
	INVESTOR:	LNG Hrvatska d.o.o. (LNGH) Radnička cesta 80, Zagreb	Edition/revision 1/0	
	FACILITY:	Special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice	Document number: KRS-35-1	
	DOCUMENT TITLE:	The Regulation on determining the class and quantity of dangerous substances that may be handled in the port, that is, that may be carried by a ship or vehicle entering the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj - Njivice and the locations where such substances will be handled	Page/of 1 / 8	Prepared on: 20/11/2020
	In force since:			

REGULATION

**ON DETERMINING THE CLASS AND QUANTITY OF DANGEROUS SUBSTANCES
THAT MAY BE HANDLED IN THE PORT, THAT IS, THAT MAY BE CARRIED BY
A SHIP OR VEHICLE ENTERING THE PORT AREA OF THE SPECIAL-PURPOSE
PORT - INDUSTRIAL PORT LNG TERMINAL, OMIŠALJ - NJIVICE AND THE
LOCATIONS WHERE SUCH SUBSTANCES WILL BE HANDLED**

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	In force since:			

Pursuant to Articles 4 and 15 of the Regulation on the handling of dangerous substances, conditions and manner of performing transport in maritime traffic, loading and unloading of dangerous substances, bulk and other cargo in ports, and on the manner of preventing the spreading of oil spills in ports (Official Gazette 51/05, 127/10, 34/13, 88/13, 79/15, 53/16 41/17, 23/20 and 128/20) (hereinafter **Regulation on the handling of dangerous substances**) and Article 22 of the Articles of Association of 18 February 2019, by the Decision number: OU-072/2020, the Management Board of LNG Hrvatska d.o.o., seated at Zagreb, Radnička 80, Personal Identification Number (PIN): 53902625891 (hereinafter: **LNGH**), represented by director Hrvoje Krhen, issues the following

REGULATION

ON DETERMINING THE CLASS AND QUANTITY OF DANGEROUS SUBSTANCES THAT MAY BE HANDLED IN THE PORT, THAT IS, THAT MAY BE CARRIED BY A SHIP OR VEHICLE ENTERING THE PORT AREA OF THE SPECIAL-PURPOSE PORT - INDUSTRIAL PORT LNG TERMINAL, OMIŠALJ - NJIVICE AND THE LOCATIONS WHERE SUCH SUBSTANCES WILL BE HANDLED


I. GENERAL PROVISIONS

Article 1

This Regulation on determining the class and quantity of dangerous substances that may be handled in the port, that is, that may be carried by a ship or vehicle entering the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj - Njivice and the locations where such substances will be handled (hereinafter: **the Regulation**) lay down specific safety, protective and other measures to be respected by all those who handle dangerous substances, in any manner, in the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj – Njivice managed by LNGH.

For the purpose of this Regulation, the port area managed by LNGH covers the onshore and offshore area as indicated in Article 7 of the Act on the Liquefied Natural Gas Terminal (Official Gazette 57/18) and the Agreement on the concession of the maritime domain for the purpose of construction and commercial use of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice of 2 October 2018, as shown on Map 1 enclosed hereto.

The Management Board of LNGH may issue instructions based on this Regulation which shall apply to all port users and economic operators who perform the handling of dangerous substances based on a contract concluded with LNGH as well as to all other natural or legal entities who participate in any manner in the handling of dangerous substances in the port area of the special-purpose port - Industrial Port LNG Terminal based on a permission issued by LNGH.

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	FACILITY: Special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice	Document number: KRS-35-1		
	DOCUMENT TITLE: The Regulation on determining the class and quantity of dangerous substances that may be handled in the port, that is, that may be carried by a ship or vehicle entering the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj - Njivice and the locations where such substances will be handled	Page/of 3 / 8	Prepared on: 20/11/2020	
	In force since:			

Article 2

For the purpose of this Regulation, dangerous substances means substances as classified and listed in the Regulation on the handling of dangerous substances.

Article 3

The classes and quantities of dangerous substances that may handled in the port area of the special-purpose port – Industrial Port LNG Terminal, Omišalj – Njivice managed by LNGH, that is, that may be carried by a ship or vehicle entering the port are as follows:

CLASS	NAME	QUANTITY (KG)
Class 2	Compressed, liquefied or dissolved gases	170,000,000
Class 3	Flammable liquids	7,000,000
Class 4.1	Flammable solids	1,000
Class 6.1	Poisonous substances	1,000
Class 8	Corrosive substances	2,000
Class 9	Other dangerous substances	2,000


Article 4

The location of handling of dangerous substances referred to in Article 3 of this Regulation in the port area of the special-purpose port - Industrial Port LNG Terminal shall be the ship which is loading/unloading dangerous substances, the FSRU vessel moored to the port's jetty to/from which dangerous substances are being loaded/unloaded, the port's jetty, and the access to the jetty, as shown on Map 2 enclosed hereto.

Article 5

It is forbidden to handle dangerous substances in the port if the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice, that is, a part of the port, is not specifically organised for handling such substances and if authorized personnel is not present at the location of handling of dangerous substances.

The handling of dangerous substances includes: loading, unloading and transshipment of dangerous substances from the ship/to the ship or from the vehicle/to the vehicle, placement of dangerous substances on the FSRU vessel onto/from which the dangerous substances are being loaded/unloaded, placement of dangerous substances on the ship unloading/loading dangerous substances, storage and transport of dangerous substances in the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice.

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	DOCUMENT TITLE:	The Regulation on determining the class and quantity of dangerous substances that may be handled in the port, that is, that may be carried by a ship or vehicle entering the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj - Njivice and the locations where such substances will be handled	Page/of 4 / 8	Prepared on: 20/11/2020
	In force since:			

Article 6

While handling dangerous substances, the persons handling these substances on any basis shall abide by the provisions of the Regulation on the handling of dangerous substances, the provisions of this Regulation, the instructions and/or orders of the person responsible for the security of the Industrial Port LNG Terminal, Omišalj-Njivice, the Harbour Master's Office Rijeka or other competent authorities issued based on authorization, as well as other valid regulations of the Republic of Croatia that regulate the handling of dangerous substances.

The provisions of this Regulation apply to all economic operators who, based on a contract concluded with LNGH, handle dangerous substances as well as to all other natural or legal entities who participate in any manner in the handling of dangerous substances in the port area based on a permit issued by LNGH.

Article 7

The handling of dangerous substances must be carried out in the manner and under the conditions ensuring safe work (safety of people and the environment), especially in relation to the type of dangerous substances, means or devices used to perform such works, area where the work (handling) is carried out, weather conditions prevailing during the handling of dangerous substances, all with mandatory supervision of LNGH's authorized person.


Article 8

The person handling dangerous substances in the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice shall abort work unless all relevant safety measures have been undertaken, especially in respect of the type of dangerous substances being handled, the means of work and the weather conditions prevailing during the operation.

In case of any danger or accident, persons handling dangerous substances shall report this, immediately and in the most appropriate manner, to the Port Facility Security Officer of the special-purpose port - Industrial Port LNG Terminal, the Harbour Master Office and other relevant units - fire fighters, the police, etc. and abort any further operations until the threat is eliminated, and the causes of the threat, i.e. accident, are detected.

Article 9

A ship transporting or intending to unload or load dangerous substances, that is, a vehicle transporting or intending to unload or load such substances may not sail/enter into the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice before the Port Facility Security Officer approves their arrival or entry into the port area based on a Declaration of dangerous or polluting goods. The Declaration on dangerous or polluting goods, the text of which is enclosed hereto in Croatian and English as Appendix 1 and constitutes an integral part

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	FACILITY:	Special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice	Document number: KRS-35-1	
	DOCUMENT TITLE:	The Regulation on determining the class and quantity of dangerous substances that may be handled in the port, that is, that may be carried by a ship or vehicle entering the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj - Njivice and the locations where such substances will be handled	Page/of 5 / 8	Prepared on: 20/11/2020
	In force since:			

of this Regulation, shall be submitted not later than 72 hours before the expected sailing/entry into the port area.

The Declaration of dangerous or polluting goods referred to in the previous paragraph shall be submitted to the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice by:

1. the master or maritime agent of the ship loading/unloading dangerous substances or pollutants, or if dangerous substances are located aboard a ship in transit;
2. the LNG Croatia FSRU vessel's master or maritime agent if dangerous substances or pollutants are loaded to / unloaded from the LNG Croatia FSRU vessel;
3. the economic entity authorized for road transport of dangerous substances if dangerous substances or pollutants are loaded to / unloaded from a vehicle.

A ship transporting dangerous substances shall have a detailed stowage plan of substances loaded onto the ship or a cargo manifest as well as the other documents referred to in Article 13 of the Regulation on the handling of dangerous substances.


A vehicle intending to enter into the port area of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice shall have relevant documentation on the type, quantity, special instructions on the handling of dangerous substances, etc. and, based on the submitted Request to enter the port's operational area, obtain the Permission to enter the port's operational area.

The master or authorized officer aboard the ship loading/unloading dangerous substances, the master or authorized officer on the FSRU vessel onto/from which dangerous substances are being loaded/unloaded and the authorized person of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice under whose supervision the handling of dangerous substances is being carried out shall, before the commencement of the handling of dangerous substances aboard, mutually sign the Safety Letter, the text of which in Croatian and English is an integral part of this Regulation and enclosed as Appendix 2, and exchange reports on the sound condition of fire-fighting equipment and all other equipment and devices aboard and on the shore used to handle dangerous substances, the manner of emergency notification, technical properties of dangerous substances and special measures applied to the handling of dangerous substances, and compose thereon a Safety Check List, the text of which in Croatian and English is enclosed hereto as Appendix 3 and constitutes an integral part of this Regulation.

The ships berthed in the port area of the special-purpose port - Industrial Port LNG Terminal may not transfer residue ship fuel between ship tanks.

