

ISD PORTOLAN Forwarding Ltd.
Dunaújváros site, Port

2400 Dunaújváros, Ruhagyári út 4.

RULES OF OPERATION

(PORT REGULATION)

Clause

This Port regulation containing 14 (fourteen) numbered pages was approved by decision UVH/HF/NS/A/6499/1/2016. issued by the National Transport Authority, Roads, Railway and Shipping Authority, Shipping Department on 4th August 2016.

2016.

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CHAPTER I GENERAL DEFINITIONS

1.1 EFFECT OF THE PORT REGULATION

This Port regulation shall be valid on the waters and on the riverside area of the dock basin type port opening from a right bank section at river km 1578+600 on the Danube.

1.1.1 Ownership of the riverside area

Name	ISD DUNAFERR Zrt.
Address	2400 Dunaújváros, Vasmű tér 1-3.
Other	Phone: +36 25 584 000 Fax: +36 25 584 001 E-mail: isd-dunaferr@isd-dunaferr.hu
Name	CENTROPORT Ltd.
Address	2400 Dunaújváros, Ruhagyári út 5.
Other	Phone: +36 25 503 009 Fax: +36 25 503 009 E-mail: centroport@centroport.hu
Reg. no of the part owned in the port	E-80/02/D/B/A/P-80-44/004-01

1.1.2 Port operator in control of navigation

Name	ISD PORTOLAN Forwarding Ltd.
Address	1139 Budapest, Frangepán utca 7.
Other	Phone: +36 25 522 515 Fax: +36 25 584 706 E-mail: kikoto@portolan.hu

1.2 TYPE OF PORT, DESIGNATED AREAS IN THE PORT

1.2.1 Type of port

Public river port, dock basin; vertical wharf along 563.1m on the left hand bank of the dock.

1.2.2 Designated areas

Berth 1	
Location	vertical wharf on the left hand bank, 93m south from point 0.00
Width	max. 3 vessels moored by each other
Products	bulk cargo and general cargo; lying idle
Note	ISD PORTOLAN Ltd.

Berth 2	
Location	vertical wharf on the left hand bank, sections 93m - 183m south from point 0.00
Width	max. 3 vessels moored by each other
Products	bulk cargo and general cargo; lying idle
Note	ISD PORTOLAN Ltd.

Berth 3	
Location	vertical wharf on the left hand bank, sections 183m - 279m south from point 0.00
Width	max. 3 vessels moored by each other
Products	bulk cargo and general cargo; lying idle
Note	ISD PORTOLAN Ltd.

Berth 4	
Location	vertical wharf on the left hand bank, sections 279m - 372m south from point 0.00
Width	max. 3 vessels moored by each other
Products	bulk cargo and general cargo; lying idle
Note	ISD PORTOLAN Ltd.

Berth 5	
Location	vertical wharf on the left hand bank, sections 372m - 465m south from point 0.00
Width	max. 3 vessels moored by each other
Products	bulk cargo and general cargo; lying idle
Note	ISD PORTOLAN Ltd.

Berth 6	
Location	vertical wharf on the left hand bank, sections 465m - 558m south from point 0.00
Width	max. 3 vessels moored by each other
Products	bulk cargo and general cargo; lying idle
Note	Centroport Ltd./ISD PORTOLAN Ltd. Repair, disassembly and storage of vessels

1.3 NAVIGATION DATA

Standard water gauge in the region: Dunaújváros water gauge, part of the Hungarian national network of water gauges.

Standard water gauge	Dunaújváros	Location	River km 1580,600 on the Danube	
			m above BSL	cm
Typical values				
Height of '0' point			90.28	0
Navigable high water level (HNV)			95.79	551
Navigable low water level (HKV)			90.20	-8

1.3.1 Hydrological data of the dock basin

Design flood level (MÁSZ)	99.14 m above BSL
Highest navigable water level, HNWL (LNHV)	95.68 m above BSL
Lowest navigable water level, LNWL (LKHV)	91.43 m above BSL
Level of the riverbed bottom	87.63 m above BSL
Wharf height	98.93 m above BSL
Dock length	1,600 m
Dock width	150 m
Entrance channel width	25 m

1.3.2 Port equipment and port facilities

Vessels can be moored at dolphins located at a distance of 30m from each other along the vertical wharf. Apart from the dolphins, mooring installed in the vertical wharf is also available.

