
	INVESTOR: <b>LNG Croatia LLC (LNGH)</b> Radnička cesta 80, Zagreb, Croatia	Version/Revision 1/0	
	FACILITY: Special purpose port – LNG terminal, Omišalj-Njivice	Document number: KRS-34-2	
	DOCUMENT NAME: Port regulations of the special purpose port – Industrial port Liquefied Natural Gas Terminal, Omišalj-Njivice	Pages/from 1 / 27	Date of create: 07.05.2021.
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**PORT REGULATIONS OF THE SPECIAL PURPOSE PORT –  
INDUSTRIAL PORT LIQUEFIED NATURAL GAS TERMINAL,  
OMIŠALJ-NJIVICE**

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Decision No.: OU-061/2021  
Zagreb, 7<sup>th</sup> May 2021

Pursuant to Article 3 (2) of the Regulation on the conditions and manner of maintaining order in ports and other parts of internal sea waters and the territorial sea of the Republic of Croatia (Official Gazette 90/05, 10/08, 155/08, 127/10, 80/12 and 7/17) and Article 22 of the Articles of Association of 18 February 2019, the Management Board of the company LNG Hrvatska d.o.o., seated in Zagreb, Radnička 80, OIB: 53902625891 (hereinafter: **LNGH**), represented by director Hrvoje Krhen, issues the following

## PORT REGULATIONS OF THE SPECIAL PURPOSE PORT - INDUSTRIAL PORT LIQUEFIED NATURAL GAS TERMINAL, OMIŠALJ-NJIVICE

### I. GENERAL PROVISIONS

#### Article 1

These Regulations lay down the conditions and the manner of maintaining order in the special-purpose port - Industrial Port LNG Terminal, Omišalj-Njivice (hereinafter: the Port).

#### Article 2

(1) The port area of the Port includes the onshore and the offshore part as defined by the Act on the Liquefied Natural Gas Terminal (Official Gazette 57/18) and the Agreement on the Concession of the Maritime Domain - LNG Terminal Industrial Port, Omišalj-Njivice from 2 October 2018, managed by LNGH. The area of the Port is shown in Annex 1, which is an integral part of this Regulations.

(2) Name of the Port in CIMIS: Omišalj – Njivice (LNG),

(3) NBL number: HR807,


(4) IMO number: HROMI-0003,

(5) Port coordinates: LAT 45°12'02.7"N, LONG 14°31'58.6"E.


#### Article 3

(1) The terms used in these Regulations have the following meaning:


LNG HRVATSKA D.O.O., RADNIČKA CESTA 80 • 10000 ZAGREB • HRVATSKA  
TEL: +385 1 4094600, FAX: +385 1 4094601, EMAIL: INFO@LNG.HR  
UPISANO U SUDSKI REGISTAR TRGOVAČKOG SUDA U ZAGREBU  
POD MBS 080733282; OIB 53902625891;  
ŽIRO-RAČUN KOD PRIVREDNE BANKE ZAGREB D.D. BROJ: 2340009-1110441180;  
IBAN: HR87 2340 0091 1104 4118 0; SWIFT: PBZGHR2X  
IZNOS TEMELJNOG KAPITALA 289.018.600,00 KUNA UPLAĆEN U CIJELOSTI  
DIREKTOR: HRVOJE KRHEN

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1. *Port* means the area defined under Article 2, paragraph 1 of this Regulations, managed by LNGH.
2. *LNG Terminal* is the terminal for liquefied natural gas on the island of Krk, Municipality of Omišalj, used for receiving LNG carriers, loading/unloading of LNG, regasification of LNG and further transport of natural gas into the gas transmission system, including auxiliary services, processes and facilities,
3. *LNG* means liquefied natural gas,
4. *NG* means natural gas,
5. *Department for development and port security* is a special structural department of LNGH, responsible for the security of the Port and its operative area in accordance with the special regulations regulating the security of maritime vessels and ports, monitoring the arrival and mooring, stay, departure and navigation of vessels in the port area 24 hours a day, implementing the provisions of these Regulations, the Regulation on the handling of dangerous substances in the Port and the Plan for the reception and management of waste and cargo residues in the Port, other Port's acts as well as the security of the Port and the LNG Terminal,
6. *Port's Responsible Person* means the head of the Department for development and port security, the person with operative responsibility for implementing the provisions of these Regulations and the other Port's acts.
7. *Regulation on the handling of dangerous substances in the Port* means the regulation on determining the class and quantity of dangerous substances that may be handled in the Port, i.e. which may be carried by a vessel or vehicle entering the port area of the Port and the locations where such substances are to be manipulated, published by LNGH on its website.
8. *Handling of dangerous substances* includes: loading, unloading and transshipment of dangerous substances from/to the vessel or from/to the vehicle, placement of dangerous substances on the FSRU vessel to/from which the dangerous substances are being loaded/unloaded, storage and transport of dangerous substances in the port area of the Port.
9. *The plan for the reception and handling of waste and cargo residue in the Port* means the Plan for the reception and handling of waste and cargo residue in the area of the Port, published by LNGH on its website,
10. *PFSO (Port Facility Security Officer)* means the person responsible for Port security and for the communication with the Ship Security Officers (SSO) and Company Security Officers (CSO).
11. *LNG Terminal's Responsible Person* means the head of the Department for Terminal operation and maintenance, the person with operative responsibility for managing and maintenance of the LNG Terminal,
12. *A floating object* means a marine object not intended for sailing,
13. *A vessel* means a marine object intended for sailing, including a ship, a warship, submarine, a yacht or a boat,

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14. A *ship* means FSRU LNG Croatia, the LNG carrier and any other vessel designed for sailing at sea, which is using the port area of the Port with prior approval of the *Department for development and port security*.
15. *FSRU (Floating Storage Regasification Unit)* means the LNG Croatia ship, the vessel for loading/unloading, storage and regasification of LNG, containing the LNG storage tanks, the LNG transshipment system, the installations for LNG regasification and send-out of gas into the gas transmission system and the electric power generation system.
16. *LNG carrier* means a vessel designed for transportation of liquefied natural gas, approved and registered by the LNG Terminal's Responsible Person in accordance with the Terminal Technical Characteristics,
17. *Terminal Technical Characteristics* means detailed descriptions of technical terms and conditions applicable to LNG Terminal users, approval and registration of LNG carriers and other conditions for using the LNG Terminal, adopted and published by LNGH on its website,
18. *Harbour Master Office* means the Rijeka Harbour Master Office, the body that performs the supervision of marine traffic safety and order in the Port,
19. *CIMIS - Croatian Integrated Maritime Information System* means the information system that ensures electronic operation in receiving and dispatching of ships between the users of the system in the Republic of Croatia and exchange of data with the SafeSeaNet system, and which records and administers arrivals to and departures of ships from the Port,
20. *SafeSeaNet* means the European Union's maritime information system for exchange of data in maritime transport,
21. *Regulations on deeds, documents and data on maritime transport* means the Regulations on deeds, documents and data on maritime transport and their delivery, collection and exchange, as well as on the manner and conditions for issuing approvals for free pratique with the shore (Official Gazette 70/13, 55/15, 103/17, 13/20) together with all their subsequent amendments.
22. *Regulations on the safety of navigation* means the Regulations on the safety of sailing in the internal sea waters and the territorial waters of the Republic of Croatia and the manner and conditions of performing supervision and management of maritime traffic (Official Gazette 79/13, 140/14, 57/15) including all of their subsequent amendments,
23. *VTS* means the service for the supervision and management of maritime traffic of the ministry competent for maritime affairs and of the port authorities, competent for providing VTS, capable of interaction with offshore facilities and reacting in changeable sailing circumstances, whose task is to establish a traffic-navigational course in which all the participants of maritime traffic achieve the set goals, while meeting the conditions of marine traffic safety and environmental protection, and while abiding the regulations of the navigation,
24. *Estimated Time of Arrival of the ship into the Port (ETA)* means the estimated time of arrival of the ship to the pilot boarding station at the position of coastal or harbour pilotage, to the berth or to the anchorage, whichever comes first,
25. *Actual Time of Arrival of the ship into the Port (ATA)* means the time of arrival of the ship to the pilot boarding station if the ship is entering the Port under pilotage service, that