Article 10

Depending on the type of dangerous substances and the type of manipulation with dangerous substances to/from the ship or to/from the vehicle, in any part of the port area of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice, before the commencement of the

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	In force since:			

handling of dangerous substances, it shall be ensured that appropriate means of protection are available, such that can be used to protect people and the environment in case of any accident.

LNGH shall ensure that all the prescribed general and specific safety measures for handling particular types of dangerous substances have been undertaken and that, during the handling of dangerous substances, order is maintained in the port area where the handling of dangerous substances is taking place.

If the Port Facility Security Officer of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice fails to approve the commencement of the handling of dangerous substances on a ship or vehicle, the Harbour Master Office shall immediately be notified in written form thereon and provided with an explanation.

Port Facility Security Officer of the port operational area of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice shall, immediately after obtaining the approval, deliver a copy of the Safety Check List to the Rijeka Harbour Master Office.

Unless the conditions referred to in the previous paragraph have been met, it is forbidden to commence the handling of dangerous substances, or, in case works have already been started, further work should be aborted until the requirements of protection of people and the environment have been met.

Article 11


It is forbidden to store explosive substances (Class 1) and radioactive substances (Class 7) in the port area of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice.

Article 12

Supervision over the implementation of the provisions of this Regulation as well as of the Regulation on the handling of dangerous substances shall be performed by the Department for development and Port security and the regionally competent Rijeka Harbour Master Office.

The competent department referred to in the previous paragraph shall introduce all economic operators who have concluded a contract with LNGH based on which they perform the handling of the dangerous substances as well as all natural and legal entities who participate in any manner in the handling of dangerous substances in the port area of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice based on a permission issued by the Port Facility Security Officer of the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice.

The maritime agent shall introduce the master of the ship transporting dangerous substances to the provisions of this Regulation and other regulations applicable during the handling of dangerous substances in the port area of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice.

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Article 13

The handling of dangerous substances in the port area of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice aboard and on a vehicle shall be aborted and all the ventilation openings closed at the same time:

1. during adverse weather conditions which can endanger the safety of the ship, vehicles or devices in the port facility;
2. in case of a malfunction of any device used to handle dangerous substances, if such malfunction could cause marine pollution or endanger human lives;
3. in case of a fire in the area of the port.

II. BUNKER HANDLING


Article 14

The master of the FSRU vessel or persons he/she has authorized shall, at least 24 hours before the commencement of fuel supply to the FSRU vessel request approval from the authorized person of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice and deliver a written Declaration of dangerous or polluting goods. Fuel supply to the FSRU vessel may not commence without the approval of the authorized person of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice.

The contingency plan in case of marine pollution for the FSRU vessel shall be readily available.

If the FSRU vessel is supplied with fuel from another ship, the authorized officers aboard and the authorized person of the special purpose port - Industrial Port LNG Terminal, Omišalj-Njivice shall, before the commencement of the fuel supply operation, agree on the procedures and prepare thereon a Bunkering Safety Check list for fuel supply to the FSRU vessel, the text of which in Croatian and English is enclosed as Appendix 4 hereto and constitutes an integral part of this Regulation. Upon a timely request of the person authorized for fuel supply to the FSRU vessel, the authorized person who has obtained LNGH's approval for such works shall place a floating protective barrier around the ships.

If the FSRU vessel is supplied with fuel from a vehicle, the master or authorized officer aboard, the person driving the vehicle for fuel supply to the ship and the authorized persons of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice under whose supervision the fuel supply is taking place, shall undertake all the prescribed fire protection measures as well as the measures for preventing environment pollution, and they shall compose thereon a Bunkering Safety Check List for fuel supply to a ship, the text of which in Croatian in English is enclosed hereto as Appendix 4 and constitutes an integral part of this Regulation. It is forbidden to leave

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vehicles loaded with dangerous substances without supervision in the port area of the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice.

While being supplied with fuel in the port area of the special-purpose port - Industrial Port LNG Terminal, the FSRU vessel shall be marked with a red flag (Bravo) at daytime, and all-round visible red light at night-time.

Use of flexible hoses to supply fuel to a ship may only be allowed if the following conditions have been met:

- the flexible hose has been certified and tested not more than 12 months beforehand;
- the maximum operating pressure is indicated;
- the minimum and maximum operating temperature of the fluid is indicated;
- no mechanical damage is visible.

While the FSRU vessel is being supplied with fuel, no movement aboard or on the shore is allowed by persons whose presence is not necessary on locations aboard, i.e. on the shore.

The locations where fuel supply is being carried out shall be properly marked, accessible to emergency vehicles and means of protection in case of hazard and equipped with a fire extinguishing system.

For safety reasons and for the purpose of protecting human lives and the environment and due to the failure to abide by the prescribed provisions, the Rijeka Harbour Master Office may deny approval to commence or continue fuel supply to the FSRU vessel, and it may also order the supplier ship or vehicle to leave the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice.

III. FINAL PROVISIONS

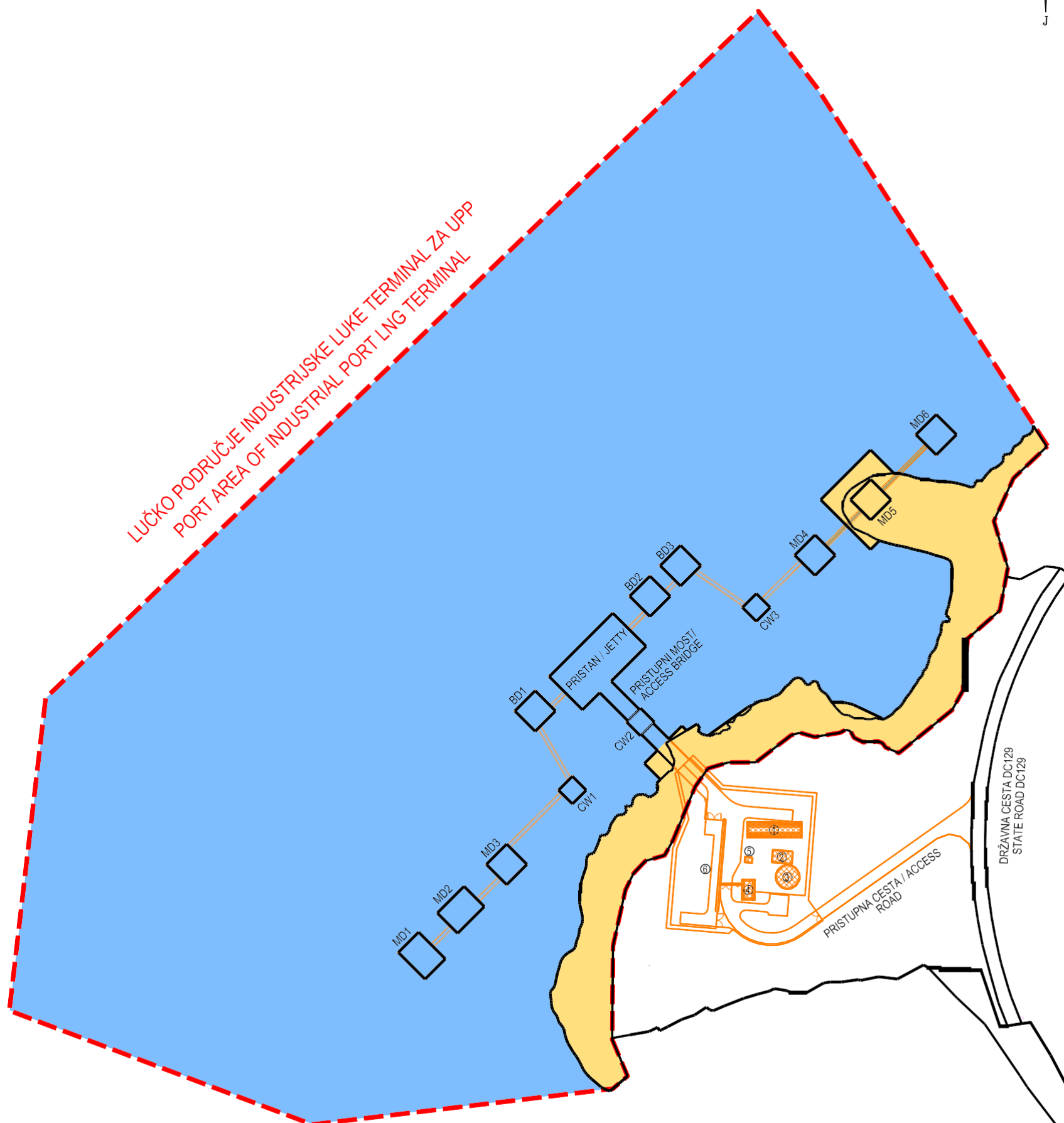
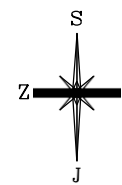
Article 15

This Regulation is brought with prior consent of the ministries competent for maritime affairs, internal affairs, healthcare and environment protection.

This Regulation shall come into force on the day of its adoption, and it shall be published on LNG Hrvatska's website.