Vessels can be moored directly to the bank at six berths along the vertical wharf.

The bank / the vessels can be accessed via pavements and steps with railings (illuminated at night) installed at each berth along the vertical wharf.

1.4 FUNCTION OF THE PORT, LOADING TECHNOLOGY, GENERAL REGULATIONS ON LOADING

1.4.1 Function of the port

Transshipment of bulk cargo and general cargo transported by water/rail/road.
Shipment by water for the cornhouse operated in the port (CENTROPORT).

1.4.2 Loading technology

Bulk cargo: grab buckets (installed on portal cranes) or a tilt tray – from vessels into railway wagons/trucks or from railway wagons/trucks into vessels. Residue remaining in the loading area is cleared up by machine or by hand.

General cargo: hooks (installed on portal cranes). Cargo lifting/lowering: steel wire cable reinforced with hook eyes, straps, lifting chains, different types of grab tools/lifting beams/lifting frames.

Grain in the cornhouse: fed into the vessels by an elevator conveyer belt and by a feed chute.
The loading area on the wharf is illuminated during loading at night.

1.4.3 General regulations on loading

1.4.3.1 Masters of the loading vessels are advised about the actual water depth in the port by the production manager (dispatcher) on duty.

1.4.3.2 Loading jobs can only be started upon the instruction of the shift foreman and performed if approved by the master. Before a loading job is started, the port staff are entitled to check the loading equipment and the accessory loading tools on the vessel and, in case they turn out to be inappropriate for the particular job, can even refuse the use of such equipment of the vessel.

1.4.3.3 Loading must be suspended while another vessel is being moved next to / removed from the loading vessel.

1.4.3.4 During loading, the master or a person appointed by the master must be on the alert near the vessel or, if required, on the vessel. This person will

- approve of the start of loading,
- stop loading if necessary,
- supervise the particular loading / vessel / crew on the vessel, take measures as required if the cargo is endangered and be responsible for placing the cargo in an appropriate way,
- open or close the holds of the vessel as required.

1.4.3.5 If there is a risk of possible accident or damage, loading must be suspended immediately and the production manager (dispatcher) on duty must be advised.

1.5 POSITIONING AND MOORING OF VESSELS

1.5.1 Positioning the vessels

Different types of cargo can be loaded/discharged/transhipped at six berths along the vertical wharf. At one berth three vessels (loading or waiting for loading) can be positioned at the same time. Empty vessels that will not be loaded or vessels that have already been loaded must be removed from the port to the designated lie-up waters.

Bulk cargo is typically loaded at berths 1, 2 and 3. Vessels shipping general cargo are positioned at berths 4, 5 and 6.

Unpropelled vessels are berthed/reberthed (pilotage) by a boxer operated by the port as necessary.

Self-propelled vessels can put in/put out of the port driven by their own engine power. Motorboats can put in the port / harbour in the port if this has been approved by the port dispatcher service; such boats can use berth 6 for taking on supplies or for repair.

1.5.2 Mooring and maneuvering of the vessels

Maneuvering of vessels on the territory of the port is regulated by the effective Shipping regulation (Annex to 57/2011. XI.22. NFM decree), by GKM decree 49/2002 (XII.28.) and by the Port regulation defining special rules for the use of the particular port.

Self-propelled vessels can travel in the port at a reduced speed that is still sufficient to manoeuvre the vessel.

Masters of floating units must pay special attention to avoid manoeuvres that could disturb or endanger free navigation of other river units.

The entrance channel of the port cannot be used, even temporarily, as a lie-up channel. Free navigation must always be ensured.

Safe access to vessels tied to each other must be ensured; special attention must be paid to the difference between the levels of such vessels.

Vessels to be loaded must be moored at the berth in compliance with the regulations of section 3, article 7.01, chapter 7 in the Shipping regulation.

1.6 LAY-UPS BELONGING TO THE PORT

Lay-up 1	
Location	right hand bank, between sections rkm 1581.5 – 1582.3
Width	width: max. 100m
Function	vessels with a crew/unattended vessels shipping non-hazardous cargo making use of the services of the Dunaújváros port

Lay-up 2	
Location	right hand bank, between sections rkm 1578.9 – 1580.0
Width	width: 50-100m
Function	vessels with a crew/unattended vessels shipping non-hazardous cargo making use of the services of the Dunaújváros port
Note	Vessels with a crew must be positioned in the upper part, unattended vessels must be positioned in the lower part. Right hand bank section between rkm 1578.9-1579.45 is protected by a 'Do not anchor' sign.