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- is, the time of berthing in the Port at the approved berth if the ship is entering without pilot assistance, that is, the moment when the ship drops the anchor, stretches the anchoring chain and puts up the anchoring sign at the anchorage and confirms the anchoring time and position through the radio station, whichever comes first,
26. *Estimated Time of Departure of the ship from the Port (ETD)* means the estimated time of departure of the ship to the pilot boarding station at the position of coastal or harbour pilotage, the ship's departure from the berth or anchorage, whichever comes first,
  27. *Actual Time of Departure of the ship from the Port (ATD)* means the time of unberthing from the approved berth, that is, the moment when the ship lifts the anchor at the anchorage and confirms the time of departure through the radio station, whichever comes later,
  28. *NOR* means the Notice of Readiness issued by the master of the LNG carrier on the readiness of the LNG carrier for cargo transshipment in accordance with the Terminal Technical Characteristics.
  29. *Optimoor Mooring Study* means the study conducted in the procedure of approving LNG carriers in accordance with the Terminal Technical Characteristics for the purpose of establishing the manner of berthing of the LNG carrier with the optimum number and arrangement of mooring lines. For each approved ship, the Study is delivered to the Port's Responsible Person.
  30. *ESD (Emergency Shutdown)* means the emergency shutdown system.
  31. *Port Facility Security Plan - PFSP* means the planned measures for the protection of the Port area, ships, persons, cargo, cargo transport units and ship supplies within the Port area in case of events that endanger Port safety or represent a security threat,
  32. *Declaration of Security (DOS)* means the written agreement between the ship and the Port and/or between two ships establishing the security measures applied by each of them according to the Act on the Security of Maritime Ships and Ports (Official Gazette 108/17, 30/21) together with all their subsequent amendments,
  33. *Security levels* means levels of security defined by Regulation (EC) no. 725/2004,
  34. *International Ship and Port Facility Security (ISPS) Code* means the international code on the security of ships and port facilities,
  35. *Maritime Study* means the "LNG FSRU Krk Maritime Study" prepared in Rijeka in 2017 by the Faculty of Maritime Studies in Rijeka; Decision of the Harbour Master Office of Rijeka, CLASS: UP/I-350-05/18-01/31, REG. NO.: 530-04-4-2-2-18-2 of 8 March 2018, published on LNGH's website with all its subsequent amendments and pertaining opinions,
  36. *Maritime Agent* means the legal or natural person entered in the Register of Maritime Agents in accordance with the provisions of the Maritime Code and the relevant by-laws, authorized to perform, on behalf and for the account of the ship, maritime agency works related to the arrival, departure and accommodation of the ship in the Port, including any necessary administering of the LNG carrier and its cargo and exchange of data, documents and deeds,
  37. *Pilotage* means piloting the vessel by professionals (pilots) and provision of professional advice to the master of the vessel for the purpose of safe navigation in the area of approach

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- to the Port and within the Port area, in accordance with the Regulations on maritime pilotage (Official Gazette 116/10, 43/18) together with all their subsequent amendments,
38. *Pilotage station* is the location from which pilotage is coordinated, that is, the pilot boarding location; for coastal pilotage LAT 44°56.2' N, LONG 14°13.0' E, for port pilotage LAT 45°11.781' N, LONG 14°29.157' E.
  39. *PPU* means the Portable Pilot Unit - pilotage computer,
  40. *Ship towing* is any service provided by the tugboat to the vessel by pulling, pushing, retaining, moving or relocating her within or outside the Port,
  41. *Sunrise to Sunset period* means the period from sunrise to sunset as defined for each particular day for the Omišalj area on the website: <https://hr.meteocast.net/sunrise-sunset/hr/omisalj> ,
  42. *Anchorage* means the arranged and marked part of the sea intended for anchoring of ships for transport of liquefied gases, under the management of the Rijeka Harbour Master Office, of a circular shape and 1.5 NM in diameter, with its centre being in the position LAT 45°11.1' N, LONG 14°28.3' E,
  43. *DHMZ* means the Croatian Meteorological and Hydrological Service,
  44. *Special services in the Port area* means service activities provided by the approved legal persons in the Port area, the list of which is published by LNGH on its website,
  45. *Emergency event* means an uncontrolled event which represents a threat to human lives and health, to the environment and material property, that is, an event that might have such consequences,
  46. A *vehicle* means any vehicle for road transport,
  47. *Request to enter the Port* means a written request which, completed on a form published by LNGH on its website, is delivered by the representative of the legal person, the vehicle and the natural person to the Port's Responsible Person,
  48. *Permission to enter the Port* is a written permission issued by the Port's Responsible Person at the written request of the representative of the legal entity, vehicle and natural person, on the form published by LNGH on its website,
  49. *Port waste reception installation* means any fixed, mobile or floating facility, device or vessel of a licensed waste management company appropriate for receiving accumulated ship waste or cargo residue.
  50. *Licensed operators of port waste receptacles* means specialised companies licensed for waste management equipped with various types of environment protection equipment and vessels/vehicles for waste collection,
  51. *Licensed waste management company* means a legal or natural person which is granted a permission by LNGH to enter the Port area for the purpose of performing waste management activities in order to transport waste for treatment or disposal, all in accordance with the Plan for the reception and handling of waste and cargo residue in the Port.

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## Article 4

In addition to the provisions of these Regulations, the Port area is also accordingly subject to other regulations on Safety of navigation; ship and port security; deeds, documents and data on maritime transport and the interface for maritime transport formalities; crossing of the state border; safety at work and customs, health, sanitary and other regulations.

## II. PORT USERS

### Article 5

Port users are the FSRU vessel LNG Croatia (hereinafter: FSRU vessel), LNG carriers, other vessels and floating objects as well as vehicles, legal and natural persons providing service activities within the Port operational area and official persons.