COMPANY DIRECTOR

Hrvoje Krhen

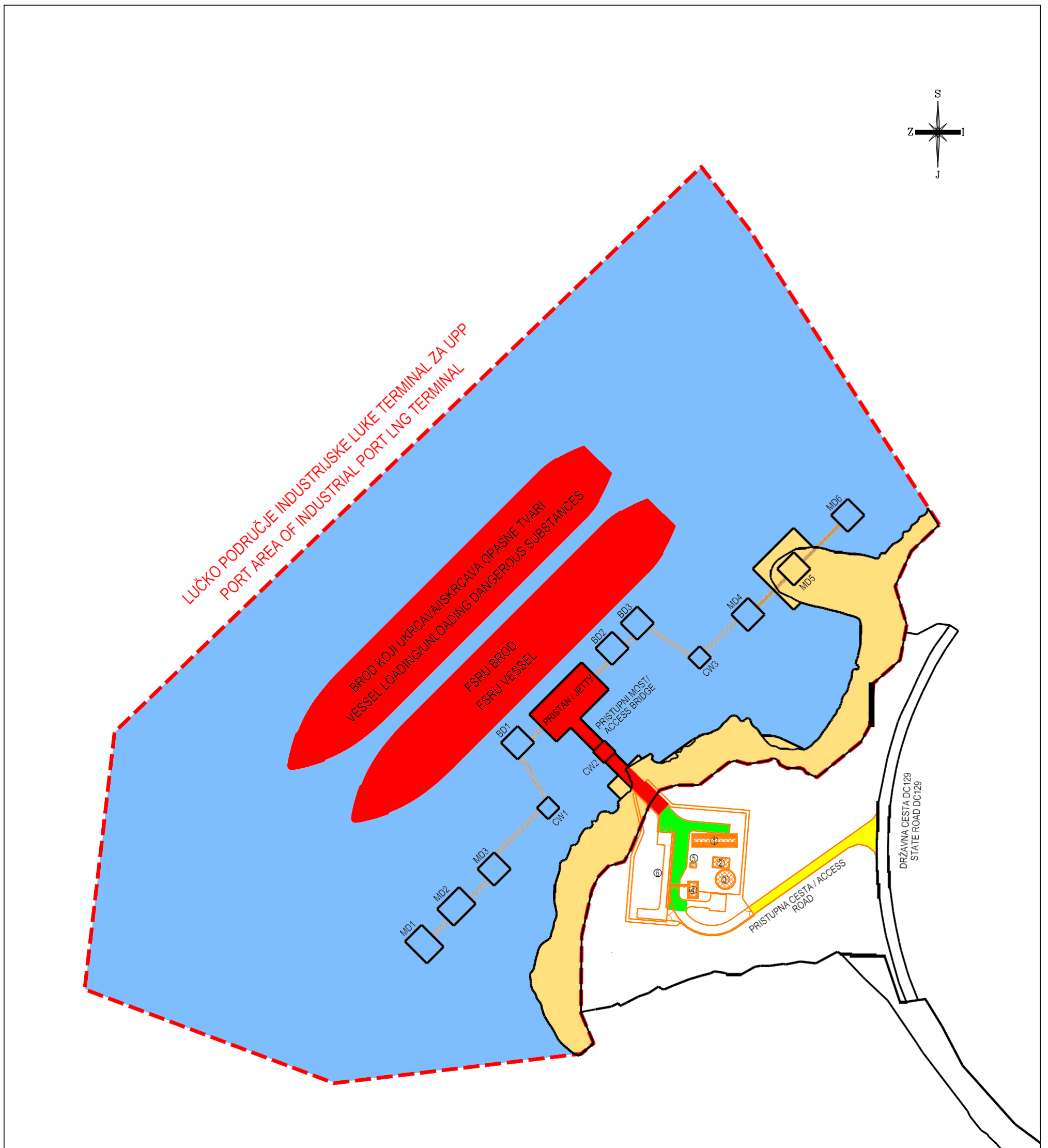


GRAFIČKI PRIKAZ / GRAPHICAL REPRESENTATION
LUČKO PODRUČJE INDUSTRIJSKE LUKE TERMINAL ZA UPP
PORT AREA OF INDUSTRIAL PORT LNG TERMINAL
MJERILO / SCALE 1:2500

KAZALO / LEGEND

LOKACIJA / LOCATION	Luka posebne namjene - industrijska luka Terminal za UPP, otok Krk, Omišalj Special purpose port - Industrial port LNG Terminal, Island of Krk, Omišalj
PREDMET / SUBJECT	Prilog Pravilnika o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u luku posebne namjene – Industrijsku luku terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim tvarima. Annex to the Regulation on determination of the class and quantity of dangerous substances that can be handled in the special purpose port - Industrial port LNG Terminal Omišalj-Njivice, or with which a vessel or vehicle can enter into the and area where such substances will be handled.
KATAstarska ČESTICA / CADASTRAL PARCEL	14010/1 i dr. / 14101/1 and other, katastarska općina Omišalj / cadastral municipality Omišalj

	područje koncesije / concession area (sukladno Zakonu o terminalu za ukapljeni prirodni plin / according to Law of Liquefied Natural Gas Terminal)
	morski dio lučkog područja / sea part of port area
	kopneni dio lučkog područja / land part of port area
①	UPRAVLJAČKA ZGRADA PRISTANA / JETTY CONTROL ROOM BUILDING
②	PUMPAONICA PROTUPOŽARNE VODE / FIRE WATER PUMP STATION
③	SPREMNİK PROTUPOŽARNE VODE / FIRE WATER TANK
④	ČUVARNICA PRISTANA / JETTY GUARD HOUSE BUILDING
⑤	DIZEL ELEKTRIČNI AGREGAT / EMERGENCY GENERATOR
⑥	ODAŠILJAČKO ČISTAČKA STANICA/ PIG LAUNCHING STATION
BD 1-3	PRIVEZNA UTVRDICA/ BREASTING DOLPHINS
MD 1-6	UTVRDICE ZA VEZIVANJE/ MOORING DOLPHINS
CW 1-3	UPORNJAK MOSTA/ CATWALK CAISSON



GRAFIČKI PRIKAZ / GRAPHICAL REPRESENTATION

**MJESTA RUKOVANJA OPASNIM TVARIMA NA
LUČKOM PODRUČJU INDUSTRIJSKE LUKE ZA UPP
HANDLING SITES OF DANGEROUS
SUBSTANCES IN PORT AREA OF INDUSTRIAL PORT FOR LNG**

MJERILO / SCALE 1:2500


KAZALO / LEGEND

- - - područje koncesije / concession area (sukladno Zakonu o terminalu za ukapljeni prirodni plin / according to Law of Liquefied Natural Gas Terminal)
- morski dio lučkog područja / sea part of port area
- kopneni dio lučkog područja / land part of port area
- mjesta rukovanja opasnim tvarima / dangerous substances handling areas
- mjesto čekanja vozila na pretovar / area for vehicles waiting for loading/unloading
- mjesto sklanjanja vozila u slučaju opasnosti / sheltered area for vehicles in case of emergency

- ① UPRAVLJAČKA ZGRADA PRISTANA / JETTY CONTROL ROOM BUILDING
- ② PUMPAONICA PROTUPOŽARNE VODE / FIRE WATER PUMP STATION
- ③ SPREMNİK PROTUPOŽARNE VODE / FIRE WATER TANK
- ④ ČUVRNICA PRISTANA / JETTY GUARD HOUSE BUILDING
- ⑤ DIZEL ELEKTRIČNI AGREGAT / EMERGENCY GENERATOR
- ⑥ ODAŠILJAČKO ČISTAČKA STANICA/ PIG LAUNCHING STATION
- BD 1-3 PRIVEZNA UTVRDICA/ BREASTING DOLPHINS
- MD 1-6 UTVRDICE ZA VEZIVANJE/ MOORING DOLPHINS
- CW 1-3 UPORNJAK MOSTA/ CATWALK CAISSON


LOKACIJA / LOCATION	Luka posebne namjene - industrijska luka Terminal za UPP, otok Krk, Omišalj Special purpose port - Industrial port LNG Terminal- Island of Krk, Omišalj
PREDMET / SUBJECT	Prilog Pravilnika o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u luku posebne namjene – Industrijsku luku terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim tvarima. Annex to the Regulation on determination of the class and quantity of dangerous substances that can be handled in the special purpose port - Industrial port LNG Terminal Omišalj-Njivice, or with which a vessel or vehicle can enter into the and area where such substances will be handled.
KATAstarska ČESTICA CADASTRAL PARCEL	14010/1 i dr. / 14101/1 and other, katastarska općina Omišalj / cadastral municipality Omišalj

Appendix 1:
Declaration of dangerous or polluting goods


	Company: <i>Tvrtka:</i>	LNG Hrvatska d.o.o. LNG Croatia LLC Radnička cesta 80, Zagreb, Croatia	Version/Revision Izdanje/Revizija 1/0	
	Facility: <i>Građevina:</i>	LNG Terminal Terminal za UPP	Document number: Broj dokumenta: KRS-4-1	
	Document name/Naziv dokumenta DECLARATION OF DANGEROUS OR POLLUTING GOODS DEKLARACIJA O OPASNIM ILI ONEČIŠĆUJUĆIM TVARIMA		Page/Str. 1 / 4	Date of create. Datum izrade 20.11.2020.
Valid from: 20.11.2020. U primjeni od: 20.11.2020.				

