

# **ORDINANCE NO. 3**

**of the Director of Maritime Office in Szczecin  
of 06<sup>th</sup> April 2023**

Consolidated version as of 22<sup>nd</sup> September 2023

**DISCLAIMER: For reference only. In case of any inconsistency or ambiguity between the English and Polish version of Port Regulations, the Polish version shall prevail.**

This consolidated version contains amendments of regulation of the Director of Maritime Office in Szczecin:

- Ordinance no. 7 of the 7th September 2023

## **PORT REGULATIONS**

According to Article 47 of the Act concerning the maritime areas of the Polish Republic and the marine administration (Journal of Law of 2022 item no. 457 with later changes<sup>[1]</sup>) and Article 84.2, 3 and 4 of the Maritime Safety Act of 18<sup>th</sup> August 2011 (Journal of Law of 2022 item no. 515, 1604, 2185, 2687 and of 2023 item no. 261) it has been established as follows:

### **PART I GENERAL SECTION Chapter 1 General Regulations**

**§ 1.** 1. The regulations, further referred to as the Port Regulations, define vessel traffic safety, using of port services important for maritime safety, environmental protection and order in seaports within the territorial jurisdiction of the Director of Maritime Office in Szczecin.

2. The Port Regulations shall apply equally to harbour's roadsteads and fairways leading to seaports and havens, as well as port anchorages situated outside of above areas.

3. Boundaries of ports and havens and their roadsteads including inner waters and shore areas are defined in separate regulations.

4. Port Regulations and information important for safety of shipping are placed on the Maritime Office's in Szczecin web site - [www.ums.gov.pl](http://www.ums.gov.pl), section „safety of navigation”

**§ 2.** Sanitary, customs, fire protection, radio communication and occupational health and safety in seaports issues are defined in separate regulations.

§ 3. 1. The Port Regulations apply to vessels, seaplanes and users as well as other persons present within areas specified in § 1.1 and 1.2.

2. The Port Regulations apply to vessels and other crafts of the Polish Navy, Border Guard, Customs and Police unless other regulations specify otherwise.

3. Regulations of § 8.2, § 85, § 89, § 91, § 100, § 101, § 115, § 139, § 147.2, § 157 and §171 shall not apply to LNG carriers entering and leaving the Outer Port of Świnoujście. As specified further in the Port Regulations, LNG carriers shall follow regulations of Part II Chapter 6.

§ 5. For the purposes of the Port Regulations:

- 1) "Shipowner" means the owner of a vessel, operator or any individual, such as the manager or charterer who has assumed responsibility from owner for the operation of a vessel and after assuming such responsibility has agreed to take over all obligations and full scope of responsibility specified in the ISM Code;
- 2) "Flammable liquids" mean liquids comprising cargo which flash point is 60°C or less according to the closed cup test;
- 3) "Harbour Master Officer" means a harbour master, harbour officer or harbour boatswain, VTS operator, maritime environmental inspector as well as Flag State Control inspector and Port State Control inspector;
- 4) "Tug" means any vessel engaged in towing, pushing to or pulling away vessel or escorting during towing service, designed or fitted for towing other vessels;
- 5) "Auxiliary craft of harbour shipping" means the craft providing tug, mooring, ice-breaking or pilotage services on the Świnoujście – Szczecin fairway, roadstead and inside the harbours or between Szczecin, Świnoujście and Police harbours for vessels calling to or navigating through Świnoujście – Szczecin fairway;
- 6) "IBC Code" means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk;
- 7) "IGC Code" means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk;
- 8) "IMDG Code" means International Maritime Dangerous Goods Code;
- 9) „IMO" means International Maritime Organization;
- 10) "IMSBC Code" means the International Maritime Solid Bulk Cargoes Code;
- 11) "ISM Code" means International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention;
- 12) "ISPS Code" means the International Ship and Port Facility Security Code;
- 13) "MARPOL Convention" means regulations of the International Convention for the Prevention of Pollution from Ships, made up in London on 02<sup>nd</sup> November 1973 and Protocol made in London on 17<sup>th</sup> February 1978 (Journal of Law of 1987 item no. 101 and of 2016 item no. 1979 and of 2017 item no. 1449) and Protocol of 1997 supplementing International Convention for the Prevention of Pollution from Ships, modified associated Protocol of 1978, made in London on 26<sup>th</sup> September 1997 (Journal of Law of 2005 item no. 1679);
- 14) "SOLAS 74 Convention" means International Convention for the Safety of Life at Sea 1974, made in London on 01<sup>st</sup> November 1974 (Journal of Law of 1984 item no. 318,