### Article 6


(1) The FSRU vessel is berthed to the Port's jetty and is an integral part of the LNG Terminal, holds all valid ship certificates and documents obligatory for this type of ship, meets all the conditions prescribed by international standards applicable to this type of ship, the conditions of the class and the register in which it is registered and of the flag she flies, and the operative terms of the Port, competent Harbour Master Office and the competent authorities of the Republic of Croatia.

(2) LNG carriers planning to enter the Port shall hold all valid ship certificates and documents obligatory for this type of ship, meet all the conditions prescribed by international standards applicable to this type of ship, the conditions of the class and the register in which it is registered and of the flag she flies, and the operative terms of the Port, competent Harbour Master Office and the competent authorities of the Republic of Croatia.

(3) An LNG carrier planning to enter the Port shall be approved by the LNG Terminal's Responsible Person and registered for arrival to the LNG Terminal. The approval and registration of the LNG carrier shall be carried out in accordance with the procedures laid down in the Terminal Technical Characteristics.

(4) Other vessels and floating objects planning to enter the Port shall hold all valid certificates and documents prescribed for that type of vessel/floating object and a Permission to enter the Port and meet all the Port's operative terms as well as the terms of the competent Harbour Master Office and the competent authorities of the Republic of Croatia.

(5) Vehicles planning to enter the Port shall hold all valid certificates and documents obligatory for that type of vehicle and a Permission to enter the Port, and they shall meet all the Port's operative terms.

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(6) Persons planning to enter the Port who are not employees of LNGH, the Port, the LNG Terminal or employees of a company with which LNGH has concluded an agreement on security-guard services provision, shall obtain the Permission to enter the Port and meet all the Port's operative terms.

(7) Police officials, Harbour Master Office inspectors and other official persons who hold and carry official identity cards and have a valid reason for entry into the Port shall not be issued the Permission to enter the Port but shall be approved to enter based on their official identity card.

### Article 7

The announcement of the entry into the Port and the approval of the entry into the Port shall be carried out in accordance with the procedures laid down in these Regulations.

## III. ANNOUNCING AND REPORTING OF THE SHIP ARRIVAL

### Article 8

The control of the arrival, berthing, stay, departure and navigation of vessels in the port area is monitored 24 hours a day by the Department for development and port security established in accordance with special regulations.


### Article 9

(1) The maritime agents of the ships planning arrival to the Port shall introduce their master's or representatives with the provisions of these Regulations, the Regulation on the handling of dangerous substances in the Port, the Plan for receiving and handling waste and cargo residue in the Port, the Terminal Technical Characteristics, all of which are published on LNGH's website.

(2) The master or the maritime agent of the FSRU vessel shall carry out the announcement of its arrival into the Port on prescribed forms through the CIMIS system 48 hours before the expected time of arrival of the ship to the pilot station (ETA) and he shall deliver, through the CIMIS system the Declaration of dangerous or polluting goods and the Safety Letter in accordance with the Regulation on the handling of dangerous substances in the Port, the Declaration of Security in accordance with the Act on the Security of Maritime Ships and Ports, and the documents prescribed under the Regulations on the deeds, documents and data on maritime transport.

(3) If the FSRU vessel is subject to inspection, the master or maritime agent of the FSRU vessel announces the arrival in the Port on the prescribed forms by CIMIS 72 hours before the expected time of arrival at the pilot station (ETA) and submits via CIMIS Declaration of dangerous or polluting goods and Safety Letter in accordance with the Regulation on the handling of dangerous substances in the Port, the Declaration of Security in accordance with



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the Act on the Security of Maritime Ships and Ports, and the documents prescribed by the Regulation on deeds, documents and data on maritime transport.

(4) The master or the maritime agent of the LNG carrier shall carry out the announcement of its arrival into the Port on prescribed forms through the CIMIS system 72 hours before the expected time of arrival of the ship to the pilot station (ETA) and he shall deliver, through the CIMIS system a properly completed and signed Declaration of dangerous or polluting goods and the Safety Letter in accordance with the Regulation on the handling of dangerous substances in the Port, the Declaration of Security in accordance with the Act on the Security of Maritime Ships and Ports, and the documents prescribed under the Regulations on the deeds, documents and data on maritime transport.

(5) The master of the ship or the maritime agent of the ship sailing National area of navigation shall carry out the announcement of the ship's arrival into the Port by reporting the Ship's departure from the previous port through the CIMIS system, through which it shall deliver the documents prescribed under the Regulations on deeds, documents and data on maritime transport.


(6) If the master or the maritime agent of the FSRU vessel, the master or the maritime agent of the LNG carrier are announcing their arrival into the Port from the anchorage for liquefied gases, the announcement of the arrival into the Port shall be carried out by reporting the ship's departure from the anchorage through the CIMIS system on a properly completed and signed Declaration of dangerous or polluting goods and the Safety Letter in accordance with the Regulation on the handling of dangerous substances in the Port, the Security Declaration in accordance with the Act on the Security of Maritime Ships and Ports, and the documents prescribed under the Regulations on the deeds, documents and data on maritime traffic.

(7) A master of the FSRU vessel or the master of an LNG carrier shall submit through the CIMIS system, on the Waste form, complete and accurate information on all the items of ship waste and cargo residue and, if he plans to deliver them through port waste receptacles, the Ship's maritime agent shall submit, through the CIMIS system, complete and accurate information on all the items of ship waste and cargo residue as received on the Waste form from the Ship and proceed according to the Plan for receiving and handling waste and cargo residue in the Port.

## Article 10

(1) The Port's Responsible Person shall print out from the CIMIS system the Declaration of dangerous or polluting goods properly filled out and signed by the ship's representative, the Safety Letter and Declaration of Security and submit them, certified by the Port's Responsible Person, into the CIMIS.

(2) Based on the received data, documents and deeds from the previous paragraph of this Article, if all the conditions have been met, the Port's Responsible Person shall print out from

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the CIMIS system the ISPS Approval for the ship's entry into the Port and, after certification by the PFSO, upload it into the CIMIS system and approve ship berthing.

(3) The Ship is considered to have arrived into the Port after she has been safely moored in the Port.

(4) The master, that is, the maritime agent of the Ship shall report the Ship's arrival into the Port through the CIMIS system, through which it shall deliver the documents prescribed under the Regulations on the deeds, documents and data on maritime transport.

(5) Based on received data, documents and deeds referred to in the previous paragraphs of this Article, if all the conditions for the Ship's reception in accordance with the Regulations on deeds, documents and data on maritime transport have been met, the Harbour Master Office, in the procedure of reporting the Ship's arrival, shall enter in CIMIS the actual time of the Ship's arrival into the Port (ATA) in accordance with Article 3, paragraph (25) of these Regulations, print out from CIMIS the Approval for free pratique along the shore and, after signature and certification, upload it to CIMIS, after which the Approval for free pratique along the shore shall be considered delivered to the Ship's representative.

#### IV. NOTIFICATION PROCEDURE AND THE MANNER OF SHIP ARRIVAL

##### Article 11

A Ship arriving to the Port shall:

1. After entry into the Manoeuvring Sector, call "OMIŠALJ LNG TRAFFIC" on Ch 9 VHF radio channel and submit the Entry Report containing the following:


- ship name and international radio call sign,
- statement of intention: "sailing into the Omišalj - Njivice (LNG) Port",
- berthing location.