Party submitting the Declaration: <i>Podnositelj Deklaracije:</i>	To Port Authority: <i>Nadležna luka:</i>
	Special Purpose Port - Industrial port LNG Terminal, Omišalj-Njivice <i>Luka posebne namjene – Industrijska luka terminal za UPP, Omišalj-Njivice</i>

A.	SHIPS PARTICULARS <i>PODACI O BRODU</i>	
1.	Ships name, Flag of the ship <i>Ime broda, zastava broda</i>	
2.	Call sign and MMSI number <i>Pozivni znak i MMSI</i>	
3.	Year of built <i>Godina gradnje</i>	
4.	IMO number <i>IMO broj</i>	
5.	Vessel's DWT, draft and length <i>Nosivost, gaz i dužina broda</i>	
6.	Validity of the document of compliance for the carriage of dangerous goods in packaged form or the authorisation for carriage dangerous solids*: <i>Potvrda o sposobnosti broda za krcanje opasnih stvari u upakiranom ili rasutom stanju vrijedi do*:</i> * For ships other than tankers * <i>Za brodove osim tankera</i>	
7.	Double hull tanker? If not, give tanker category (1,2,3) – Revised Reg.13G Annex I M73/78** <i>Tanker s dvostrukom oplatom? Ako nije navesti kategoriju tankera (1,2,3) – Izmjenjeno Pravilo 13G Annex I M73/78 **</i> ** For tankers only ** <i>Samo za tankere</i>	
8.	Certificate of insurance in respect of civil liability for oil pollution damage (CLC 69, art.VII) exist on board? ** <i>Da li postoji potvrda o financijskom osiguranju u slučaju onečišćenja (CLC 69, art. VII)? **</i> ** For tankers only ** <i>Samo za tankere</i>	
9.	Port of destination <i>Luka odredišta</i>	
10.	Ships leaving Croatian ports <i>Brodovi koji napuštaju hrvatske luke</i>	
10.1.	Estimated time of departure (ETD) <i>Procijenjeno vrijeme odlaska iz luke</i>	
10.2.	Estimated time of arrival at port of Destination (ETA) <i>Procijenjeno vrijeme dolaska u luku odredišta</i>	

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11.	Ships entering Croatian ports <i>Brodovi koji uplovljavaju u hrvatske luke</i>	
11.1.	Estimated time of arrival in port of Destination (ETA) <i>Procijenjeno vrijeme dolaska broda u luku odredišta</i>	
12.	Total number of persons on board <i>Ukupan broj osoba na brodu</i>	
B.	VEHICLE PARTICULARS PODACI O VOZILU	
1.	Kind of vehicle <i>Vrsta vozila</i>	
2.	Number and mark of vehicle <i>Oznaka vozila</i>	
3.	Estimated time of arrival in port <i>Predviđeno vrijeme dolaska u luku</i>	
C.	CARGO INFORMATION PODACI O TERETU	
1.	Loading, unloading, transit, storage in port <i>Ukrcaj, iskrcaj, provoz, skladištenje u luci</i>	
2.	Correct technical name <i>Ispravno tehničko ime</i>	
3.	UN number (where they exist) <i>UN broj (gdje postoji)</i>	
4.	IMO hazard class in accordance with IMDG, IBC, IGC Codes <i>IMO klasa u skladu s IMDG, IBC, IGC kodeksima</i>	
5.	Class of the ship as defined by INF Code (if appropriate) <i>Klasa broda u skladu s INF Kodeksom (ako je primjenjivo)</i>	
6.	Quantity of cargo <i>Količina tereta</i>	
7.	Location on board (on deck, underdeck, in cargo tanks) <i>Smještaj na brodu (na palubi, pod palubom, u tankovima)</i>	
8.	Dangerous or polluting goods Manifest or stowage Plan is available on board? <i>Da li postoji plan smještaja opasnih ili onečišćujućih tvari na brodu?</i>	
9.	Identification number of cargo transport unit other than tanks <i>Identifikacijski broj transportne jedinice ako je različita od tanka tereta</i>	
10.	Address from where detailed Information on cargo may be obtained <i>Adresa gdje se mogu dobiti detaljne informacije o teretu</i>	

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11.	The emergency numbers of the shipper or any other person or body in possession of information on the physico-chemical characteristics of the products and on the action to be taken in an emergency <i>Podatke za hitni kontakt krcatelja ili drugog tijela koje raspolaže podacima o fizikalno – kemijskim karakteristikama tvari i postupanju u slučaju hitnosti</i>	
D.	RADIOACTIVITY GOODS RADIOAKTIVNE TVARI	
1.	Kind and condition of radioactivity goods <i>Vrsta i stanje radioaktivnih tvari</i>	Not applicable. <i>Nije primjenjivo.</i>
2.	Radioactivity (Bq) <i>Radioaktivnost (Bq)</i>	Not applicable. <i>Nije primjenjivo.</i>
3.	Package category (yellow or white mark) <i>Kategorija koleta (žuta ili bijela oznaka)</i>	Not applicable. <i>Nije primjenjivo.</i>
4.	Radioactivity effect in case of yellow mark <i>Stupanj zračenja ako je koleta žuto označeno</i>	Not applicable. <i>Nije primjenjivo.</i>
5.	Poisonous group <i>Grupa radioaktivnosti</i>	Not applicable. <i>Nije primjenjivo.</i>

For the substances referred to in Annex I to the MARPOL Convention, please find herewith attached the safety data sheet detailing the physico-chemical characteristics of the products, including, if applicable, their viscosity expressed in cSt at 50 °C and their density at 15 °C and the other data contained in the safety data sheet in accordance with IMO Resolution MSC.286 (86).

Za tvari iz Dodatka I MARPOL Konvencije, kako je izmijenjena i dopunjena, u prilogu dostavljam Sigurnosno-tehnički list s podacima o fizikalno-kemijskim karakteristikama tvari uključujući, gdje je primjenjivo, viskozitet izražen u cSt pri 50 °C, gustoću pri temperaturi od 15 °C, kao i druge podatke u skladu s Rezolucijom MSC.286 (86) Međunarodne pomorske organizacije.


I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name(s) and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national regulations.

Ovim potvrđujem da je sadržaj gore navedene pošiljke potpuno i točno opisan pravilnim tehničkim nazivom, da je ista pravilno klasificirana, upakirana, obilježena i označena te da je u svakom pogledu pogodna za prijevoz u skladu s primjenjivim međunarodnim i nacionalnim propisima.

Party submitting the Declaration
Podnositelj deklaracije

Signature
Potpis

Seal
M.P.

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On the basis of the submitted Declaration ship/vehicle is permitted to enter/exit the port with dangerous or polluting goods.
Na osnovi podnesene Deklaracije dozvoljava se brodu/vozilu koji prevoze opasne ili onečišćujuće tvari uplovljavanje/ulazak u luku.

Signed / *potpisao* _____

Port Representative / Predstavnik luke

Date/Time / *Datum/vrijeme* _____

Seal
M.P.

Remark: Part A is only for the ships, part B is only for the vehicles, part C is for ships and vehicles.
Napomena: Dio A ispunjava se samo za brodove, dio B samo za vozila, dio C ispunjava se i za brodove i za vozila.

Information from Declaration also to be delivered to Harbour Master's office.
Podaci iz Deklaracije dostavljaju se i Lučkoj kapetaniji.

Appendix 2:
Safety letter

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Port: Luka:	FSRU	Ship
Special Purpose Port - Industrial port LNG Terminal, Omišalj-Njivice <i>Luka posebne namjene – Industrijska luka terminal za UPP, Omišalj-Njivice</i>	LNG Croatia	

SAFETY LETTER / *SIGURNOSNO PISMO*

Dear Sir / *Poštovani,*

Responsibility for the safe conduct of operations while your Ship is at this Terminal and this Port rests jointly with you, as Master of the ship, and with the responsible FSRU Representative and Port Representative. We wish, therefore, before operations start, to seek your full co-operation and understanding on the safety requirements set out in the Safety Check-List, which are based on safe practices that are widely accepted by the oil&gas and tanker industries.

Odgovornost za sigurno izvođenje operacija dok se Vaš brod nalazi na ovom terminalu i u ovoj luci zajednički snosite Vi, Zapovjednik broda, odgovorni predstavnik FSRU broda i odgovorni predstavnik luke. Stoga se, prije početka operacija, želimo uvjeriti u Vašu punu suradnju i razumijevanje sigurnosnih zahtjeva navedenih u sigurnosnoj kontrolnoj listi, a koji se temelje na sigurnim praksama koje su široko prihvaćene u naftnoj, plinskoj i tankerskoj industriji.

We expect you, and all under your command, to adhere strictly to these requirements throughout your Ship's stay at this Terminal and Port and we, for our part, will ensure that our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations.

Očekujemo da se Vi, kao i sve osobe koje su pod Vašim zapovjedništvom, strogo pridržavate ovih zahtjeva tijekom cijelog boravka Vašeg broda na Terminalu i u ovoj luci, a mi ćemo, s naše strane, osigurati da naše osoblje učini isto te u potpunosti surađuje s Vama u svrhu našeg zajedničkog interesa za provođenje sigurnih i učinkovitih operacija.


Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the FSRU Representative, Port staff where appropriate together with a Responsible Officers, will make a routine inspection of your Ship to ensure that elements addressed within the scope of the Safety Check-List are being managed in an acceptable manner. Where corrective action is needed, we will not agree to operations commencing or, should they have been started, we will require them to be stopped.

Prije početka operacija te s vremena na vrijeme nakon toga, radi naše zajedničke sigurnosti, predstavnici FSRU-a i luke će, kad je to prikladno, zajedno s Odgovornim službenicima, obaviti rutinsku inspekciju vašeg broda kako bi se osiguralo da se elementima koji su unutar opsega sigurnosne kontrolne liste upravlja na prihvatljiv način. Ako su potrebne korektivne radnje neće se izdati odobrenje za početak operacija; odnosno ako su operacije već započele zahtijevat ćemo njihovo obustavljanje.

Similarly, if you consider that safety is being endangered by any action on the part of our staff or by any equipment under our control, you should demand immediate cessation of operations.

Također, ako smatrate da bilo koja radnja našeg osoblja ili bilo koja oprema koja je pod našom kontrolom dovodi u pitanje sigurnost, morate zahtijevati trenutačno obustavljanje operacija.

There can be no compromise with safety.
Sigurnost nema kompromisa.

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Please acknowledge receipt of this Safety Letter by countersigning and returning the attached copy.
Molimo Vas da svojim potpisom potvrdite primitak ovog Sigurnosnog pisma te nam ga dostavite nazad.