Lay-up 3	
Location	left hand bank, between sections rkm 1580.8 – 1581.5
Width	width: 40-140m
Function	vessels with a crew/unattended vessels shipping non-hazardous cargo making use of the services of the Dunaújváros port

Lay-up 4	
Location	left hand bank, between sections rkm 1577.2 – 1577.9
Width	width: 50-110m
Function	vessels with a crew/unattended vessels shipping non-hazardous cargo making use of the services of the Dunaújváros port

Lay-up 5	
Location	left hand bank, between sections rkm 1574.9 – 1575.4
Width	width: max. 110m
Function	vessels with a crew/unattended vessels shipping hazardous (flammable) cargo

Vessels can also be laid idle in the following waters: between sections 300-420m on the sloped right hand bank (parallel to the left hand bank from point 0.00 to the south; item 7 in the attached Plan of the port) and between sections 420-540m on the sloped right hand bank (parallel to the left hand bank from point 0.00 to the south; item 8 in the attached Plan of the port). In these two places max.

two vessels can be laid idle if tied to each other at the sloped right hand bank, either waiting for loading / for a check of the cargo or taking on supplies if this has been approved by the port operator.

CHAPTER II RULES OF USE OF THE PORT

2.1 GENERAL REGULATIONS

The port can be used by vessels with destination Dunaújváros, flying the flag of Hungary or of another country.

2.1.1 The port can be used for commercial purposes or for lying idle by all cargo vessels regardless of their flags except those falling under the scope of ADN/ADNR.

2.1.2 Motorboats can only put in or put out if this has been approved by the port operator.

2.1.3 Vessels in the port cannot impair/endanger the intactness or the safety of other vessels or of the port equipment.

2.1.4 Vessels that are inoperative, damaged or limited (in whatever way) in their operation can only put in or put out with prior notice. Upon receipt of such a notice the port operator can order that a site check be held and can also decide on special rules of putting in/putting out.

2.1.5 Floating units performing special shipment as defined in section 1.21 in the Shipping regulation can only be moored in the port with prior notice and in accordance with the conditions defined by the port operator.

2.1.6 Special permits must be requested from and then provided by the operator for the mooring of floating workmachines, floating establishments, rafts or other floating units.

2.1.7 Work under water on the territory of the port (diving, sounding etc.) must also be approved by the port operator.

2.2 REPORTING OBLIGATION

The following radio channel(s) are available for communication between vessels in the port and the port:

Radio location	River km	Call signal	Operation channel	Monitoring channel	Operation time
Dunaújváros	1580.6	Port Dunaújváros	12	16	06.00–18.00
Phone / fax / e-mail: +3630 597-2129 / +3625 522 515 / kikoto@portolan.hu					

Masters of vessels arriving in the waters falling under the scope of the Port regulation with destination Dunaújváros and intending to make use of the services provided by the port must report on their intention to moor or lie idle to the Port service on duty.

Masters of vessels with destination Dunaújváros arriving in a caravan must report on their intention to have the floating units manoeuvred (i.e. must make a request to use the boxer) to the Port service on duty.

If an agreement on 'barge handling' (i.e. on cooperation) is in force between the port operator and the shipping company, then the motorboat must harbour in the lay-up until handover-takeover.

2.2.1 Advance notice about the intention to make use of the services provided by the port

Advance notice about the arrival of a vessel must be given by the owner/agent of the vessel to the port operator at least 24 hours prior to ETA.

The notice must contain the following data:

- motorboat: name, identification sign and number, nationality;
- cargo: description and, if necessary, permit for shipment;
- time: expected duration of using the services provided by the port (putting in, harbouring, putting out);
- units: number of units shipped by the motorboat, identification sign and number, nationality.

If, based on the advance notice, the safe operation of the port is likely to be endangered, the port can decide to refuse its services.

2.2.2 Notification on arrival

Upon arrival in the port, the owner or a person appointed by the owner must report to the production manager (dispatcher) without delay and must hand over a written Notification of arrival and a copy of a list with the names of the crew and must also fill in, on the spot, a Declaration on assuming any costs incurred.