2. When the Ship submits the Entry Report and the NOR, the Port's Responsible Person shall grant or deny the berthing approval, all with the consent of the Harbour Master Office, and provide the following data:

- berthing location,
- berthing sequence,
- data on port services.

The berthing approval shall be issued as soon as possible, not later than after pilot boarding.

3. After the berthing approval has been issued, the ship's manoeuvre to enter into the Port shall be conducted on the VHF radio channel of Port Ch 68.

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4. After berthing in the Port, immediately after completing the berthing process, the ship shall call “OMIŠALJ LNG TRAFFIC” on Ch 9 VHF radio channel and submit the Arrival Report containing the following:

- ship name and international radio call sign,
- indication of the status: “All fast”,
- berthing location.

5. After entry in the Port and berthing, the Ship shall monitor the Ch 9 and Ch 16 VHF radio channels and the Port’s Ch 68 radio channel.

6. At the request of the Port’s Responsible Person or of the Ship, the Port’s Responsible Person in the port area shall provide all information related to the Port on the Ch 68 VHF radio channel.

7. In case of an emergency, if a Ship is sailing or located in internal waters, the territorial sea, the protected eco-fishing zone of the Republic of Croatia, it shall immediately report through the Ch 16 VHF radio channel, VHF DSC channel 70 or the toll-free phone number + 385 1 195 the following:


- any accident or incident or extraordinary event affecting the vessels safety,
- any accident or incident or extraordinary event endangering the safety of maritime transport,
- any situation that might result in the pollution of the sea or the shore,
- any sea pollution or an incident that might result in marine pollution.

The notification shall contain at least the following:

- ship name and international radio call sign,
- ship’s position,
- departure port,
- destination,
- number of persons on the ship,
- details on the accident/incident/extraordinary event,
- website from which data on dangerous and pollutant cargo transported on the ship can be obtained,
- activities undertaken to remove threats and possible consequences,
- and other data in accordance with the IMO Resolution A.851(20).

## Article 12

(1) Every ship planning arrival into the Port shall follow the meteorological reports of the Meteorological and Hydrological Service - the Weather Forecast (NAVTEX) and emergency weather alarms broadcast on the 518 kHz frequency through the maritime radio service

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managed by Plovput on behalf of the Republic of Croatia. The meteorological part of the messages, alarms, reports and forecasts are prepared by DHMZ's Service Marine Meteorological Centre.

(2) All the ships planning arrival into the Port, after entry into the Manoeuvring Sector, shall ask the Port, through the Ch 68 VHF radio channel, to provide reports on wind speed and direction and wave height read of the wave and tide measurement sensors and the meteorological station in the Port. Beside VHF radio channel Ch 68, the Reports shall be delivered to ships by e-mail.

(3) The limit values for the mooring manoeuvre are as follows:

- constant wind speed > 25 knots (> 13 m/s) measured on the Port's meteorological station,
- for ships up to 110 m in length, a significant wave height of 0,5 m measured at the Port's wave and sea currents measuring station,
- for ships from 110 to 160 m in length, a significant wave height of 1 m (maximum wave height of 1.7 m) measured at the Port's wave and sea currents measuring station,
- for ships above 160 m, significant wave height of 1.0 m (maximum wave height of 2 m) measured at the Port's wave and current measurement station,
- visibility < 1 NM.

(4) If the values exceed those indicated in the previous paragraph of this Article, the Port's Responsible Person shall deny the ship approval for berthing, that is, the mooring manoeuvre shall be postponed until the values are reduced below the limit values.


(5) The Harbour Master Office may prohibit the ship's entry into the Port if unfavourable weather conditions endanger the safety of the ship or of the persons and cargo thereon. The VTS service shall notify all the ships in the Manoeuvring Sector, all the ships in the ports, the pilots and port service providers and port authorities on the circumstances indicated in this paragraph of this Article.

## **V. SHIP PILOTAGE, TOWAGE AND BERTHING**

### **Article 13**

(1) The FSRU vessel and LNG carriers arriving into the Port must be piloted from the pilot station to the Port's berth, with mandatory use of the pilotage computer with minimum characteristics:

- Use of autonomous or semi-autonomous position fixing and heading determining
- Ensure position horizontal accuracy of 1,0 m or less
- Measure out the speed of movement in all directions with accuracy of 0,02 m/s or less
- Has got self detection of motion and does not use ship's system data

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During the first year of the Port's operation, the pilotage shall be carried out by two pilots.

(2) FSRU vessel's maritime agent or the LNG carriers's maritime agent shall contract pilotage services 48 hours before arrival to the pilotage station. The pilot(s) must be boarded before the ship's master tenders the NOR.

(3) The pilot shall notify the FSRU vessel and the LNG carrier on the manner of berthing which is in accordance with the conditions indicated in the Maritime Study and these Regulations.

(4) For the FSRU vessel and LNG carriers the use of tugboats is mandatory on each manoeuvre of berthing into the Port:

- for ships with length above 190 m on each berthing manoeuvre into the Port, use at least 4 tugboats with a towing force of not less than 500 kN (50 t bollard pull force) with ASD propulsion,
- for LNG carriers with length from 160 to 190 m on each berthing manoeuvre into the Port, use at least 3 tugboats with a towing force of not less than 500 kN (50 t bollard pull force) with ASD propulsion,
- for LNG carriers with length from 110 to 160 m on each berthing manoeuvre into the Port, use at least 2 tugboats with a towing force of not less than 350 kN (35 t bollard pull force) with ASD propulsion,
- for LNG carriers with length from up to 110 m on each berthing manoeuvre into the Port, use at least 1 tugboat with a towing force of not less than 350 kN (35 t bollard pull force) with ASD propulsion.


Towing of the FSRU vessel and the LNG carrier during the berthing manoeuvre shall begin 2 NM off the Port's berth.

(5) FSRU vessel's maritime agent or the LNG carrier's maritime agent shall contract towing services before the ship's master tenders the NOR. Towing may only be carried out by licensed legal entities the list of which is published by LNGH on its website.

(6) In accordance with the Maritime Study and the Opinion on the coordination of the navigation safety measures, the mooring manoeuvre for LNG carriers during the first six (6) months of the Port's operation shall only be carried out in the daylight, i.e. in the Sunrise to Sunset period.

(7) All ships arriving into the Port, during the berthing manoeuvre, depending on the distance from the berth, may not exceed the following speed limits:

- 1,000 metres from the berth - 2.5 knots maximum speed,
- 500 metres from the berth - 1.5 knots maximum speed,
- 300 metres from the berth - 0.5 knots maximum speed.

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## Article 14

(1) The FSRU vessel shall be moored to the Port's jetty in accordance with the conditions indicated in the Maritime Study.

(2) During the mooring operation, the FSRU vessel shall use mooring and unmooring services. Ship mooring may only be carried out by licensed legal entities the list of which is published by LNGH on its website.