Signed / *potpisao* _____

Port Representative / Predstavnik luke

Position or Title / *Radno mjesto ili funkcija:* _____

Date/Time / *Datum/vrijeme* _____

and

Signed / *potpisao* _____

FSRU Representative / FSRU Predstavnik

Rank / *Čin:* _____

Date/Time / *Datum/vrijeme* _____

and

Signed / *potpisao* _____

Ship Representative / Predstavnik broda

Rank / *Čin:* _____

Date/Time / *Datum/vrijeme* _____

Appendix 3:
Safety Check List

	Company: <i>Tvrtka:</i>	LNG Hrvatska d.o.o. LNG Croatia LLC Radnička cesta 80, Zagreb, Croatia	Version/Revision Izdanje/Revizija 1/0	
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Name of Ship: <i>Ime broda:</i>		Port: <i>Luka:</i>	Special Purpose Port - Industrial port LNG Terminal, Omisalj-Njivice <i>Luka posebne namjene – Industrijska luka terminal za UPP, Omišalj-Njivice</i>
IMO Number: <i>IMO-broj</i>		FSRU:	LNG Croatia
Date of Arrival: <i>Datum dolaska:</i>	Xx/xx/xxxx	Time of Arrival: <i>Vrijeme dolaska:</i>	

INSTRUCTIONS FOR COMPLETION:

UPUTE ZA ISPUNJAVANJE:

The safety of operations requires that all questions should be answered affirmatively by clearly ticking the appropriate box. If an affirmative answer is not possible, the reason must be given and agreement reached upon appropriate precautions to be taken between the PORT, FSRU and the SHIP. Where any question is considered to be not applicable, then a note to that effect should be inserted in the remarks column.

Sigurno rukovanje podrazumijeva da svi uvjeti budu potvrdno odgovoreni označavanjem odgovarajuće kućice. Ako nije moguće potvrdno odgovoriti, treba navesti razlog te dogovoriti odgovarajuće mjere predostrožnosti koje trebaju poduzeti LUKA, FSRU i BROD. Kada se smatra da se uvjeti ne mogu primijeniti, treba ih navesti u rubrici Primjedbe.

A box in the columns PORT, FSRU and SHIP indicates that checks should be carried out by the party concerned. The presence of the letters A, P or R in the column 'Code' indicates the following:

Kućica u stupcu LUKA, FSRU i BROD označava da će provjeru izvršiti označena stranka. Prisustvo slova A, P ili R u stupcu „Šifra“ ima sljedeće značenje:

A – (Agreement). This indicates an agreement or procedure that should be identified in the 'Remarks' column of the checklist or communicated in some other mutually acceptable form.

A – (Dogovor). *Označava postupak ili dogovor koji se mora upisati u rubrici 'Primjedbe' u kontrolnoj listi i komunicirati u nekom uzajamno prihvatljivom obliku.*

P – (Permission). In the case of a negative answer to the statements coded 'P' operations should not be conducted without the written permission from the appropriate authority.

P – (Odobrenje). *U slučaju da se na pitanja označena slovom 'P' ne može odgovoriti potvrdno, operacije se ne smiju izvoditi bez pisanog odobrenja nadležnog tijela.*

R – (Re-check). This indicates items to be rechecked at appropriate intervals, as agreed by both parties, at periods stated in the Declaration.

R – (Ponovna kontrola). *Označava stavke koje treba ponovno provjeriti u vremenskim razmacima koje su dogovorile obje strane, u razdobljima navedenim u Deklaraciji.*

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General Općenito	Ship Brod	FSRU	Port Luka	Code Šifra	Remarks Primjedbe
1. The Ship is securely moored. <i>Brod je sigurno privezan.</i>				R	
2. Emergency towing-off wires are correctly rigged and positioned. <i>Užad za tegljenje u slučaju vanrednog stanja ispravno je postavljena.</i>				R	
3. The maximum wind and wave criteria for operations have been agreed. <i>Dogovoreni su kriteriji za maksimalne snage vjetrova i visine valova tijekom operacija.</i>				A	Stop cargo at: <i>Zaustaviti teret pri:</i> Disconnect at: <i>Odspojiti pri:</i> Un-berth at: <i>Napustiti vez pri:</i>
4. Ship is ready to sail under its own power. <i>Brod je spreman otploviti na vlastiti pogon.</i>				P R	
5. There is safe access to Ship. <i>Pristup brodu je siguran.</i>				R	
6. There is an effective deck watch in attendance on board and adequate supervision of operations on board and in the Port. <i>Učinkovit nadzor i brodska straža, kao i odgovarajući nadzor u luci je spreman.</i>				R	
7. The agreed communication system is operative. <i>Dogovorena komunikacija je u funkciji.</i>				A R	1. System: UHF Ch. 2. Backup system: 3. VHF Ch.
8. Emergency signals are agreed. <i>Signali u slučaju opasnosti su dogovoreni.</i>				A	
9. Emergency shutdown procedure has been agreed. <i>Postupak za obustavu rada u slučaju opasnosti je dogovoren.</i>				A	
10. There are sufficient personnel on Ship, on the FSRU and in Port to deal with an emergency. <i>Na brodu, na FSRU i u luci ima dovoljno osoblja za slučaj opasnosti.</i>				R	
11. There is sufficient suitable protective equipment (including self-contained breathing apparatus) and protective clothing ready for immediate use. <i>Dostupna je dovoljna količina odgovarajuće zaštitne opreme (uključujući dišne aparate) te zaštitne odjeće spremne za trenutno korištenje.</i>				R	

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12.	There is a provision for an emergency escape. <i>Postoji izlaz za slučaj opasnosti.</i>				R	
13.	Security protocols have been agreed between the Ship Security Officer, the FSRU Security Officer and the Port Facility Security Officer. <i>Časnik odgovoran za sigurnosnu zaštitu broda, časnik odgovoran za sigurnosnu zaštitu FSRU i osoba odgovorna za sigurnosnu zaštitu lučkog područja dogovorili su sigurnosne protokole.</i>				A R	
14.	An international fire connection has been provided. <i>Osiguran je međunarodni protupožarni priključak.</i>				R	
15.	The Port, FSRU and Ship's emergency fire control plans are located on external entries into the Port, FSRU and the Ships. <i>Požarni plan luke, FSRU-a i broda nalaze se na ulazima luke, FSRU-a i broda.</i>				R	
16.	Fire hoses and fire-fighting equipment positioned and ready for immediate use. <i>Protupožarna crijeva i protupožarna oprema pravilno je postavljena i spremna za trenutačnu upotrebu.</i>				R	
17.	All external doors, ports and windows in the accommodation, stores and machinery spaces are closed. Engine room vents may be open. <i>Zatvorena su sva vanjska vrata, otvori i prozori prostorija posade, skladišnih prostora i strojnih prostora. Ventilacijski otvori u strojnici mogu biti otvoreni.</i>				R	
18.	Hand torches (flashlight) are of an approved type. <i>Ručne svjetiljke odobrenog su tipa.</i>				R	
19.	Fixed VHF/UHF transceivers, and AIS equipment are on correct power mode or switched off. <i>Fiksni VHF/UHF odašiljači i AIS oprema, postavljeni su na ispravnu snagu ili su isključeni.</i>				R	
20.	Portable VHF/UHF transceivers are of an approved type. <i>Prijenosni VHF/UHF odašiljačko-prijemni uređaji odgovarajućeg su tipa.</i>				R	

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21.	Naked light regulations are being observed. <i>Poštujte se propisi o zabrani rada otvorenim plamenom.</i>				R	
22.	Ship / FSRU / shore telephone, mobile phones and pager requirements are being observed. <i>Poštujte se zahtjevi za telefone, mobilne telefone i pejdžere na brodu / FSRU-u / kopnu.</i>				R	
23.	The Ship's and FSRU's main radio transmitter aerials are earthed and radars are switched off. <i>Antene glavnog brodskog i FSRU radio odašiljača uzemljene su, a radari su isključeni.</i>				R	
24.	Electric cables to portable electrical equipment within the hazardous area are disconnected from power. <i>Električni kablovi prema prijenosnoj električnoj opremi koja se nalazi unutar opasnog područja odspojeni su od napajanja.</i>				R	
25.	Window type air-conditioning units are disconnected. <i>Odspojani su uređaji za klimatizaciju prozorskog tipa.</i>				R	
26.	Inside the accommodation area positive pressure is being maintained. <i>U prostorima za smještaj osoblja održava se nadtlak.</i>				R	
27.	Air-conditioning intakes from which cargo vapours may entry are closed. <i>Usisi uređaja za klimatizaciju preko kojih bi mogle ući pare od terete su zatvoreni.</i>					
28.	No smoking regulations are observed. <i>Poštujte se propisi zabrane pušenja.</i>				A R	
29.	Requirements for use of gallery and other cooking appliances are observed. <i>Zadovoljeni su propisi za korištenje kuhinje/uređaja za kuhanje.</i>				A R	
30.	Adequate electrical insulating means are in place. <i>Postavljena su odgovarajuća električna izolacijska sredstva.</i>				R	
31.	Measures have been taken to ensure sufficient mechanical ventilation in the pump-room. <i>Poduzete su mjere kako bi se osigurala dostatna mehanička ventilacija pumpne stanice.</i>				R	