The Notification of arrival must contain the following data:

- vessel: name, type, identification data and flag;
- name, address and availability of the owner/operator of the vessel, name and citizenship of the master;
- expected time of arrival, reason for/duration of harbouring in the port;
- dead-weight capacity, biggest sizes of the vessel, draft of the vessel;
- description and quantity of the cargo, name of the consignee, port of dispatch;
- if loading is planned, name and quantity of the cargo.

By handing over the documents listed above the master acknowledges that the cost payer defined therein is obliged to pay the charges and costs incurred during the use of the port and during the use of the services provided by the port as announced by the port operator and put on display in the port operator's office.

2.2.3 Notification on putting out

Before putting out the master of the vessel must hand over a Notification of putting out to the production manager (dispatcher). The Notification of putting out must contain the following data:

- name of the vessel;
- time of putting out;
- name of the master;
- if cargo has been discharged from the vessel, start and finish of discharge;
- if cargo has been loaded into the vessel, start and finish of loading, description and quantity of the cargo, name of the port of destination;
- draft of the vessel.

2.3 LIMITATION ON MOORING OR HARBOURING IN THE PORT

In case damage is likely to be incurred / the facilities in the port are likely to be endangered by any parameter of the vessel/caravan or in case putting in is impossible because of the actual traffic situation, the port operator can decide to refuse putting in. In the event inappropriate data were communicated and this has led to damage or endangering, the vessel to blame for this situation can be removed from the port by the port operator at the costs of the vessel owner.

The port operator can decide to refuse a vessel to harbour in the port if

- the vessel is likely to sink except if this can be avoided by immediate interference;
- there has been a fire or fire is likely to occur on the vessel;
- there has been infection or some kind of infectious disease is likely to occur on the vessel;
- the order and safety of navigation / undisturbed navigation / making use of the services provided by the port are endangered or hindered by the vessel in some other way.

The master of the vessel or a person appointed by the master must report on such.

Special permit is required for putting in the port or for prolonged harbouring in the waters of the port (except if the port has been ordered to be used as a shelter) in the following cases:

- mooring or harbouring of floating workmachines (including the time required for work, harbouring and lying idle), of floating establishments such as boat houses etc., of rafts and of discarded vessels (including storage).

Unauthorized persons are not allowed to enter the loading and storage areas of the port including vessels.

The crew or passengers of a vessel can leave the vessel and stay on the land territory of the port, provided they have some actual job to do there, only after it has been agreed in advance, it has been approved by the Production Manager or his/her substitute and only under the supervision provided by the port.

Boats can NOT be tied to the berths / stored at the berths on the whole territory of the dock. Angling from boats or being in boats with the purpose of angling are NOT ALLOWED in the waters of the port, to the south of the high voltage power line as far as the Danube.

2.4 VESSEL MANEUVRING

Crews of vessels maneuvering in the waters falling under the scope of the Port regulation must observe the regulations laid down therein as well as the instructions of the representative of the port operator company regarding the mooring of vessels.

Equipment/roads that have been installed/built for mooring or for loading equipment/vehicles/people move about must not be blocked or made unfit for use and, similarly, safe traffic on the territory of the port must not be hindered/endangered.

During operation at night the loading areas and the traffic routes incl. the area between the vessels and the berths must be properly illuminated.

Special events (training sessions or races of small motorboats/boats, other types of water sports) can only be organized in the waters of the port if they fulfil the conditions defined in

- the permit given by the Danube Water Police,
- the Notice to shippers and
- the measures taken by the competent authorities in the area.

An event that has been approved and has been announced to shippers can only be started if

- the waters destined for the particular event are available with no limitation at all and
- the participants of the event are not endangered by floating establishments in the port.

The staff on duty in the port must make a record about the vessels in the port on a daily base. The report must list all important events occurred in the port, such as accidents, fires, navigation damage, water pollution, fire prevention drills, salvage and rescue drills etc.

2.4.1 Maneuvring in the port

Vessels must travel on the territory of the port and between the different parts of the port at a speed that is still sufficient to manoeuvre the vessel.

Vessels can use the entire territory of the port.

Sea-going vessels as well as vessels longer than 100m without an operable nose control must use a boxer for every manoeuvre, except for putting in and putting out.