(3) The FSRU vessel's maritime agent shall contract mooring and unmooring services before the master of the FSRU vessel tenders the NOR.

(4) The LNG carrier shall be moored to the FSRU vessel in accordance with the conditions indicated in the Maritime Study and the Optimoor Study prepared for each LNG carrier in the procedure of the ship's approval under Article 6 of this Regulations. The berthing of the LNG carrier alongside the FSRU vessel shall be considered as berthing at the berth.

(5) In accordance with the conditions indicated in the Maritime Study and the finding of the Optimoor Study, during the mooring operation of an LNG carrier which is larger than the FSRU vessel, and which is also moored, in addition to the FSRU vessel, to MD 1 and MD 6 mooring dolphins of the Port's berth, the LNG carrier shall use mooring and unmooring services. Ship mooring may only be carried out by licensed legal entities the list of which is published by LNGH on its website.


(6) The LNG carrier's maritime agent, in the case under paragraph 5 of this Article, shall contract mooring and unmooring services before the master of the LNG carrier tenders the NOR.

(7) Anchorage of vessels is not allowed in the area of the Port.

(8) In case anchorage is necessary, the FSRU vessel and the LNG carrier shall be anchored at the existing anchorage area intended for ships for the transport of liquefied gases managed by the Port of Rijeka Authority, on an area 1.5 NM in diameter, with its centre at the position: LAT 45°11.1' N, LONG 14°28.3' E.

(9) The ship's master, during the navigation, mooring and berthing of the ship in the Port, that is, while anchoring the ship at the specific anchorage, must make sure human lives are not placed at risk and there is no risk of marine pollution and that no damage is inflicted on its ship, other ships and Port facilities by impact, collision or stranding.

(10) The Harbour Master Office shall deny approval for the ship's berthing in the Port, that is, for the ship's anchoring at a specific anchorage for good reasons, that is, when it receives prior notice from the Port's Responsible Person that doing so would endanger safety of navigation, safety of human lives and onshore or offshore facilities, and if the ship is in a condition that would cause marine pollution.

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(11) As an exception, for the purpose of safety of navigation and environment protection, the Harbour Master Office may temporarily declare and publish that the Port is closed for traffic, with prior notice to the Port's Responsible Person.

(12) LNGH shall not be liable for damages incurred by pilotage, towing and mooring/unmooring service providers to the users of such services.

## VI. PORT REGULATIONS AND SECURITY

### Article 15

(1) In the Port area, the provisions of the ISPS Regulations, the provisions of the Act on the Security of Maritime Ships and Port Areas with all their subsequent amendments as well as the provisions of the Port Facility's Security Plan must be applied.

(2) A ship may only use the Port upon prior announcement and registering as indicated in the previous Articles of these Regulations, and with prior approval of the Port's Responsible Person and the approval of the Harbour Master Office in view of safety of navigation.

(3) The master shall be responsible for the arrival and departure of the ship to/from the Port and ship's safe stay on the berth in the Port, and the ship's owner, that is, shipper shall be responsible for any damage inflicted by the ship to other ships, the shore, devices, apparatuses or facilities.

(4) The person navigating the ship and/or the pilot must immediately inform the Port's Responsible Person and the Harbour Master Office if an extraordinary event occurs to persons, the hull, equipment, engine or cargo aboard, and in case of any damage inflicted on the shore and the equipment, or in case of observed environment pollution.

(5) The LNG carrier located in the Port must be ready for manoeuvring.


(6) Aboard a ship moored in the Port there must be a crew whose members carry out the work on the ship when it is sailing.

(7) A ship located in the Port must be moored with appropriate and proper mooring lines onto mooring devices. The ship's crew is responsible for monitoring the mooring lines.

### Article 16

(1) While the LNG carrier is alongside in the Port, at least one standby fire-fighting tugboat must be available in the Port from the moment of the LNG carrier's mooring until the moment of its unmooring, and it shall have the following characteristics:

- at least 2 monitors,
- at least 1,200 m<sup>3</sup> of water per hour/per monitor,

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- fire-fighting pumps of at least 2,400 m<sup>3</sup> pressure capacity,
- at least 24 hours of continuous operation,
- the jet must reach at least 120 m horizontally,
- the jet must reach at least 45 m vertically,
- self-protection water system.

(2) The LNG carrier's maritime agent shall contract the services of a standby fire-fighting tugboat before the master of the LNG carrier tenders the NOR. Fire-fighting tugboat services may only be provided by licensed legal entities, the list of which is published by LNGH on its website.

(3) As long as the LNG carrier and the FSRU vessel are accommodated in the Port, ship masters will receive reports by VHF radio channel CH 68 i.e., by e-mail, on wind speed and direction and wave height read of the wave and tide measurement sensors and the meteorological station in the Port.

(4) Limit values for the operation of LNG carrier and the FSRU vessel in the Port are as follows:


(4.1) In case of a wind speed exceeding 21 knots (> 10.8 m/s) or appearance of waves higher than 1 metre (i.e. significant wave height of 1.5 m or more) the Port shall declare a stand-by mode for possible emergency and consider aborting LNG transshipment. The Port's Responsible Person shall notify the Harbour Master Office on the stand-by mode in the Port. The master of the LNG carrier shall notify the pilots and tugboats on the need for stand-by.

(4.2) In case the wind intensifies to over 27 knots (>13.8 m/s), the Port shall declare an emergency and the Port's Responsible Person shall notify the Harbour Master Office on the emergency in the Port. The prescribed procedure shall be followed to disconnect the flexible cryogenic hoses between the LNG carrier and the FSRU vessel. The master of the LNG carrier shall notify the pilots and tugboats on the stand-by and possible leaving of the berth, and place the towing lines.

(4.3) In case the wind intensifies to over 38 knots (>20.0 m/s), the Port's Responsible Person shall notify the Harbour Master Office that the LNG carrier is preparing for emergency unberthing. The pilot(s) shall be boarded on the LNG carrier, at least 2 tugboats of not less than 500 kN (50 t towing force) with ASD propulsion shall provide assistance to the LNG carrier and the LNG carrier shall leave the berth and head to the anchorage.

(4.4) If the wind intensifies further, the send-out of NG from the FSRU vessel shall be aborted and the pilot(s) boarded, and the FSRU vessel, with the support of at least 2 tugboats of a towing force not less than 500 kN (50 t towing force) with ASD propulsion, shall endeavour, depending on the circumstances, to remain berthed. The



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Port's Responsible Person shall notify the Harbour Master Office that the FSRU vessel is preparing for emergency unberthing.

(4.5) In case the FSRU vessel cannot remain berthed, the prescribed procedure shall be followed to disconnect the high-pressure cargo loading/unloading arms and, with the assistance of at least 3 tugboats of a towing force of not less than 500 kN (50 t towing force) with ASD propulsion, the FSRU vessel shall leave the berth and head to the anchorage.

(4.6) The Responsible person of the Port shall inform VTS Rijeka on the situation in the Port and the actions taken in the cases described in paragraphs 4.1 - 4.5 of this Article.