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32.	Where a vapor return line is connected, operating parameters have been agreed. <i>Dogovoreni su radni parametri kada je pričvršćen povratni cjevovod pare.</i>				A R	
33.	The hazards associated with toxic substances in the cargo being handled have been identified and understood. <i>Obznanjene su i usvojene opasnosti u vezi s toksičnim tvarima u teretu kojim se rukuje</i>				A	
34.	The procedure for handling the cargo, bunker and ballast has been agreed. <i>Dogovoren je postupak rada s teretom, bunkerom te balastom.</i>				A R	
35.	Ship cargo hoses/arms, and manifolds are in good condition, properly rigged and appropriate for the service intended. <i>Brodski crijeva/ruke za prekrcaj tereta i razvodnici za teret u dobrom su stanju, odgovarajuće su pričvršćeni te spremni za upotrebu.</i>				R	
36.	The FSRU cargo hoses/arms are in good condition, properly rigged and ready for service intended. <i>Crijeva/prekrcajne ruke FSRU-a za teret u dobrom su stanju, odgovarajuće su pričvršćeni i spremni za upotrebu.</i>				R	
37.	The cargo transfer system is sufficiently isolated and drained to allow safe removal of blank flanges prior to connection. <i>Sustav za pretakanje tereta dostatno je izoliran te ispražnjen za sigurno uklanjanje slijepih prirubnica prije priključivanja.</i>				R	
38.	Appropriate insulation means is placed on the FSRU/shore connection. <i>Odgovarajuće izolacijsko sredstvo postavljeno je na spoju FSRU/kopno.</i>				R	
39.	The Ship's unused cargo and bunker connections are properly secured with blank flanges fully bolted. <i>Priključci brodskih cjevovodi tereta i pogonskog goriva koji nisu u upotrebi ispravno su zatvoreni slijepim prirubnicama.</i>				R	

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40.	The FSRU unused cargo and bunker connections are properly secured with blank flanges fully bolted. <i>Priključci cjevovoda tereta i pogonskog goriva FSRU terminala koji nisu u upotrebi ispravno su zatvoreni slijepim prirubnicama</i>				R	
41.	All scuppers on board are effectively plugged and drip trays in position and empty. <i>Otvori za istjecanje tekućine s palube u more ispravno su postavljeni, a posude za prikupljanje prolivene tekućine postavljene i prazne.</i>				R	
42.	Temporarily removed scupper plugs constantly monitored. <i>Privremeno uklonjeni čepovi otvora za otjecanje tekućine pod stalnim su nadzorom.</i>				R	
43.	Unused sea and overboard discharge valves are closed and secured. <i>Svi ventili mora koji nisu u upotrebi zatvoreni su i osigurani.</i>				R	
44.	All cargo, ballast and bunker tank lids are closed. <i>Zatvoreni su svi poklopci za teret, balast te pogonsko gorivo.</i>				R	
45.	Tank venting system has been properly used. <i>Odzračivanje tankova vrši se na propisani način.</i>				A R	
46.	The requirements for closed operations have been agreed. <i>Dogovoreni su zahtjevi za zatvoreno krcanje.</i>				R	
47.	Information available giving the necessary data for the safe handling of the cargo, and where applicable a manufacturer's certificates. <i>Dostupne su informacije o potrebnim podacima za sigurno rukovanje teretom, i ukoliko je primjenjivo certifikati proizvođača tereta.</i>				P R	
48.	Independent high-level cargo alarms are operational and have been tested. <i>Neovisni alarmi visokog nivoa tereta, funkcionalni su i testirani.</i>				A R	
49.	Lines are fitted with a non-return valve or procedures to avoid 'back filling' have been discussed. <i>Cjevovodi su opremljeni nepovratnim ventilima ili se razgovaralo o postupcima za izbjegavanje „povratnog punjenja“</i>				P R	

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	Document name: Naziv dokumenta:	SAFETY CHECK LIST SIGURNOSNI KONTROLNI LIST	Page/Stranica 7 / 13	Date of create. Datum izrade 20.11.2020.
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Inert Gas System / Sustav inertnog plina						
50.	Inert Gas System fully operational and in good working order. <i>Sustav inertnog plina je ispravan i funkcionalan.</i>				P	
51.	Fixed and portable oxygen analysers have been calibrated and working properly. <i>Ugrađeni i prijenosni analizatori kisika su kalibrirani i ispravni.</i>				R	
52.	All inert gas tank valves correctly set and locked. <i>Svi ventili na tankovima inertnog plina su ispravno podešeni te izolirani.</i>				R	
53.	Person in charge of cargo operations is aware that in case of failure of Inert Gas System cargo operations should be stopped. <i>Odgovorna osoba za rukovanje teretom upoznata je da u slučaju kvara uređaja za inertni plin treba zaustaviti rukovanje teretom.</i>				A R	
Bulk liquide chemichals / Kemikalije u razlivenom stanju						
54.	Cargo hoses/arms and manifolds are in good condition, of suitable material, resistant to the action of the cargo transfer, properly rigged and appropriate for the service intended. <i>Crijeva/ruke za prekrcaj tereta i razvodnici za teret u dobrom su stanju, odgovaraju teretu koji se prekrca, odgovarajuće su pričvršćeni te spremni za upotrebu.</i>				P	
55.	Cargo handling rate compatible with automatic shutdown system, if in use. <i>Ako je u upotrebi automatski zatvarajući system, usklađen je sa stupnjem iskrcaja tereta.</i>				A	

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DECLARATION / DEKLARACIJA

We the undersigned have jointly checked all items on this Safety check List and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

Mi dolje potpisani zajednički smo provjerili sve stavke u ovoj sigurnosnoj kontrolnoj listi te smo se uvjerali da su uneseni podaci prema našem najboljem znanju točni.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items marked with the letter 'R' in the column 'Code' should be re-checked at intervals not exceeding _____ hour(s).

Također smo se dogovorili da ponovimo provjeru prema potrebi, a stavke označene sa slovom „R“ u stupcu „Šifra“ treba ponovno provjeriti u vremenskim razmacima koji nisu duži od _____ sat(i).

If to our knowledge the status of any item changes, we will immediately inform the other part.

Ako saznamo za bilo koju promjenu statusa bilo koje stavke, o tome ćemo odmah obavijestiti drugu stranu.

Signed / *potpisao* _____

Port Representative / Predstavnik luke

Position or Title / *Radno mjesto ili funkcija:* _____

Date/Time / *Datum/vrijeme* _____

and

Signed / *potpisao* _____

FSRU Representative / FSRU Predstavnik

Rank / *Svojstvo:* _____

Date/Time / *Datum/vrijeme* _____

and

Signed / *potpisao* _____

Ship Representative / Predstavnik broda

Rank / *Svojstvo:* _____

Date/Time / *Datum/vrijeme* _____

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	Document name: Naziv dokumenta:	SAFETY CHECK LIST SIGURNOSNI KONTROLNI LIST	Page/Stranica 9 / 13	Date of create. Datum izrade 20.11.2020.
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Bulk Liquefied Gasses Ukapljeni plinovi	Ship Brod	FSRU	Port Luka	Code Šifra	Remarks Primjedbe
1. Material Safety Data Sheets are available giving the necessary data for the safe handling of the cargo. <i>Sigurnosno-tehnički listovi tereta (MSDS) daju potrebne sigurnosne informacije o rukovanju tereta.</i>				P	
2. The water spray system is ready for immediate use <i>Sprinkler sistem je spreman za trenutno korištenje.</i>				P	
3. There is sufficient suitable protective equipment (including self-contained breathing apparatus) and protective clothing ready for immediate use. <i>Dostupna je dovoljna količina odgovarajuće zaštitne opreme (uključujući aparate za disanje) te zaštitne odjeće spremne za trenutno korištenje.</i>				R	
4. Hold and inter-barrier spaces are properly inerted or filled with dry air, as required. <i>Skladišta i međuprostori prostori su inertirani ili ispunjeni suhim zrakom, u skladu s propisima.</i>				P	
5. All remote-control valves are in working order. <i>Ispravni su svi daljinski upravljani ventili.</i>				A	
6. The required cargo pumps and compressors are in good order, and the maximum working pressures have been agreed between Ship, FSRU and Shore. <i>Ispravne su glavne crpke tereta i kompresori te je između broda, FSRU-a i kopna dogovoren maksimalan radni tlak</i>				A	
7. Re-liquefaction or boil-off control equipment is in good order. <i>Uređaji za kontrolu ukapljivanja ili isparavanja su ispravni.</i>				P	
8. The gas detection equipment has been properly set, calibrated, inspected, tested and is in good order. <i>Uređaj za detekciju plina je ispravno podešen, baždaren, kontroliran, testiran te je ispravan.</i>				P	

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9.	Cargo system gauges and alarms are correctly set and in good order. <i>Mjerači i alarmni sustavi za teret su ispravno postavljeni i ispravni.</i>				P	
10.	Emergency shutdown systems have been tested and are working properly. <i>Sustavi za hitno isključivanje (gašenje) u nuždi su ispitani te su ispravni.</i>				PA	
11.	Ship, FSRU and Shore have informed each other of the closing rate of ESD valves, automatic valves or similar devices. <i>Brod, FSRU i kopno su upoznali jedno drugo s brzinom zatvaranja sigurnosnih (ESD) ventila, automatskih ventila ili sličnih uređaja.</i>				A	FSRU: Ship: Shore: FSRU: Brod: Kopno:
12.	Information has been exchanged between Ship, FSRU and Shore on the maximum/minimum temperatures/pressures of the cargo to be handled. <i>Brod, FSRU i kopno su razmijenili informacije o maksimalnim/minimalnim temperaturama/tlakovima tereta kojim se rukuje.</i>				A	
13.	Cargo tanks are protected against inadvertent overfilling at all times while any cargo operations are in progress. <i>Tankovi tereta zaštićeni su od nesmotrenog prekomjernog punjenja za čitavo vrijeme rukovanja operacije bilo koje vrste.</i>				P	
14.	The compressor room is properly ventilated, the electrical motor room is properly pressurized and the alarm system working. <i>Prostorija kompresora je propisno ventilirana, prostorija s elektromotorima je pod odgovarajućim tlakom a alarmni sustav je ispravan.</i>				P	
15.	Cargo tank relief valves are set correctly and actual relief valve settings are clearly and visibly displayed. (Record settings below.) <i>Sigurnosni odušni ventili tankova tereta ispravno su podešeni, a stvarne postavke sigurnosnog ventila jasno su i vidljivo prikazane. (zabilježiti postavke u nastavku).</i>				PA	

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16.	SHIP cargo tank valve settings: <i>Postavke odušnih ventila brodskog tanka za teret:</i> Tank no. 1 - ____ mbar Tank br. 1 – ____ mbar Tank no. 2 - ____ mbar Tank br. 2 - ____ mbar Tank no. 3 - ____ mbar Tank br. 3 - ____ mbar Tank no. 4 - ____ mbar Tank br. 4 - ____ mbar Tank no. 5 - ____ mbar Tank br. 5 - ____ mbar					A	
17.	FSRU cargo tank valve settings: <i>Postavke odušnih ventila FSRU terminal tanka za teret:</i> Tank no. 1 - ____ mbar Tank br. 1 – ____ mbar Tank no. 2 - ____ mbar Tank br. 2 - ____ mbar Tank no. 3 - ____ mbar Tank br. 3 - ____ mbar Tank no. 4 - ____ mbar Tank br. 4 - ____ mbar					A	

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	Document name: Naziv dokumenta:	SAFETY CHECK LIST SIGURNOSNI KONTROLNI LIST	Page/Stranica 12 / 13	Date of create. Datum izrade 20.11.2020.
	Valid from: 20.11.2020. U primjeni od: 20.11.2020.			