The port operator's permit is required for the following manoeuvres:

- manoeuvres that can possibly hinder free traffic for a prolonged period;
- manually turning the vessel;
- manoeuvres in the port or in any part of the port when visibility is poor.

Motorboats rearranging fixed formations as part of their approved manoeuvres must rearrange the elements in a set formation again and then safely moor the formation.

If a motorboat has become inoperative, its master must advise the port operator accordingly without delay.

On the territory of the dock the main engine of a vessel can only be tested if this has been approved by the port operator, in the place and at the engine speed defined by the port operator and with the vessel moored.

Service boats can only be used in justified cases. The production manager (dispatcher) must be advised accordingly. Service boats cannot be moored in the entrance channel!

2.4.2 Mooring and lying idle in the port

During mooring the mooring lines must be located or tied under a becket in such a way that the vessel can be repositioned / vessels can be rearranged if this is necessitated by the order of loading or for any other reason.

Except for emergency situations, anchorage is not allowed on the whole territory of the port.

In the port

- a vessel can only harbour if it is not limited by the regulations in 2.3, CHAPTER II above and it has fulfilled its obligation to make the necessary notifications;
- a vessel that is not being loaded must pay port dues to the port operator;
- it is not allowed
 - to moor a vessel if the number of vessels defined in the Port regulation is already harbouring in the port;
 - to manoeuvre floating establishments that are being loaded (tying vessels to / removing from such structures).

2.5 WINTERING

When the waters of the port have frozen, the ice must be broken and a travel channel must be provided on a continuous base. Also, a dilatation channel decreasing the ice pressure must be provided at the sides of the vessels.

Vessels in the port must be guarded; unattended floating establishments must be put under the guarding of the port operator.

The crew of the wintering vessels must observe the port operator's instructions and must take part in de-icing near the vessels.

In winter weather it must be ensured that the roads near the berths are not slippery.

If the port is defined by the shipping authority to serve as a shelter in compliance with article 1.25 in the Shipping regulation, wintering must be provided for any floating establishment on condition that the capacity and the safe operation of the port can still be maintained. (See also 2.3 above.)

If the port has been defined as a shelter, this must be announced in the Notice to shippers.

CHAPTER III BEHAVIOUR IN THE PORT

3.1 GENERAL REGULATIONS

3.1.1 The port operator can decide to refuse the entry or stay of a person who would violate order and safety in the port and in the lay-ups.

3.1.2 People can only stay in the port in those places where they are supposed to be during their work.

3.1.3 If, while using the port, a person damages a port facility, any port equipment or vehicles/river units, he/she must report this to the port operator and compensate for the damage incurred.

3.1.4 River unit operators must provide for guarding of their units. Several river units can be guarded together.

3.1.5 On noticing emergency situations such as fire, leakage, danger to human life etc., the crew of every vessel in the port must alarm the port operator and sound the signal defined in the Shipping regulation.

3.1.6 The master of a vessel must notify the port operator if some kind of infectious disease has occurred on his vessel or there is a risk that such might occur.

3.1.7 Angling is only allowed in the places defined by the port operator.

3.1.8 It is not allowed

- to stay between products stored in the open air, to stand under cranes that are in operation busy loading cargo, to walk across the railway tracks or in the classifying yard and, except authorized persons, to enter warehouses or river units;
- for unauthorized persons to operate a tool or a vehicle of the port or to make any kind of alteration on them;
- to impair the rescue facilities and equipment in the port or, except for salvage and rescue purposes, to remove them from their places;
- to let animals loose or to let animals swim in the river;
- to bathe or to row a boat in the dock.

3.2 EMERGENCY CASES

In emergency situations (accident, fire, navigation damage, water pollution etc.) the crew of every vessel and the staff in the port must

- fulfil their obligation to notify the port operator and the organs authorized to take the necessary measures;
- take the required emergency measures and contribute to further damage prevention.

CHAPTER IV FIRE PREVENTION, ENVIRONMENT PROTECTION

4.1 GENERAL REGULATIONS

4.1.1 All possible measures must be taken to avoid water pollution / environment pollution by hazardous materials.

4.1.2 Waste produced on the vessels must be disposed of in selective waste collection bins provided the port operator.

4.1.3 In case of fire or environment pollution:

- the port operator must be notified without delay;
- all measures must be taken to mitigate and limit the damage as much as possible; the crew and other persons on board must be duly informed.