(5) The master of the LNG carrier or the master of the FSRU vessel or the Port's Responsible Person may bring a decision to abort cargo transshipment, disconnect the cargo loading/unloading arms or flexible cryogenic hoses and to leave the berth in other circumstances as well, that is, at any moment if they assess that the safety of any ship or of the Port is at risk.


(6) If unfavourable weather conditions require the FSRU vessel to unberth from the LNG Terminal's jetty, the jetty of the LNG terminal and all the auxiliary installations and facilities shall be inspected to ensure no damage has occurred before the FSRU vessel is allowed to return to the LNG Terminal Industrial Port and be berthed to the LNG Terminal's jetty.

(7) The Harbour Master Office may abort Port operations in case of bad weather or other threats to life and property in the Port.

## Article 17

(1) In the area of the Port, it is forbidden to:

- transfer residue ship fuel between ship tanks,
- clean, scrape and paint the vessel hull both above and below the water level,
- weld, set up a fire in an outdoor fireplace on the shore or on a vessel,
- pollute the air by emitting dust, smoke and other gases in excess of the allowed quantities established by valid regulations,
- fish, swim, dive, windsurf, water-ski, or drive a motorboat,
- dispose or pollute with any type of waste the shore or the sea, in an uncontrolled manner,
- perform works of repairing and reconstructing the vessel hull, deck, equipment and engine outside regular works,
- gas freeing cargo tanks into the atmosphere,
- burn waste aboard a vessel,
- endanger, in any manner, the safety of navigation, human lives and the environment,

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- venting excess boil-off natural gas in the area of the Port is not allowed, that is, it is only allowed in critical situations to preserve ship integrity, in which case the LNG Terminal's Responsible Person and the Port's Responsible Person must be informed and LNG transshipment must be aborted immediately,
- use ballast water chlorination devices,
- smoke, use matches and lighters,
- smoke aboard a ship berthed in the Port, except in the areas defined in a written document by the master,
- use alcohol and drugs,
- use mobile phones in marked designated areas which are not explosion proof,
- use video cameras, cameras and similar devices,
- keep substances prone to self-ignition,
- use open fire in any form,
- provide access to vehicles without an inbuilt spark arrester,
- dispose flammable material of any kind,
- use electric devices without safety functions,
- clean the shore and other polluted surfaces with easily flammable materials,
- works which require open fire may exceptionally be performed in the area of the Port only with the approval of the Port's Responsible Person, with special precautions,


### Article 18

(1) Pursuant to Article 9 of this Regulations and in the manner as prescribed by the Act on the Security of Maritime Ships and Ports, the master or SSO of the ship and the PFSO shall sign a properly filled-out Declaration of Security which is an integral part as Annex 3 of this Regulations.

(2) The security level for ports in the Republic of Croatia is determined by the Ministry of the Interior which informs the Maritime rescue and coordinating centre (MRCC) on the defined security level and any changes thereto, and the MRCC further notifies this, in an appropriate manner, to the ports, ships of Croatian nationality and ships sailing in internal sea waters and the territorial sea of the Republic of Croatia.

(3) Within 30 minutes from the moment of receiving the notification from the MRCC on the change in the Port security level, the PFSO shall ensure the notification on the security level or on the change thereof is received by all ships which are located in the Port area or which have announced their intention to sail into the Port area and inform them on the safety measures and procedures in force.

(4) A ship located in the Port and the Port shall act in a manner consistent with the highest possible security level declared for the ship or the Port. FSRU vessel's SSO, LNG carrier's SSO and the Port's PFSO shall coordinate their interaction.

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(5) The activity of the ship and Port at each of the declared security levels shall be performed in the manner defined by the Act on the Security of Maritime Ships and Ports, EU Regulation 725/2004, that is, according to the Port Facility Security Plan.

(6) All the persons present in the Port shall act according to the instruction of the PFSO in accordance with the Port Facility Security Plan and the security level applied in the Port.

(7) The crew of the FSRU vessel berthed in the Port shall only leave the ship upon crew exchange or in case of exceptional circumstances (injury, illness, etc.) in such manner that the master of the FSRU vessel shall submit to the PFSO a list of the FSRU vessel's crew members who are embarking/disembarking the FSRU vessel through the Port area.

(8) FSRU vessel's crew members may move in the Port area exclusively on arrival to / departure from the FSRU vessel through the corridor which is the safest and fastest way through the Port without stopping.

(9) FSRU vessel's crew members may move in the Port area only in exceptional situations, when performing activities related to FSRU vessel's safe operation, with prior reporting to the PFSO. In those cases, crew members shall move as close to the ship as possible. Crew members shall be recognizable (wear uniforms and appropriate markings) to facilitate their identification. At higher security levels, the FSRU vessel's crew may not move in the area of the Port.

(10) The LNG carrier's crew may not embark and disembark from the ship while it is berthed in the Port.

## VII. DELIVERY OF SHIP SUPPLIES


### Article 19

(1) In case ship supplies are required, the ship's agent shall notify the PFSO on the intention of resupplying the FSRU vessel and obtain approval for doing so. The supplies planned for delivery may not be boarded if the FSRU vessel's master or maritime agent fail to notify the PFSO thereon in advance.

(2) The notification shall include a description of the supplies being delivered, packages, manner of delivery, registration number of the vehicle and name of the driver delivering supplies who needs to submit a Request to enter the Port and obtain the Permission to Enter the Port prior to entry into the Port area.

(3) The vehicle carrying supplies may be let through to the FSRU vessel only upon prior inspection on entry into the Port area, and on inspection of the persons located in the vehicle, inspection of the vehicle's cargo area and the supplies being delivered.

(4) Any defects in the packaging must be indicated on the supplies list.

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(5) The FSRU vessel's crew shall take over the ship supplies in front of the ship and board them onto the FSRU vessel immediately.

(6) Delivery of ship supplies to the LNG carrier during its berthing is not allowed.

## VIII. HANDLING DANGEROUS CARGO

### Article 20

(1) Handling dangerous cargo in the Port shall be carried out in accordance with the Regulation on handling of dangerous substances, the conditions and manner of performing transport in maritime traffic, loading and unloading of dangerous substances, bulk and other cargo in ports, and the manner of preventing the spreading of spilled oil in ports with all the subsequent amendments, instructions and/or orders of the Port's Responsible Person, the Harbour Master Office or other competent authorities brought based on authorization under the Regulations as well as the other regulations of the Republic of Croatia on the handling of dangerous substances.

(2) In addition to the Regulations from paragraph 1 of this Article, in the Port area, the Regulation on handling of dangerous substances in the Port, published by LNGH on its website, shall also apply.


(3) Unless all the conditions from the Regulation on handling of dangerous substances in the Port have been met, it is forbidden to handle dangerous substances, or, in case works have already been started, further work should be aborted until the conditions from the Regulation on handling of dangerous substances have been met.

(4) 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 and with mandatory supervision of LNGH's professional person.

(5) The location of handling of dangerous substances in the Port area shall be the ship loading/unloading dangerous substances, the FSRU vessel dangerous substances are being loaded to or unloaded from, the Port's jetty, and the access to the jetty, as described in Annex 2 which is an integral part of this Regulations.