DECLARATION / DEKLARACIJA

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Mi dolje potpisani zajednički smo provjerili sve stavke u ovoj sigurnosnoj kontrolnoj listi te smo se uvjerali da su uneseni podaci prema našem najboljem znanju točni.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items marked with the letter 'R' in the column 'Code' should be re-checked at intervals not exceeding _____ hour(s).

Također smo se dogovorili da ponovimo provjeru prema potrebi, a stavke označene sa slovom „R“ u stupcu „Šifra“ treba ponovno provjeriti u vremenskim razmacima koji nisu duži od _____ sat(i).

If to our knowledge the status of any item changes, we will immediately inform the other part.

Ako saznamo za bilo koju promjenu statusa bilo koje stavke, o tome ćemo odmah obavijestiti drugu stranu.

Signed / potpisao _____

Port Representative / Predstavnik luke

Position or Title / Radno mjesto ili funkcija: _____

Date/Time / Datum/vrijeme _____

and

Signed / potpisao _____

FSRU Representative / FSRU Predstavnik

Rank / Svojstvo: _____

Date/Time / Datum/vrijeme _____

and

Signed / potpisao _____

Ship Representative / Predstavnik broda

Rank / Svojstvo: _____

Date/Time / Datum/vrijeme _____

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	Facility: Građevina:	LNG Terminal Terminal za UPP	Document number: Broj dokumenta: KRS-3-1	
	Document name: Naziv dokumenta:	SAFETY CHECK LIST SIGURNOSNI KONTROLNI LIST	Page/Stranica 13 / 13	Date of create. Datum izrade 20.11.2020.
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RECORD OF REPEATED CHECKS (ADDITIONAL PAGES SHOULD BE ADDED IF NECESSARY):
ZAPISNIK PONOVLJENIH PROVJERA (AKO JE POTREBNO DODAJTE DODATNE STRANICE)

Date: Datum:									
Time: Vrijeme:									
Initials for FSRU: Paraf za FSRU:									
Initials for Ship: Paraf za brod:									
Initials for Port: Paraf za luku:									

Date: Datum:									
Time: Vrijeme:									
Initials for FSRU: Paraf za FSRU:									
Initials for Ship: Paraf za brod:									
Initials for Port: Paraf za luku:									

Date: Datum:									
Time: Vrijeme:									
Initials for FSRU: Paraf za FSRU:									
Initials for Ship: Paraf za brod:									
Initials for Port: Paraf za luku:									

Date: Datum:									
Time: Vrijeme:									
Initials for FSRU: Paraf za FSRU:									
Initials for Ship: Paraf za brod:									
Initials for Port: Paraf za luku:									

Appendix 4:
FSRU Bunkering Safety Check List


	Company: Tvrtka:	LNG Hrvatska d.o.o. LNG Croatia LLC Radnička cesta 80, Zagreb, Croatia	Version/Revision Izdanje/Revizija 1/0		
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	Document name / Naziv dokumenta: FSRU BUNKERING SAFETY CHECK LIST SIGURNOSNI KONTROLNI LIST ZA SNABDIJEVANJE FSRU BRODA GORIVOM		Page/Stranica 1 / 3	Date of create. Datum izrade 20.11.2020.	
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The overall responsibility with the bunkering operation shall lie with the master of the receiving ship. It shall be possible to stop the bunkering supply pumps momentarily at a place close to the manifold on supplier. This checklist shall be filled in before a ship receives bunkers.


Odgovornost za operaciju snabdijevanja broda gorivom snosi zapovjednik broda. Mora biti omogućeno trenutno prekidanje rada pumpi s mjesta u blizini manifolda. Ova kontrolna lista mora biti ispunjena i potpisana prije početka snabdijevanja gorivom.

Port: Luka:	Ship's name: Ime broda:	Bunker supplier: Naziv snabdjevača:
Special Purpose Port - Industrial port LNG Terminal, Omišalj-Njivice <i>Luka posebne namjene – Industrijska luka terminal za UPP, Omišalj-Njivice</i>		

For an affirmative answer, please tick the box <input checked="" type="checkbox"/> <i>Za pozitivan odgovor označi kvadratić <input checked="" type="checkbox"/>.</i>	Ship Brod	Supplier Snabdjevač
1. Do the ship and the supplier accept the area for the bunkering operation, taking into account weather conditions, weather forecast, shipping and shore traffic and safety conditions? <i>Da li brod i snabdjevač prihvaćaju područje određeno za snabdijevanje gorivom uzimajući u obzir vremenske prilike, prognozu, morski i kopneni promet i sigurnosne mjere?</i>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is the ship safely moored/anchored, gangway in place, and ready for sailing under its own power? <i>Da li je brod sigurno privezan/usidren, siz postavljen i spreman za isplovljenje na vlastiti pogon?</i>	<input type="checkbox"/>	<input type="checkbox"/>
3. Has efficient ship and supplier watch been established? <i>Da li je učinkovita straža na brodu i snabdjevaču osigurana?</i>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are required signals indicating bunkering operations displayed (Red Light and/or B flag)? <i>Da li su postavljeni propisani signali za snabdijevanje gorivom (Crveno svjetlo i/ili B zastava)?</i>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is bunkering plan prepared and agreed, maximum pump rate and pressure and topping up pump rate agreed by the responsible persons? <i>Da li je pripremljen i od strane odgovornih osoba prihvaćen plan punjenja gorivom, maksimalna rata i tlak pumpanja goriva i topping up rata pumpe?</i>	<input type="checkbox"/> Name: Imenuj:	<input type="checkbox"/> Name: Imenuj:
6. Is efficient communication system agreed and established between the ship and supplier? <i>Da li je dogovorena i uspostavljena učinkovita komunikacija između broda i snabdjevača?</i>	<input type="checkbox"/>	<input type="checkbox"/>

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	Document name / Naziv dokumenta: FSRU BUNKERING SAFETY CHECK LIST SIGURNOSNI KONTROLNI LIST ZA SNABDIJEVANJE FSRU BRODA GORIVOM		Page/Stranica 2 / 3	Date of create. Datum izrade 20.11.2020.	
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7. Have emergency signals and shutdown procedures been agreed? <i>Da li su dogovoreni znakovi za opasnost i hitno zaustavljanje?</i>	<input type="checkbox"/>	<input type="checkbox"/>
8. Are persons in charge for supervision of the bunkering operation and emergency shut down at all times by ship and supplier nominated? <i>Da li su određene osobe za stalni nadzor operacija snabdijevanja gorivom i za hitno zaustavljanje?</i>	<input type="checkbox"/> Name: Imenuj:	<input type="checkbox"/> Name: Imenuj:
9. NO SMOKING and NO ADMITANCE areas designated and warning signs posted? <i>Da li su zone zabranjenog pušenja i zabranjenog pristupa određene i postavljeni su znakovi upozorenja?</i>	<input type="checkbox"/>	<input type="checkbox"/>
10. Are all scuppers on board are effectively plugged and drip trays in position and empty? <i>Jesu li otvori za istjecanje tekućine dobro su zatvoreni, a posude za prikupljanje prolivene tekućine postavljene i prazne?</i>	<input type="checkbox"/>	<input type="checkbox"/>
11. Hot work and or naked light ceased prior bunkering? <i>Jesu li su prije početka punjenja gorivom prekinuti svi radovi s otvorenim plamenom i ugašena nezaštićena svjetla?</i>	<input type="checkbox"/>	<input type="checkbox"/>
12. Is firefighting and anti-pollution equipment checked and ready for use? <i>Da li je protupožarna oprema i oprema za sprječavanje onečišćenje provjerena i spremna za upotrebu?</i>	<input type="checkbox"/>	<input type="checkbox"/>
13. Have the hoses for the bunkering operations been regularly tested and are they in a good condition? <i>Da li su crijeva za snabdijevanje gorivom redovno testirana i u dobrom stanju?</i>	<input type="checkbox"/>	<input type="checkbox"/>
14. Have the bunkering hoses been satisfactorily connected and suspended on ship and supplier? <i>Da li su crijeva za snabdijevanje gorivom sigurno spojena i osigurana između broda i snabdjevača?</i>	<input type="checkbox"/>	<input type="checkbox"/>
15. Are checked and satisfied all regulations for safety and pollution prevention? <i>Da li su provjerene i zadovoljene odredbe svih propisa koji se odnose na sigurnost i zaštitu okoliša?</i>	<input type="checkbox"/>	<input type="checkbox"/>
16. Is a contingency plan and nearest national contact points ashore for oil pollution, safety and security incidents available? <i>Da li je spreman Plan intervencija kod iznenadnog onečišćenja i procedura uzbunjivanja državnih službi za slučajeve iznenadnih onečišćenja, ugroze sigurnosti i sigurnosne zaštite?</i>	<input type="checkbox"/>	<input type="checkbox"/>
In case of any negative answer bunkering operation must not be commenced. <i>U slučaju i jednog negativnog odgovora ne smije se započeti snabdijevanje gorivom.</i>		

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	Document name / Naziv dokumenta:	FSRU BUNKERING SAFETY CHECK LIST SIGURNOSNI KONTROLNI LIST ZA SNABDIJEVANJE FSRU BRODA GORIVOM	Page/Stranica 3 / 3	Date of create. Datum izrade 20.11.2020.
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We have checked the items on the Bunkering checklist and other checks as required by laws and regulations, and we confirm that the answers given are correct to the best of our knowledge.

