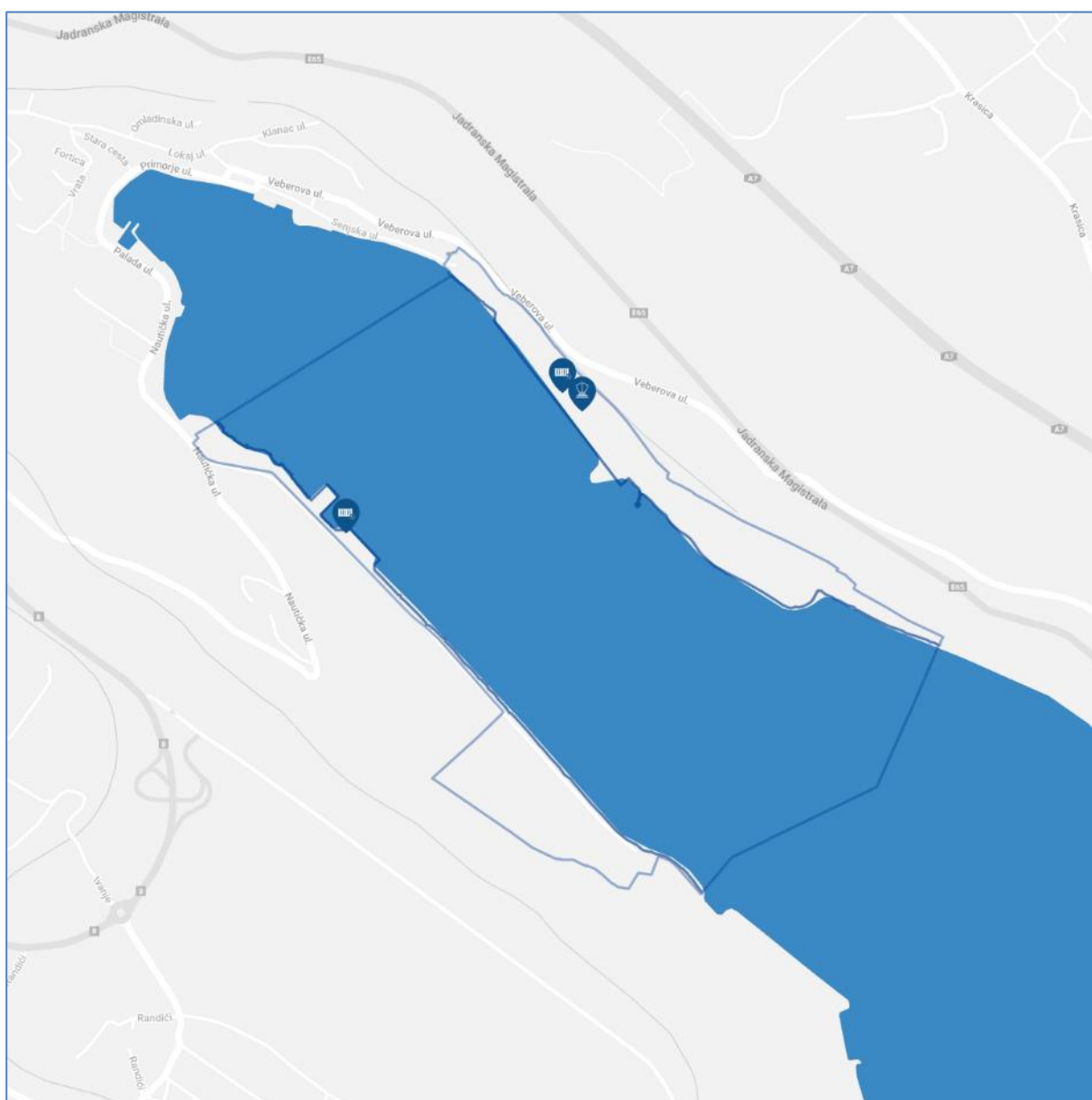
## APPENDIX 1 - PORT AREA UNDER THE MANAGEMENT OF THE PORT OF RIJEKA AUTHORITY

### 1. SEA AND LAND AREA

**PORT OF RIJEKA