- 319 and of 1986 item no. 177 and 2017 item no. 142) along with Protocol of 1978 concerning International Convention for the Safety of Life at Sea 1974, made in London on 17<sup>th</sup> February 1978 (Journal of Law of 1984 item no. 320, 321) and with Protocol on 1988 concerning International Convention for the Safety of Life at Sea 1974, made in London on 11<sup>th</sup> November 1988 (Journal of Law of 2008 item no. 1173);
- 15) „STCW Convention” means International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, made in London on 07<sup>th</sup> July 1978 (Journal of Law of 1984 item no. 201, 202 and of 1999 item 286 and of 2013 item no. 1092);
- 16) “Dangerous goods” mean:
- a) goods, referred to IMDG Code;
  - b) liquefied gases, referred to Chapter 19 of IGC Code;
  - c) dangerous good in the form of solid bulk cargoes specified in part A-1 of Chapter VII of SOLAS Convention and IMSBC Code;
  - d) dangerous liquid substances, referred to Chapter 17 of IBC Code;
  - e) cargoes for which carriage conditions have been assigned in accordance with paragraph 1.1.3 of IBC Code or paragraph 1.1.6 of IGC Code;
- 17) “Polluting cargoes” mean:
- a) oils defined in Annex I to MARPOL Convention;
  - b) noxious liquid substances defined in Annex II to MARPOL Convention;
  - c) harmful substances defined in Annex III to MARPOL Convention;
- 18) “COLREG” means regulations of the Convention on the International Regulations for Preventing Collisions at Sea of 1972 (Journal of Law of 1977 no. 15 item no. 61, 62, of 1984 no. 23 item no. 106);
- 19) “Pollution” means pollution according regulations of the Convention on the Protection of the Marine Environment of the Baltic Sea Areas, made in Helsinki on 09<sup>th</sup> April 1992 (Journal of Law of 2000 no. 28, item no. 346)
- 20) “Berth” means maritime structure creating cover of harbour’s or haven’s area shore dedicated for lying and transshipment of the floating crafts, communication, walking, passengers purposes, shipyard industry or for storing of cargoes;
- 21) “Collecting and storing information system” means the National Traffic Monitoring and information forwarding system with the meaning of Article 91 of the Maritime Safety Act of 18<sup>th</sup> August 2011;
- 22) „Managing entity of harbour or haven” means entity established for management of harbour or haven or entity performing duties of managing entity of harbour or haven according to the Act on Harbours and Havens of 20 December 1996 (Journal of Law of 2022 item no. 1642, of 2023 item no. 261);
- 23) “Port” means the harbour or haven
- 24) “Roadstead” means roads area of Port of Świnoujście and Port of Szczecin with appointed approaching fairway to Port of Świnoujście and anchorages providing ship’s anchoring and performing some harbour operations such as transshipment, bunkering, supplying and crew changing;
- 25) “Vessel” means a floating craft used in the marine environment, with the meaning of Article 5.1 of the Maritime Safety Act of 18 August 2011;

- 26) "Approaching fairway to Port of Świnoujście" means fairway on Gulf of Pomerania leading Port of Świnoujście
- 27) "Entering fairway to Outer Port of Świnoujście" means fairway from the approaching fairway to Port of Świnoujście leading to Outer Port of Świnoujście;
- 28) "Świnoujście – Szczecin fairway" means fairway joining the Port of Świnoujście and Port of Szczecin going from Port of Świnoujście breakwater heads, continues along Mieliński and Piastowski Canals, through Szczecin Lagoon and Roztoka Odrzańska, and further along the Odra River and Przekop Mieleński to the northern limit of turning area at the end of Przekop Mieleński;
- 29) "Port facilities" mean any fixed, mobile and floating facilities used for mooring and lying of vessels, transshipment, handling and storing of cargoes and other facilities and equipment necessary for port operation;
- 30) "User" means an individual person, legal person or an organizational unit without legal entity managing appropriately port facilities or property located in harbour as its owner, co-owner, perpetual user or exercising permanent management, using or managing such facility or property according to other legal title;
- 31) "Ship's Master" means also a skipper;
- 32) "VTS" means the Vessel Traffic Service operating by team of Vessel Traffic Service of Traffic Safety Inspectorate of the Maritime Office in Szczecin, providing monitoring and traffic management and information services;
- 33) "Recommended traffic route" means an area limited boundaries of approaching fairway to Port of Świnoujście on both sides of such fairways, from buoy "N1" to the pair of buoys "15 – 16", a boundary of the anchorage 1A, continues along the boundary of the roadstead on its western side and a western boundary of anchorages 1B, 2A, 2B, quarantine anchorage and continues along the boundary of the roadstead on its eastern side;
- 34) "LNG carrier" means a vessel for carrying liquefied natural gas;
- 35) "Sheltered water navigation" means navigation on internal seawaters;
- 36) "Passenger cruise shipping" means passenger vessel cruises in the harbour's waters, sheltered waters and roadsteads, without calling to other harbours;
- 37) "Harbour navigation" means navigation within ports including adjacent areas marked in Appendix no. 6;
- 38) "Day time" means the time interval from sunrise until sunset;
- 39) „Night time" means the time interval outside of day time hours;
- 40) "Size group" means vessel's size group specified in § 94.2.