(6) Dangerous substances may not be handled in the Port unless a professional person is present at the location of the handling of dangerous substances.

(7) The handling of dangerous substances shall include: loading, unloading and transshipment of dangerous substances from/to the ship or from/to the vehicle, placement of dangerous substances on a FSRU vessel onto/from which the dangerous substances are being loaded/unloaded, storage and transport of dangerous substances in the Port area.

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(8) A ship transporting or intending to load or unload dangerous substances, that it, a vehicle transporting or intending to load or unload such substances may not sail/enter into the Port area before the Port's Responsible Person approves their sailing or entry into the Port area based on a Declaration of dangerous or polluting goods and the Safety Letter.

(9) The Declaration of dangerous or polluting goods and the Safety Letter, in the manner laid down by the Regulation on handling of dangerous substances in the Port, shall be submitted:

- by 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,
- by the FSRU vessel's master or maritime agent if dangerous substances or pollutants are loaded/unloaded to/from the FSRU vessel,
- by the economic entity authorized for road transport of dangerous substances if dangerous substances or pollutants are loaded/unloaded to/from a vehicle.

(10) Handling of dangerous substances in the Port area shall be aborted:

- during unfavourable weather and maritime conditions in the Port as defined by Article 16 (4) of this Regulations,
- in case of a malfunction of any device used to handle dangerous substances if such malfunction might cause marine pollution or endanger human lives,
- in case of a fire or extraordinary circumstances in the area of the Port.

(11) In case of any danger or accident, persons handling dangerous substances shall report this, immediately and in the most appropriate manner, to the Port's Responsible Person, the Harbour Master Office and other relevant units - fire fighters, the police, etc. and suspend any further operations until the danger is removed, or the accident is resolved and the causes of the danger or accident are found.


(12) Bunkering in the Port is only allowed for the FSRU vessel, and only when the LNG carrier is not moored to the FSRU vessel, as well in the manner laid down by the Regulation on handling of dangerous substances in the Port.

## **IX. ENVIRONMENTAL PROTECTION**

### **Article 21**

(1) Waste in the Port shall be managed in accordance with the Plan for handling of waste and cargo residue in the Port.

(2) In the Port, it is not allowed to throw away refuse, leave cargo residue and discharge oily and polluted waters, waste oil and any other oily or crude material or other substances polluting the Port.

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(3) The waste from the previous paragraph of this Article which has been left without control in the Port area, that is, which is polluting the shore or the sea, shall be removed or cleaned up at the cost of the perpetrator.

(4) Reception of waste in the Port area is performed by licensed operators of port waste receptacles, that is, specialized companies licensed for waste management granted permission by LNGH to access the Port area in order to perform the activities of reception of waste from ships for the purpose of its transport for treatment or disposal, and a list of these operators is available on LNGH's website.

(5) The ship's master shall deliver the waste and cargo residue into port receptacles in accordance with the provisions of the MARPOL 73/78 Convention and the provisions of the Regulations on the conditions and manner of maintaining order in ports and other parts of internal sea waters and the territorial sea of the Republic of Croatia with all subsequent amendments, in the manner prescribed by Article 9(7) of this Regulations and the Plan for handling of waste and cargo residue in the Port.

(6) The costs, referred to in the previous paragraph of this Article, shall be compensated to the port waste receptacle operators by the ship using the receptacles.

## **X. EMERGENCY MEASURES**

### **Article 22**


(1) In case of an emergency on the ship that represents or might represent a threat to persons, the ship or the cargo, that is, that has caused or might cause environmental pollution, the ship's master shall notify immediately the Port's Responsible Person and the Harbour Master Office thereon.

(2) Extraordinary circumstances in the Port include:

- adverse weather conditions as defined in Article 12(3) and Article 16(4) of this Regulations,
- uncontrolled discharge of LNG/NG into the environment,
- fire,
- uncontrolled discharge of propellants, oils, oily waters or other illicit substances into the sea,
- security threat or incident reported by an LNG carrier, an FSRU vessel, the Harbour Master Office, PFSO.

(3) In case of adverse weather conditions, the procedure shall be followed as defined in Article 12(3) and Article 16(4) of this Regulations.

(4) In case of uncontrolled discharge of LNG/NG into the environment:


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- Activation of the agreed alarm.
- If the LNG carrier is berthed and LNG transshipment is ongoing, the activated ESD system aborts the LNG transshipment operation and cryogenic unloading hoses and unloading arms are disconnected. The water curtain system is activated in the area of cryogenic unloading hoses, the LNG discharge prevention system is activated.
- The LNG carrier, the FSRU vessel and the onshore part of the LNG Terminal shall activate their fire extinguishing system.
- All possible ignition sources shall be secured/removed.
- The Port's Responsible Person shall be notified, and they shall notify the Harbour Master Office on the stand-by mode in the Port and, in case of formation of a cloud due to the vaporization of emitted LNG, the 112 Rijeka County Centre shall be notified.
- If an LNG carrier is berthed, the LNG carrier's master shall notify the pilots and additional tugboats on the need for stand-by for emergency evacuation of the Port.
- If only the FSRU vessel is berthed, the FSRU vessel's master shall notify the pilots and additional tugboats on the need for stand-by for emergency evacuation of the Port.
- The stand-by firefighting tugboat(s) positioned on the windward side of the location of discharge of the LNG shall act according to the orders of the ship's master.

(5) In case of fire:

- The agreed alarm shall be sounded, and fire extinguishing shall be immediately initiated.
- If the LNG carrier is berthed and LNG transshipment is ongoing, the ESD system shall be activated, the LNG transshipment operation aborted, and the procedure of disconnection of cryogenic unloading hoses and/or unloading arms shall be initiated.
- The LNG carrier, the FSRU vessel and the onshore part of the LNG Terminal shall activate their fire extinguishing system.
- The firefighting tugboat(s) shall proceed according to the orders of the ship's master.
- The Port's Responsible Person shall be notified, and they shall notify the Harbour Master Office on the emergency situation in the Port. In case of a larger fire, the 112 Rijeka County Centre or the closest firefighting unit on number 193 shall be notified.
- In case of a larger fire, the firefighting tugboat(s) shall be called in to provide additional assistance in putting out the fire from the seaward side.
- If an LNG carrier is berthed, the LNG carrier master shall notify the pilots and additional tugboats on the need for stand-by for emergency evacuation of the Port. By way of exception, the LNG carrier shall leave the Port with the assistance of a firefighting tugboat.
- If only the FSRU vessel is berthed, the FSRU vessel's master shall notify the pilots and tugboats on the need for stand-by for emergency evacuation of the Port.