BASIN, SUŠAK, THE BRAJDICA CONTAINER TERMINAL AND THE ZAGREB PIER, TORPEDO PORT**



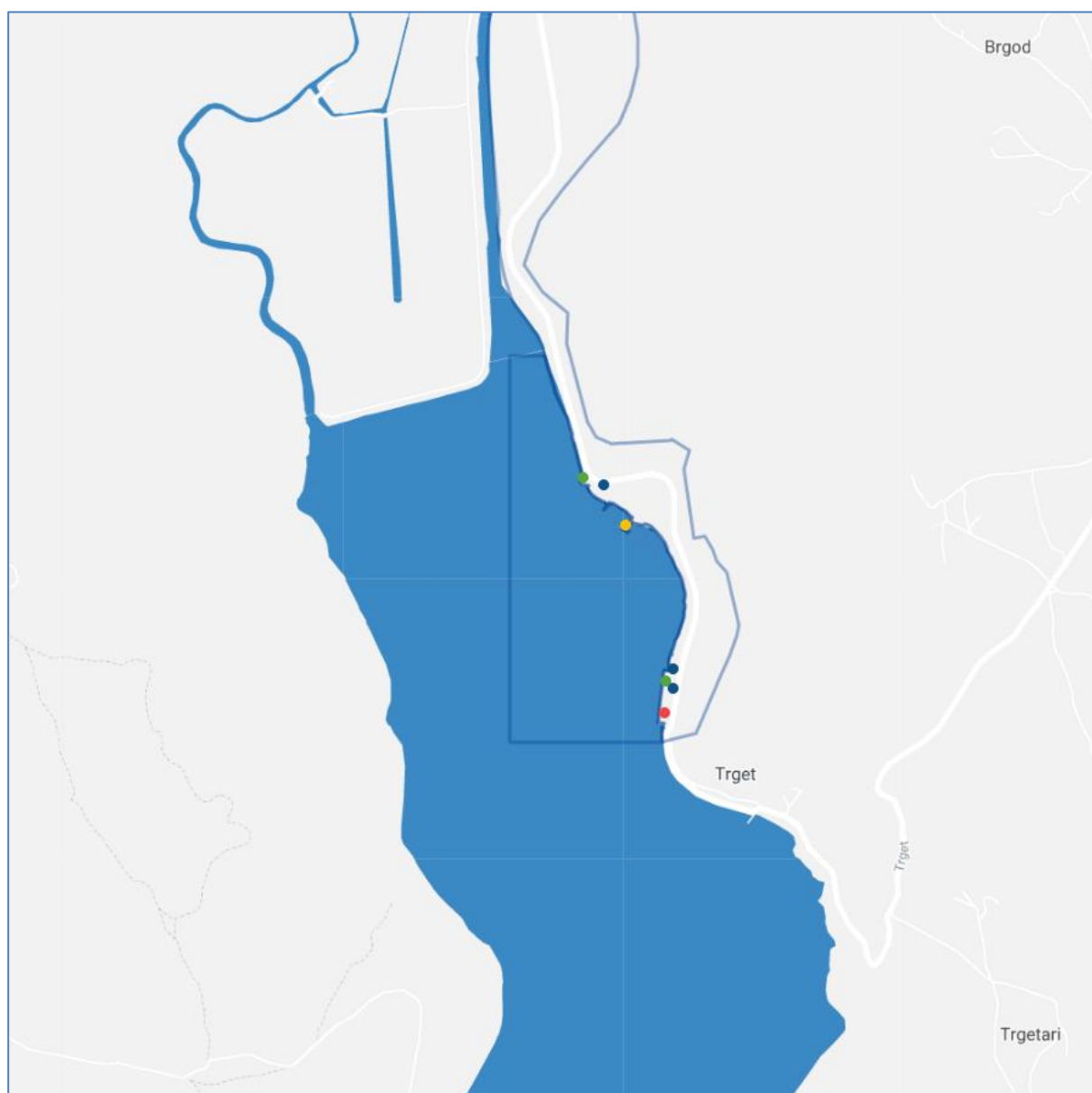
## PORT OF BAKAR BASIN (PODBOK AND GORANIN)