4.2 FIRE PREVENTION

- During the use of the port all general and local regulations and instructions on fire prevention must be observed.
- Refueling is only allowed at berth 6, with the approval of the port operator.
- Access/traffic roads, passes and steps on the riverside area and on the floating establishments must be kept free for access and must not be (even temporarily) blocked.
- Fire fighting equipment and devices must be kept both on the vessels and in the port, in places defined by the shipping authority and by the fire protection department, resp.
- Work with a risk of fire (welding, flame cutting etc.) can only be performed with a valid Hot Work Permit, with utmost care, observing all related valid regulations and with appropriate fire fighting equipment nearby.

4.2.1 General rules

- From the point of view of fire prevention, all vessels (regardless of the owner or the flag) wintering in the port are subject to the authority of the port operator.

- After wintering has been started, the port operator must ask the first instance Fire prevention authority competent in the area to conduct a site survey without delay.
- During wintering the river units must be harboured next to each other in rows with a distance big enough for people to be able to access the units.
- Vessels with flammable cargo wintering in the port must be harboured nearest to the entrance of the port, separated from other river units and in compliance with the regulations of the Shipping authority regarding the usage of the port as a shelter.
- Flammable materials can only be stored, fire can only be made in the designated places.
- In case of a fire on a river unit, the person noticing the fire must give the alarm, notify the port operator and do his/her best to avoid further spread of the fire.
- The port operator is entitled to instruct every river unit and their crew in the port to take part in fire fighting or in rescue operations.
- On noticing the presence of flammable waste, the person noticing it must notify the port operator accordingly.

It is not allowed to

- smoke in areas with a 'No smoking' sign or where flammable materials are stored;
- make fire on board / in the hold of a vessel;
- dispose flammable waste (produced during cargo manipulation) in a normal waste bin.

4.3 ENVIRONMENT PROTECTION

4.3.1 General rules

During the use of the port all possible measures must be taken to avoid water/environment pollution by hazardous materials originating from the cargo or from other activities in the port.

In the waters falling under the scope of the Port regulation bilge water containing oil from river units cannot enter the water, not even via water purifying devices.

In case of water pollution / environment pollution damage mitigation must be started right away and the staff on duty in the port must notify the competent authorities in the area without delay.

4.4. REFUELING

Refueling is allowed with prior approval of the port operator and in accordance with the conditions defined below.

4.4.1 While a vessel is being refueled, other vessels cannot harbour or lie idle at the same berth where refueling is going on.

4.4.2 During refueling

- it is not allowed to smoke or light a fire on the technological territory of the designated berth of refueling or to perform a job that could directly lead to fire on board of the vessel that is being refueled;
- signs 'No smoking' and 'Do not light a fire' (article 3.32, part III, chapter 3 in the Shipping regulation) must be placed on the vessels and on the technological territory of the berth.

4.4.3 Fire prevention measures

- the workers involved must wear anti-static build-up boots;
- the vessel that is being refueled must be connected to the earthing system;
- it must be ensured that flammable liquid does not escape or drip; liquid catchment bowls must be put under the relating pipe joints and must be discharged as necessary.

4.4.4 During refueling

- on the berth: at least one 50kg dry-powder extinguisher or one 25kg IFEX foam extinguisher and
- on the vessel: at least two 12kg dry-powder extinguishers or two 6kg IFEX foam extinguishers must be made available.

4.5 BILGE WATER AND SEWAGE

4.5.1 Bilge water and sewage can only be discharged (handed over) to a special licensed vehicle and with prior approval of the port operator.

4.5.2 While bilge water and sewage are being discharged from a vessel, other vessels cannot harbour or lie idle at the same berth where dischargement is going on.

**CHAPTER V
CLAUSE**

5.1 This regulation shall take effect on the day when the approving decision of the National Transport Authority, Roads, Railway and Shipping Authority acquired the authority of a final decision. At the same time the Port regulation approved by decision UVH/HF/NS/A/2362/3/2014. of the Shipping Inspectorate at the Central Transport Inspectorate on 6th May 2014 shall be repealed.

5.2 This Port regulation was approved by decision UVH/HF/NS/A/6499/1/2016. issued by the at the National Transport Authority, Roads, Railway and Shipping Authority, Shipping Department on 4th August 2016.

ADDENDA

Addendum 1: The port area, drawing