Mi dolje potpisani izvršili smo sve provjere po Sigurnosno kontrolnom listu za snabdijevanje brodova gorivom kao i ostale provjere po nadležnim propisima i potvrđujemo da su dati odgovori prema našem najboljem znanju istiniti.

Place / Mjesto: _____

Date/Time / Datum/vrijeme _____

Time of start / Vrijeme početka: _____

Estimated time of completion / Predviđeno vrijeme završetka: _____

Signed / potpisao _____

FSRU Representative / Predstavnik FSRU broda

Position or Rank / Radno mjesto ili čin: _____

Date/Time / Datum/vrijeme _____

and

Signed / potpisao _____

Supplier Representative / Predstavnik snabdjevača

Position or Rank / Radno mjesto ili čin: _____

Date/Time / Datum/vrijeme _____

Port Authority notified / Obaviještena Lučka Uprava: _____

Harbour Master's Office notified / Obaviještena Lučka Kapetanija: _____

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

Jedan primjerak se zadržava na brodu, jedan primjerak zadržava snabdjevač, jedan primjerak se dostavlja predstavniku luke, a jedan Lučkoj kapetaniji.



REPUBLIKA HRVATSKA
Ministarstvo mora, prometa
i infrastrukture



KLASA: 342-01/20-01/691
URBROJ: 530-04-2-1-20-2
Zagreb, 25. studenog 2020. godine

Ministarstvo mora, prometa i infrastrukture nadležno temeljem članka 4. i članka 15. Pravilnika o rukovanju opasnim tvarima, uvjetima i načinu obavljanja prijevoza u pomorskom prometu, ukrcavanja i iskrcavanja opasnih tvari, rasutog i ostalog tereta u lukama, te načinu sprječavanja širenja isteklih ulja u lukama (NN 51/05, 127/10, 34/13, 88/13, 79/15, 53/16, 41/17, 23/20 i 128/20), na zahtjev LNG Hrvatska d.o.o., Radnička cesta 80, 10 000 Zagreb, daje

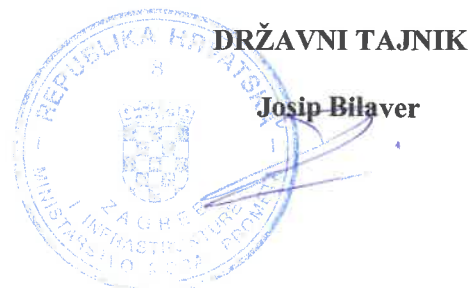
SUGLASNOST

na „Pravilnik o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u lučko područje luke posebne namjene Industrijska luka Terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim tvarima“.

Obrazloženje

Ministarstvo mora, prometa i infrastrukture zaprimilo je dana 23. studenog 2020. godine „Pravilnik o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u lučko područje luke posebne namjene Industrijska luka Terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim tvarima“, broj dokumenta KRS-35-1 od 20. studenog 2020. godine izrađen od strane LNG Hrvatska d.o.o., Radnička cesta 80, 10 000 Zagreb, koji je izrađen temeljem članka 4. i članka 15. Pravilnika o rukovanju opasnim tvarima, uvjetima i načinu obavljanja prijevoza u pomorskom prometu, ukrcavanja i iskrcavanja opasnih tvari, rasutog i ostalog tereta u lukama, te načinu sprječavanja širenja isteklih ulja u lukama (NN 51/05, 127/10, 34/13, 88/13, 79/15, 53/16, 41/17, 23/20 i 128/20), na davanje suglasnosti ovom Ministarstvu temeljem istih materijalnih odredbi Pravilnika o rukovanju opasnim tvarima, uvjetima i načinu obavljanja prijevoza u pomorskom prometu, ukrcavanja i iskrcavanja opasnih tvari, rasutog i ostalog tereta u lukama, te načinu sprječavanja širenja isteklih ulja u lukama (NN 51/05, 127/10, 34/13, 88/13, 79/15, 53/16, 41/17, 23/20 i 128/20).

Nakon uvida u dostavljeni tekst „Pravilnika o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u lučko područje luke posebne namjene Industrijska luka Terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim tvarima“, uz uvažavanje mišljenja Lučke kapetanije Rijeka, Klasa: UP/I-342-21/20-02/75, URBROJ: 530-04-5-2-20-2 od 24. studenog 2020. godine., Ministarstvo mora, prometa i infrastrukture daje suglasnost na isti.



Dostaviti:

- LNG Hrvatska d.o.o., Radnička cesta 80, 10 000 Zagreb
- Lučka kapetanija Rijeka, Senjsko pristanište 3, 51 000 Rijeka
- pismohrana, ovdje



REPUBLIKA HRVATSKA

MINISTARSTVO GOSPODARSTVA
I ODRŽIVOG RAZVOJA

10000 Zagreb, Radnička cesta 80
Tel: 01/ 3717 111 fax: 01/ 3717 149

KLASA: 351-03/20-01/1731

URBROJ: 517-10-1-20-2

Zagreb, 26. studenoga 2020.

LNG HRVATSKA d.o.o.

gosp. Hrvoje Krhen, direktor

Radnička cesta 80

10000 Zagreb

PREDMET: Izdavanje suglasnosti na Pravilnik o određivanju klase i količine otpadnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u lučko područje luke posebne namjene - industrijsku luku terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim stvarima
- suglasnost, daje se

Veza: Vaš dopis, URBROJ: 5-26-IP/012-2020 od 20. studenoga 2020.

Poštovani gospodine Krhen,

nastavno Vašem traženju zaprimljenom 23. studenoga 2020., Ministarstvo gospodarstva i održivog razvoja suglasno je s dostavljenim Pravilnikom o određivanju klase i količine otpadnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u lučko područje luke posebne namjene - industrijsku luku terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim stvarima.

S poštovanjem,





REPUBLIKA HRVATSKA
MINISTARSTVO ZDRAVSTVA

KLASA: 540-01/20-01/311

URBROJ: 534-07-1/5-20-2

Zagreb, 24. studenoga 2020.

LNG Hrvatska d.o.o. za poslovanje
ukapljenim prirodnim plinom
Radnička cesta 80, 10000 Zagreb

PREDMET: Pravilnik o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod može ući u lučko područje luke posebne namjene-Industrijsku luku terminal za UPP, Omišalj-Njivice
-suglasnost, daje se

Poštovani,

vezano za Vaš dopis od 20. studenoga 2020. godine (URBROJ: 5-26-IP/012-2020) kojim se traži suglasnost na prijedlog Pravilnika o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod može ući u lučko područje luke posebne namjene-Industrijsku luku terminal za UPP, Omišalj-Njivice, izvješćujemo da smo suglasni s predloženim tekstom predmetnog Pravilnika u okviru naše nadležnosti.

S poštovanjem,

izv. prof. dr. sc. Vili Beroš, dr. med.



Dostaviti :

1. Naslovu
2. Arhiva





REPUBLIKA HRVATSKA
MINISTARSTVO UNUTARNJIH POSLOVA
RAVNATELJSTVO CIVILNE ZAŠTITE
SEKTOR ZA INSPEKCIJSKE POSLOVE
INSPEKCIJA ZAŠTITE OD POŽARA I CIVILNE ZAŠTITE

KLASA: 214-02/20-11/430
URBROJ: 511-01-208-20-6
Zagreb, 7. prosinca 2020.

LNG Hrvatska d.o.o.
Radnička cesta 80, 10000 Zagreb

Predmet: Izdavanje suglasnosti na Pravilnik o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u lučko područje luke posebne namjene - industrijsku luku terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim tvarima, suglasnost - daje se

Veza: Vaš dopis ur.broj: 5-57-IP/005-2020
od 30. studenog 2020.

Poštovani,

povodom vašeg zahtjeva za izdavanje suglasnosti na Pravilnik o određivanju klase i količine opasnih tvari kojima se može rukovati u luci, odnosno s kojima brod ili vozilo može ući u lučko područje luke posebne namjene - industrijska luka terminal za UPP, Omišalj - Njivice i mjesta na kojima će se rukovati takvim tvarima, izrađen 20. studenoga 2020. godine, sukladno članku 15. Pravilnika o rukovanju opasnim tvarima, uvjetima i načinu obavljanja prijevoza u pomorskom prometu, ukrcavanja i iskrcavanja opasnih tvari, rasutog i ostalog tereta u lukama, te načinu sprječavanja širenja isteklih ulja u lukama („Narodne novine“, br. 51/05, 127/10, 34/13, 88/13, 79/15 i 53/16 i 41/17), dajemo suglasnost na predmetni Pravilnik.

Napominjemo da se rukovanje opasnim tvarima na predviđenom mjestu iz Pravilnika može obavljati samo uz provedbu svih organizacijskih i tehničkih mjera zaštite od požara i tehnoloških eksplozija propisanih za obavljanje tih poslova.

S poštovanjem,



Dostaviti:

1. Naslovu (dostavnicom)
2. Službi inspekcijskih poslova Rijeka (na znanje)
3. Pismohrana, ovdje