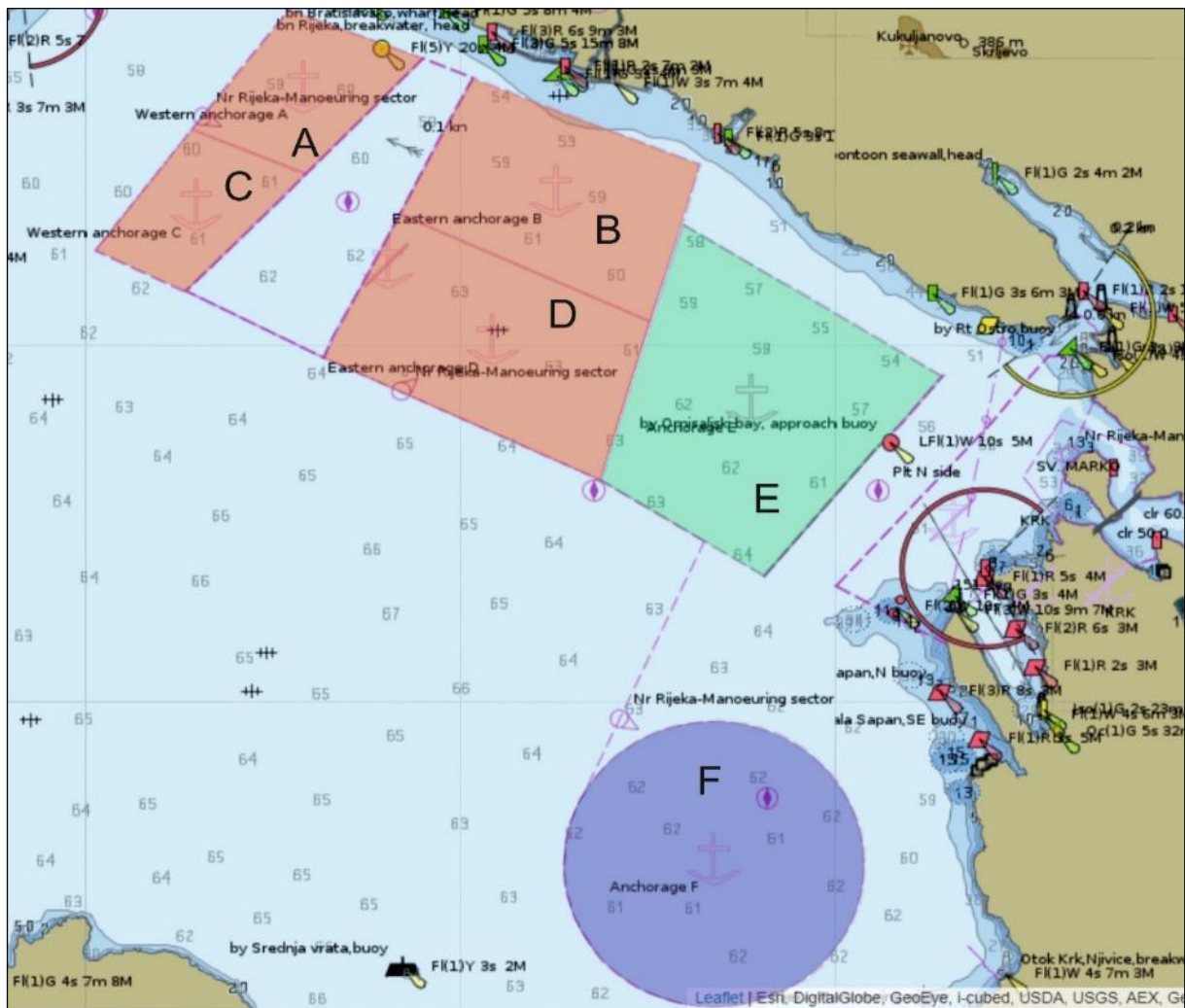
## PORT OF OMIŠALJ BASIN



## PORT OF RAŠA BASIN



## ANCHORAGE



## APPENDIX 2 - INFORMATION ON MOORING SPOTS, THE USE OF TUGBOATS AND BORDERLINE CONDITIONS FOR MANEUVERING

### 1. OMIŠALJ

#### a) TANKER MOORING (PORT SIDE)

	Berth 58 Omišalj berth 1	Berth 58 Omišalj berth 2
berth length	400 m	400 m
depth	29.1 m	29.1 m
manoeuvring	day and night	day and night
tugboat on standby	yes	yes

- The minimum length of the ship corresponds to a ship with the parallel middle length of at least 70 m.

#### b) HYDROMETEOROLOGICAL LIMITATIONS

	mooring*	stay of the ship
wind speed	13.0 m/s	there are no restrictions
sea current speed	0.2 kn	-
wave height (significant)	0.5 m	-
visibility	0.5 M	-

\* Also valid for unmooring.

#### c) USE OF A TUGBOAT (minimum conditions)

Mooring	tugboat (BP <sub>MIN</sub> ≥ 500 kN)
Loa ≤ 140 m	1
140 < Loa ≤ 190 m	2
190 < Loa ≤ 230 m	3
230 < Loa ≤ 280 m	4
	tugboat (BP <sub>MIN</sub> ≥ 600 kN)
Loa > 280 m	4
Mmooring	tugboat (BP <sub>MIN</sub> ≥ 500 kN)
Loa ≤ 140 m	1
140 < Loa ≤ 230 m	2
230 < Loa ≤ 280 m	3*
Loa > 280 m	4*

\* If the wind speed is less than 10 m/s, manoeuvring is allowed with one tugboat less.