(6) In case of uncontrolled discharge of propellant, oils, oily waters or other illicit substances into the sea:

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- If the LNG carrier is berthed and LNG transshipment is ongoing, the LNG transshipment operation shall be aborted.
- All possible ignition sources shall be secured/removed.
- Measures shall be undertaken to stop the discharge. If the ship is capable of containing and restraining the extent of uncontrolled discharge, all available measures shall immediately be undertaken on the ship.
- The Port's Responsible Person shall be notified, and they shall notify the Harbour Master Office and the 112 Rijeka County Centre on the stand-by mode in the Port.
- Preparations shall start to limit the contamination by surrounding the ship multiple times with appropriate containment booms.
- In case of larger quantities, that is, in case the contamination has spread, the Port's Responsible Person shall notify the licensed operators for contamination removal on the quantity of the substance released into the sea, its properties and the measures undertaken, and they shall also notify the County Operational Centre.
- Undertaking of measures for mitigation and removal of the risk from marine pollution shall be ordered by the head of the Directorate for the implementation of the Interventions Plan or the County Operational Centre, depending on the extent of the contamination, hence also on the competence.
- The costs of pollution clean-up incurred by the operators of port waste receptacles shall be compensated by the ship responsible for uncontrolled discharge of propellants, oil, oily water or other illicit substances into the sea.

(7) In case of a security threat or incident reported by the LNG carrier and/or the FSRU vessel, and/or the Harbour Master Office, and/or the PFSO:


- the Port Facility Security Plan shall be followed.
- Using the fastest and most appropriate communication system, the PFSO shall communicate with the LNG carrier's SSO and/or the FSRU vessel's SSO and the Harbour Master Office how to proceed further, they shall notify the competent state authorities and, depending on the circumstance, request their assistance.
- If a safety incident is such that it could endanger people's lives and the integrity of property or if a security threat might grow into such an incident, the PFSO, that is, the competent state authorities may limit the performance of all Port operations until the situation returns to normal.

(8) A ship berthed in the Port shall provide first aid to any person injured on the ship.

(9) In case of an injury or death of any person aboard a ship berthed in the Port, the ship's master shall provide the Port's Responsible Person as soon as possible with a brief description of the event causing the injury or death of the person(s) aboard.

(10) If the ship loses part of the equipment in the Port area, the ship's master shall immediately notify the Port's Responsible Person and the Harbour Master Office thereon.



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## XI. SHIP DEPARTURE

### Article 23

(1) A ship's master or maritime agent shall carry out the announcement/reporting of the ship's departure from the Port on prescribed forms through the CIMIS system immediately after finding out the ETD planned ship departure, and not later than 1 hour prior to ETD.

(2) On announcing/reporting the ship's departure from the Port, the ship's master, that is, the maritime agent shall enter into CIMIS all the data and documents prescribed by the Regulations on the deeds, documents and data on maritime transport including all their subsequent amendments.

(3) On announcing/reporting the ship's departure, the ship's master, that is, maritime agent shall, among other, enter the data "next port ETA" indicating the estimated time of arrival into the next port.

(4) The ship's master, that is, maritime agent, shall deliver any subsequent change in the data from the submitted ship departure announcement immediately after finding out about the change, particularly any change to the ETD, "next port" and "next port ETA".


### Article 24

(1) The LNG carrier maritime agent and the FSRU vessel's maritime agent shall contract pilotage services upon the ship's departure not later than 2 hours before the ship's planned departure from the Port. The pilot(s) shall be boarded onto the ship at least 15 minutes before the beginning of the manoeuvre of the ship's departure from the Port. During the first year of operation of the Port, the pilotage of the LNG carrier and the FSRU vessel shall be carried out by two pilots.

(2) The LNG carrier's maritime agent and the FSRU vessel's maritime agent shall contract pilotage services not later than 2 hours before the ship's planned departure from the Port. Towing may only be carried out by licensed legal entities the list of which is published by LNGH on its website.

(3) The FSRU vessel and LNG carrier shall, on each manoeuvre of departure from the Port, use tugboats:

- for ships with length above 160 m on each departure manoeuvre from the Port, use at least 2 tugboats with a towing force of not less than 500 kN (50 t bollard pull force) with ASD propulsion,
- for LNG carriers with length from 110 to 160 m, if they are not equipped with a bow side thruster, on each departure manoeuvre from the Port, use at least 2 tugboats with a towing force of not less than 500 kN (50 t bollard pull force) with ASD propulsion,

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- for LNG carriers with length from 110 to 160 m, if they are equipped with a bow side thruster, on each departure manoeuvre from the Port, use at least 1 tugboat with a towing force of not less than 350 kN (35 t bollard pull force) with ASD propulsion,
- for LNG carriers with length from up to 110 m on each departure manoeuvre from the Port, use at least 1 tugboat with a towing force of not less than 350 kN (35 t bollard pull force) with ASD propulsion.

Towing of the FSRU vessel and the LNG carrier in the departure manoeuvre shall end 1 NM off the Port's berth.

(4) In accordance with the Maritime Study and the Opinion on the coordination of the navigation safety measures, the departure manoeuvre for LNG carrier and the FSRU vessel during the first six (6) months of the port's operation, shall only be carried out in the daylight, i.e. in the Sunrise to Sunset period.

### **Article 25**

(1) Based on the announcement/reporting of the ship's departure from the Port carried out according to Article 23, after all the conditions have been met, the Harbour Master Office shall issue a "Ship Clearance" before the ship departs from the Port by printing it out from the CIMIS system, and by uploading it to CIMIS after it has been signed and certified - making the "Ship Clearance" delivered to the ship.

(2) 15 minutes before the estimated time of departure (ETD) from the Port, for the purpose of leaving the Port, the ship shall submit, through the VHF Ch 9 radio channel, by calling "OMIŠALJ LNG TRAFFIC", to the VTS service the Pre-departure Report containing:


- ship name and international radio call sign
- estimated time of departure from the Port (ETD)
- destination.

(3) When the ship submits the Pre-departure report, the VTS service shall grant or deny it approval to leave the Port.

(4) The ship ready to leave the Port shall call "OMIŠALJ LNG TRAFFIC" on the VHF Ch 9 radio channel and submit the Departure Report indicating:

- ship name and international radio call sign,
- statement of intention: "departure".

(5) After the ship has submitted the Departure Report, the Port's Responsible Person shall grant or deny the departure approval, all with the consent of the Harbour Master Office, and issue the Departure Approval. The approval shall be issued to the ship as soon as possible, not later than after pilot boarding.

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(6) Following the approval, the manoeuvre of the ship departure from the Port is conducted on the VHF radio channel of the Port Ch 68.

(7) At the moment of the ship's departure from the Port, the Harbour Master Office shall enter the ATD into CIMIS, locking the object of reception and departure of the ship from the Port under the unique voyage ID (VoyID) and starting the ship's new voyage.

## XII. INSPECTION

### Article 26

Safety of Navigation and Port Regulations shall be supervised by the Harbour Master Office.

## XIII. FINAL PROVISIONS

### Article 27

These Regulations shall come into force on the day the Harbour Master Office issues its consent. On the same day, these Regulations shall be published on LNGH's website.

With the entry into force of these Regulations, the Port Regulations of the special purpose port – Industrial port Liquefied Natural Gas Terminal, Omišalj-Njivice, document number: KRS-34-1, OU-071/2020, dated 26.11.2020, ceases to be valid.

## MANAGING DIRECTOR

Hrvoje Krhen