## 2. BAKAR – PODBOK

### a) BOAT MOORING (PORT AND STARBOARD SIDE)

	Berth 55 and 56 Bakar – Podbok W and centre	Berth 57 Bakar - Podbok E
max. Loa	295 m	153 m
max. draught	17.5 m	10.0 m
manoeuvring*	day and night	day and night

\* For Capesize ships over 285 m in length, mooring is only possible during the day.

\*\* Ships over 250 m in length must use 2 pilots.

### b) HYDROMETEOROLOGICAL LIMITATIONS

	Berth*	Stay of the ship
wind speed	13.0 m/s**	there are no restrictions
sea current speed	0.2 kn	-
wave height (significant)	0.4 m	-
visibility	0.5 M	-

\* Also valid for unmooring / \*\* The restriction applies to the approach waterway.

### c) USE OF A TUGBOAT (minimum conditions)

Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa ≤ 80 m	-
80 < Loa ≤ 130 m	1
	tugboat (BP <sub>MIN</sub> ≥ 500 kN )
130 < Loa ≤ 190 m (bow thruster)	1
130 < Loa ≤ 190 m (no bow thruster)	2
190 < Loa ≤ 230 m	3
230 < Loa ≤ 295 m	4
Unmooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa ≤ 80 m	-
80 < Loa ≤ 130 m (bow thruster)	-
80 < Loa ≤ 130 m (no bow thruster)	1
	tugboat (BP <sub>MIN</sub> ≥ 500 kN)
130 < Loa ≤ 190 m (bow thruster)	1
130 < Loa ≤ 190 m (no bow thruster)	2
190 < Loa ≤ 295 m	2

### 3. BAKAR - GORANIN

#### a) SHIP MOORING (STARBOARD SIDE)

	<b>Berth 52 Bakar - Goranin</b>	
	<b>General cargo ship</b>	<b>Ro-Ro ship</b>
<b>max. Loa</b>	130 m	200 m
<b>max. draught</b>	8.0 m	8.0 m
<b>Manoeuvring</b>	day and night	day and night

#### d) HYDROMETEOROLOGICAL LIMITATIONS

	<b>Berth*</b>	<b>Stay of the ship</b>
	<b>General cargo ship</b>	
wind speed	13.0 m/s	there are no restrictions
sea current speed	0.5 kn	-
wave height (significant)	0.4 m	-
visibility	0.5 M	-
	<b>Ro-Ro ship</b>	
wind speed	9.0 m/s	there are no restrictions
sea current speed	0.2 cv	-
wave height (significant)	0.4 m	-
visibility	0.5 M	-

\* Also valid for unmooring.

b) USE OF A TUGBOAT (minimum conditions)

General cargo ship	
Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 80 m	-
80 < Loa < 130 m	1
Unmooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 80 m	-
80 < Loa < 130 m (bow thruster)	-
80 < Loa < 130 m (no bow thruster)	1
Ro-Ro ship	
Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1*
110 < Loa < 180 m (bow thruster)	1
110 < Loa < 180 m (no bow thruster)	2
180 < Loa < 200 m	2
Unmooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 110 m	-
110 < Loa < 180 m (bow thruster)	1
110 < Loa < 180 m (no bow thruster)	2*
180 < Loa < 200 m (bow thruster)	2

\* If the wind speed is less than 5 m/s, manoeuvring is allowed with one tugboat less.

#### 4. BRAJDICA CONTAINER TERMINAL – KOSTRENSKA PIER SOUTH

##### a) BOAT MOORING (PORT AND STARBOARD SIDES)

	Berth 49 Kostrensko south 1	Berth 50 Kostrensko south - centre	Berth 51 Kostrensko south 2
<b>max. Loa</b>	400 m	400 m	400 m
<b>max. draugh</b>	10.9 m	10.9	14.07
<b>manoeuvring</b>	day and night	day and night	day and night

##### b) HYDROMETEOROLOGICAL LIMITATIONS

	Mooring	Stay of the ship
<b>Loa &lt; 180 m</b>		
wind speed	bora 15 m/s sirocco 10 m/s*	bora 20 m/s sirocco 12 m/s
sea current speed	0.5 kn	-
wave height (significant)	1.5 m	1.5 m
visibility	0.5 M	-
<b>180 ≤ Loa ≤ 270 m</b>		
wind speed	bora 15 m/s sirocco 8 m/s*	bora 20 m/s sirocco 12 m/s
sea current speed	0.5 kn	-
wave height (significant)	1.5 m	1.5 m
visibility	0.5 M	-
<b>Loa &gt; 270 m*</b>		
wind speed	bora 13 m/s sirocco 8 m/s*	20 m/s sirocco 8 m/s
sea current speed	0.5 kn	-
wave height (significant)	1.5 m	1.5 m
visibility	0.5 M	-

\* Also valid for unmooring.

c) USE OF A TUGBOAT (minimum conditions)

Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 180 m (bow thruster)	1
110 < Loa < 180 m (no bow thruster)	2
	<b>tugboat (BP<sub>MIN</sub> ≥ 500 kN )</b>
180 < Loa < 270 m (bow thruster)	2***
180 < Loa < 270 m (no bow thruster)	3*
270 < Loa < 370 m (bow thruster)	3*/**
270 < Loa < 370 m (no bow thruster)	4*
Loa > 370	4*/**
Unmooring	tugboat (BP <sub>MIN</sub> > 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 180 m (bow thruster)	1***
110 < Loa < 180 m (no bow thruster)	2
	<b>tugboat (BP<sub>MIN</sub> ≥ 500 kN )</b>
180 < Loa < 270 m (bow thruster)	2*/**
180 < Loa < 270 m (no bow thruster)	2
270 < Loa < 370 m (bow thruster)	2**
270 < Loa < 370 m (no bow thruster)	3*
Loa > 370 m	3*/**

\* If the wind speed is less than 5 m/s, manoeuvring is allowed with one tugboat less.

\*\* If ships are equipped with a bow and stern side thruster, manoeuvring is allowed with one tugboat less (the total number of tugboats can be less than the prescribed number of tugboats by a maximum of 1).

\*\*\* Ships equipped with bow and stern thrusters may manoeuvre with one tugboat less in case of wind speed less than 5 m/s .

## 5. BRAJDICA CONTAINER TERMINAL – KOSTRENA PIER WEST

### a) BOAT MOORING (PORT AND STARBOARD SIDES)

	Berth 48 Kostrensko west
shore length	164 m
max. Loa	150 m
depth	11.5 m
manoeuvring	day and night

### b) HYDROMETEOROLOGICAL LIMITATIONS

	Mooring	Stay of the ship
wind speed	bora 13.0 m/s sirocco 10 m/s*	bora 20 m/s sirocco 15 m/s
sea current speed	0.5 kn	-
wave height (significant)	1.5 m	-
visibility	0.5 M	-

\* Also valid for unmooring.

### c) USE OF A TUGBOAT (minimum conditions)

Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 150 m (bow thruster)	1
110 < Loa < 150 m (no bow thruster)	2
Unmooring	tugboat (BP <sub>MIN</sub> > 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 150 m	1*

\* Ships equipped with a bow thruster may manoeuvre without the use of a tugboat if the wind speed is less than 5 m/s.

## 6. PORT OF RIJEKA BASIN

### a) SHIP MOORING (PORT AND STARBOARD SIDES)

	Berth 15-17 (W, head, E) De Franceschi Pier	Berth 13-14 (E,W) Vienna Pier	Berth 10-12 (W, head, E) Orlando Pier	Berth 8-9 (W, E) Budapest Dock
shore length	E – 150 m head – 80 m W – 134 m	246 m	E – 195 m head – 85 m W – 169 m	360 m
max. Loa	E – 165 m head – 70 m W – 150 m	200 m	E – 200 m head – 75 m W – 180 m	230 m
depth	E – 6.6 m head – 6.2 m W – 6.7 m	9.1 m	E – 8.1 m head – 6.7 m W – 6.8 m	7.1 m
	Berth 5-7 (W, head, E) Visin gat	Berth 3-4 (E, W) Prague pier		Berth 2 Bratislava pier
shore length	E – 120 m head – 80 m W – 118 m	360 m		156 m
max. Loa	E – 120 m head – 70 m W – 118 m	200 m		160 m
depth	E – 6.5 m head – 7.0 m W – 6.7 m	E – 6.8 m W – 7.6 m		7.4 m
manoeuvring	day and night			
	Rijeka breakwater - Cruise ships			
max. Loa	300 m			
max. gas	8.40 m (with the use of floating pontoons)			
manoeuvring	day and night			

### b) HYDROMETEOROLOGICAL LIMITATIONS

	<b>Berth*</b>	<b>Stay of the ship</b>
wind speed	13.0 m/s**	There are no restrictions
sea current speed	0.5 kn	-
wave height (significant)	0.4 m	-
visibility	0.3 M	-

\* Also valid for unmooring.

\*\* For cruise ships, the limit is 10 m/s.

# USE OF A TUGBOAT (minimum conditions)

Single screw cargo ships	
Mooring	tugboat (BP $\geq 350$ kN)
Loa < 80 m	-
80 < Loa < 110 m (bow thruster)	-
80 < Loa < 110 m (no bow thruster)	1
110 < Loa < 140 m (bow thruster)	1
110 < Loa < 140 m (no bow thruster)	2
	tugboat (BP $\geq 500$ kN)
140 < Loa < 160 m	2
160 < Loa < 180 m	3*
180 < Loa < 230 m	3
Loa > 230 m	4
Unmooring	tugboat (BP $\geq 350$ kN)
Loa < 80 m	-
80 < Loa < 110 m (bow thruster)	-
80 < Loa < 110 m (no bow thruster)	1
110 < Loa < 140 m (bow thruster)	1
110 < Loa < 140 m (no bow thruster)	2
	tugboat (BP $\geq 500$ kN)
140 < Loa < 230 m	2
Twin screw cargo ships	
Mooring	tugboat (BP $\geq 500$ kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 180 m	1
180 < Loa < 230 m	2
Unmooring	tugboat (BP $\geq 500$ kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 180 m	1
180 < Loa < 230 m	2



Cruise ships / Ro-ro passenger ships	
Mooring / unmooring	tugboat (BP <sub>MIN</sub> ≥ 500 kN)
Loa < 150 m (bow thruster)	-
Loa < 150 m (no bow thruster)	1
150 < Loa < 300 m (bow thruster)	1**
150 < Loa < 300 m (no bow thruster)	1

\* If the wind speed is less than 5 m/s, manoeuvring is allowed with one tugboat less.

\*\* If ships are equipped with two propellers, manoeuvring is allowed without the use of a tugboat.

## 7. CONTAINER TERMINAL – ZAGREB PIER

### d) SHIP MOORING (PORT AND STARBOARD SIDES)

	Berth 1 Zagreb Pier
max. Loa	400 m
depth	20.0 m
manoeuvring	day and night

### e) HYDROMETEOROLOGICAL LIMITATIONS

	Mooring	Stay of the ship
<b>Loa &lt; 180 m</b>		
wind speed	bora 15 m/s sirocco 10 m/s*	bora 20 m/s sirocco 12 m/s
sea current speed	0.5 kn	-
wave height (significant)	1.5 m	1.5 m
Visibility	0.5 M	-
<b>180 ≤ Loa ≤ 270 m</b>		
wind speed	bora 15 m/s sirocco 8 m/s*	bora 20 m/s sirocco 12 m/s
sea current speed	0.5 kn	-
wave height (significant)	1.5 m	1.5 m
Visibility	0.5 M	-
<b>Loa &gt; 270 m*</b>		
wind speed	bora 13 m/s sirocco 8 m/s*	20 m/s sirocco 8 m/s
sea current speed	0.5 kn	-
wave height (significant)	1.5 m	1.5 m
Visibility	0.5 M	-

\* Also valid for unmooring.

f) USE OF A TUGBOAT (minimum conditions)

Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 180 m (bow thruster)	1
110 < Loa < 180 m (no bow thruster)	2
	<b>tugboat (BP<sub>MIN</sub> ≥ 500 kN )</b>
180 < Loa < 270 m (bow thruster)	2***
180 < Loa < 270 m (no bow thruster)	3*
270 < Loa < 370 m (bow thruster)	3*/**
270 < Loa < 370 m (no bow thruster)	4*
Loa > 370	4*/**
Unmooring	tugboat (BP <sub>MIN</sub> > 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 180 m (bow thruster)	1***
110 < Loa < 180 m (no bow thruster)	2
	<b>tugboat (BP<sub>MIN</sub> ≥ 500 kN )</b>
180 < Loa < 270 m (bow thruster)	2*/**
180 < Loa < 270 m (no bow thruster)	2
270 < Loa < 370 m (bow thruster)	2**
270 < Loa < 370 m (no bow thruster)	3*
Loa > 370 m	3*/**

\* If the wind speed is less than 5 m/s, manoeuvring is allowed with one tugboat less.

\*\* If ships are equipped with a bow and stern side thruster, manoeuvring is allowed with one tugboat less (the total number of tugboats can be less than the prescribed number of tugboats by a maximum of 1).

\*\*\* Ships equipped with bow and stern thrusters may manoeuvre with one tugboat less if the wind speed is less than 5 m/s .

## 8. RAŠA – BRŠICA

### a) SHIP MOORING (PORT AND STARBOARD SIDES)

	Berth 61 Kosi pier	Berth 62 Bršica – T pier	Berth 62 Bršica – Berth 3 Pontoon pier	Berth 64 Bršica terminal – Berth 4	Berth 65 Bršica terminal - Berth 5
	Livestock carrier / General cargo ship	Livestock carrier	Stone transport ship	General cargo ship	
<b>max. Loa</b>	80 m	125 m	110 m	150 m	150 m
<b>max. draught</b>	2.9 m – 4.3 m*	5.4 m	4.3 m	7.8 m	7.8 m
<b>manoeuvring</b>	day (mooring) / day and night (departure)				

\* Depth

### b) HYDROMETEOROLOGICAL LIMITATIONS

	Berth*	Stay of the ship
	General cargo ship	
wind speed	13.0 m/s	Without limits
sea current speed	0.5 kn	-
wave height (significant)	0.4 m	-
Visibility	0.5 M	-
	Livestock carrier	
wind speed	10.0 m/s	Without limits
sea current speed	0.5 kn	-
wave height (significant)	0.4 m	-
Visibility	0.5 M	-
	Stone transport ship	
wind speed	13.0 m/s	Without limits
sea current speed	0.5 kn	-
wave height (significant)	0.4 m	-
visibility	0.5 M	-

\* Also valid for unmooring.

c) USE OF A TUGBOAT (minimum conditions)

Livestock carrier – Berth 62	
Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 80 m	_**
80 < Loa < 120 m	1
Unmooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 80 m	_**
80 < Loa < 120 m	1
General cargo ship – Berth 64 and Berth 65	
Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 80 m	_**
80 < Loa < 130 m	1
130 < Loa < 150 m	2
Unmooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 80 m	_**
80 < Loa < 130 m (bow thruster)	1*
80 < Loa < 130 m (no bow thruster)	1
130 < Loa < 150 m (bow thruster)	1*
130 < Loa < 150 m (no bow thruster)	2*
Stone transport ship – Berth 63	
Mooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 80 m	_**
80 < Loa < 110 m (bow thruster)	1*/***
80 < Loa < 110 m (no bow thruster)	1
Unmooring	tugboat (BP <sub>MIN</sub> ≥ 350 kN)
Loa < 110 m (bow thruster)	-
Loa < 110 m (no bow thruster)	1***

\* If the wind speed is less than 5 m/s, manoeuvring is allowed with one tugboat less.

\*\* If the wind speed is greater than 5 m/s, the use of 1 tugboat is mandatory.

\*\*\* If ships are equipped with two propellers, manoeuvring is allowed without the use of a tugboat.

### APPENDIX 3 - LIST OF MARITIME SAFETY STUDIES IN THE AREA OF THE PRA

	TITLE OF MARITIME SAFETY STUDY	CONSENT OF THE RESPONSIBLE HARBOUR MASTER'S OFFICE
RIVER BASIN		
1.	MARITIME SAFETY MEASURES AT THE CONTAINER TERMINAL ON THE ZAGREB PIER (Producer: Maritime Faculty in Rijeka, 2019)	Harbour Master's Office Rijeka CLASS: 342-01/10-01/175 URBROJ: 530-03-02-01-2010-2 Rijeka, September 27, 2010.
2.	MARITIME SAFETY MEASURES AT THE CONTAINER TERMINAL ON THE ZAGREB PIER WHEN ACCEPTING 400 M CONTAINER VESSELS (Producer: Maritime Faculty in Rijeka, 2019)	Harbour Master's Office Rijeka CLASS: UP/I-350-05/20-01/9 NUMBER: 530-04-5-2-20-2 Rijeka, February 28, 2020.
3.	MARITIME SAFETY MEASURES WHEN ACCEPTING SHIPS ON THE DE FRANCESCHI, ORLANDO AND VISIN PIER WITH THE ASSOCIATED BASINS OF THE VIENNA AND BUDAPEST SHORES IN THE PORT OF RIJEKA (Producer: Maritime Faculty in Rijeka, 2022)	Harbour Master's Office Rijeka CLASS: UP/I-342-21/22-01/40 NUMBER: 530-04-5-2-22-2 Rijeka, August 23, 2022.
4.	MARITIME SAFETY MEASURES DURING THE ACCEPTANCE OF VERY FAST PASSENGER SHIPS AT THE PASSENGER TERMINAL OF THE PORT OF RIJEKA (Producer: Maritime Faculty in Rijeka, 2009)	
5.	MARITIME SAFETY MEASURES DURING THE ACCEPTANCE OF THE RO-RO PASSENGER SHIPS <i>MARKO POLO</i> , <i>DUBROVNIK</i> AND <i>LIBURNIJA</i> AT THE PASSENGER TERMINAL OF THE PORT OF RIJEKA (Producer: Maritime Faculty in Rijeka, 2009)	
6.	MARITIME SAFETY MEASURES WHEN ACCEPTING CRUISERS WITH FLOATING SIDE SPACERS AT THE RIJEKA BREAKWATER (Producer: Maritime Faculty in Rijeka, 2020)	Harbour Master's Office Rijeka CLASS: UP/I-342-21/20-01/29 NUMBER: 530-04-1-2-20-20 Rijeka, September 14, 2020.
7.	MARITIME SAFETY MEASURES WHEN ACCEPTING YACHTS AND MEGA YACHTS IN FOUR BERTHS AT THE PASSENGER TERMINAL IN THE PORT OF RIJEKA – SHORE BETWEEN ADAMIĆ PIER AND KAROLINE RIJEČKA PIER (PASSENGER TERMINAL NO. 7) AND AT ADAMIĆ PIER - SOUTH (PASSENGER TERMINAL NO. 5) (Producer: Maritime Faculty in Rijeka, 2021)	Harbour Master's Office Rijeka CLASS: UP/I-342-21/21-01/37 NUMBER: 530-04-5-2-21-2 Rijeka, April 26, 2022.

SUŠAK BASIN		
8.	MARITIME SAFETY MEASURES AT THE BRAJDICA CONTAINER TERMINAL (Producer: Maritime Faculty in Rijeka, 2008)	
9.	MARITIME SAFETY OF CONTAINER TRANSPORTATION SHIPS AT THE KOSTRENA PORT WITH DEFINITION OF THE ANCHOR SYSTEM AND MOORING OF THE BOW OF THE SHIP (Producer: Maritime Faculty in Rijeka, 2013)	
10.	ANALYSIS OF THE DEPTH AT THE MOORING AT THE KOSTRENA PORT - SOUTH (BERTH 2) AFTER THE DEEPENING OF THE BAY (12/2017) AND THE DETERMINATION OF THE MINIMUM UKC, WHICH IS THE MAXIMUM DRAFT OF THE SHIP - <b>Addendum to the maritime study</b> (Producer: Maritime Faculty in Rijeka, 2018)	Harbour Master's Office Rijeka CLASS: UP/I-350-05/17-01/112 NUMBER: 530-04-4-2-2-18-2 Rijeka, January 2, 2018.
11.	MARITIME SAFETY MEASURES WHEN ACCEPTING SHIPS FOR THE TRANSPORTATION OF 400 m LONG CONTAINERS AT THE KOSTRENA PORT - SOUTH (Producer: Maritime Faculty in Rijeka, 2018)	Harbour Master's Office Rijeka CLASS: UP/I-350-05/19-01/5 NUMBER: 530-04-5-2-20-2 Rijeka, January 7, 2020.
BAKAR BASIN		
12.	MARITIME SAFETY MEASURES WHEN ACCEPTING SHIPS FOR THE TRANSPORTATION OF CARS AT THE GORANIN PIER IN THE BAY OF BAKAR (Producer: Maritime Faculty in Rijeka, 2010)	
13.	MARITIME STUDY - MARITIME SAFETY MEASURES AND DEVELOPMENT OF MARITIME CONDITIONS FOR ENTRY, DEPARTURE AND STAY OF SHIPS AT THE PODBOK TERMINAL AND THE GORANIN TERMINAL IN THE BAKAR PORT (Producer: Maritime Faculty in Rijeka, 2022)	Harbour Master's Office Rijeka CLASS: UP/I-342-21/23-01/9 NUMBER: 530-04-5-2-23-2 Rijeka, April 7, 2023
OMISALJ BASIN		
14.	MARITIME STUDY OF THE TANKER TERMINAL OMIŠALJ – JANAF (Producer: Maritime Faculty in Rijeka, 2022)	Harbour Master's Office Rijeka CLASS: UP/I—342-21/23-01/10 NUMBER: 530-04-5-2-23-2 Rijeka, May 17, 2023

BAZEN RAŠA – BRŠICA		
15.	MARITIME SAFETY MEASURES AT THE TERMINALS IN THE PORT OF BRŠICA IN THE BAY OF RAŠA (Producer: Maritime Faculty in Rijeka, 2016)	Harbour Master's Office Pula CLASS: UP/I-342-01/20-01/151 NUMBER: 530-04-4-2-20-2 Pula, July 9, 2020
16.	ANALYSIS AND OPINION ON THE POSSIBILITY OF ACCEPTING LIVESTOCK TRANSPORTATION SHIPS UP TO 125 m LONG ON BERTH 2 - <b>Addendum to the maritime study</b> (Producer: Maritime Faculty in Rijeka, 2017)	
17.	MARITIME SAFETY MEASURES AT THE TERMINAL FOR TRANSHIPPING STONE MATERIAL IN THE PORT OF BRŠICA AFTER THE INSTALLATION OF THE NEW PONTON - <b>Addendum to the maritime study</b> (Producer: Maritime Faculty in Rijeka, 2020)	