**§ 5. 1.** The use of seaports is permitted within limits and according to rules set by the Port Regulations, unless otherwise are stated in separate regulations

2. The use of port facilities is allowed after obtaining a permission of the user these facilities, unless otherwise are stated in Port Regulations otherwise.

**§ 6. 1.** The supervision and compliance check the Port Regulations is the responsibility of a territoriality competent harbour master and VTS in areas where is implemented.

2. Whenever the Port Regulations refer to the harbour master or the Harbour Master Office it should be understood appropriately a harbour bosun or Harbour Bosun Office.

3. The supervision and compliance check the Port Regulations in the scope of environmental protection and maintenance of cleanliness within the port areas is the responsibility of the Environmental Department of the Maritime Office in Szczecin.

**§ 7.** 1. All persons using ports and port facilities are obliged to maintain order and take safety measures for harbour safety and avoid damage to port facilities, damage to other parties and damage to environment.

2. Persons, specified in §7.1 are obliged to notify the Harbour Master Office or VTS about any failure of vessels, port facilities, defects of navigational equipment or marks, off station marks and environmental pollution immediately. Those persons are obliged to provide information and assistance to harbour master officer during performing their duties.

**§ 8.** 1. Upon the request of harbour master officer, the ship's master is obliged to present for inspection ship, cargo and crew documents.

2. The regulation of §8.1 shall apply to responsible persons for the operation of port facilities as regards presentation for inspection necessary documents confirming qualifications for operating and technical efficiency these facilities.

**§ 9.** 1. Harbour master officer during his duty has the right to embark vessels and storage area, into the warehouses and other port facilities to carry out inspection regarding compliance with the Port Regulations.

2. The user are obliged to provide the harbour master officers access to the vessel and to storage area, warehouses and other port facilities to carry out inspection.

3. Upon request of harbour master officer, each vessel are obliged to stop, terminate her voyage and moor to indicated berth.

4. The Harbour Master has the right to detain ship's safety documents during her stay in port.

**§ 10.** 1. Harbour master officer is authorised to give orders aimed for preventing threats to human's life and health, environment and dangerous threatening to vessels, port facilities and cargo and asking for assistance to competent authorities.

2. Persons staying in the port are obliged to follow the orders specified in §10.1.

3. The harbour master officer's orders concerning the navigational safety, safety and order in the port and protection of the environment have to be implemented immediately, unless their timing has been clearly defined otherwise.

**§ 11.** The Port Regulations shall be observed by:

- 1) the ship's master;
- 2) the pilot
- 3) the user;
- 4) other persons not listed in 1), 2) and 3) using the port and its infrastructures.

## **Chapter 2**

### **Environmental protection**

**§ 12.** 1. The port or haven managing entity are obliged to provide vessels calling the port or haven an access to waste reception facilities at the place of their berthing or at the location of a fixed reception facility.

2. Provision of reception facilities and reception wastes and cargo residues from vessels shall not cause interruption of vessel's traffic and unjustified demurrage of vessels

3. Waste receptions and managing services from vessels within the port area shall be performed according to rules specified in the port waste management plan.

**§ 13.** 1. The wastes should be placed in relevant containers.

2. The waste containers, specified in §13.1 should be closed and systematically emptied and area around should be kept clean and in order.

3. It is prohibited to discharge liquid wastes to solid waste containers and store wastes outside the designated areas.

**§ 14.** 1. Discharging of sewage, rainwaters and meltwaters to the sewer, port waters and into the ground is defined in separate regulations.

2. It is prohibited to pollute the air within the port area. The prohibition does not include emission resulting from proper vessel's operation and emission from shore facilities, according to permits defined by separate permits or notices made according the separate regulations.

**§ 15.** 1. The pollution of waters, harbour areas, facilities and equipment is prohibited

2. In case of pollution, polluters or users are obliged to remove such pollution covering the cost of removal immediately or within the time specified by harbour master officer. In case of not removal of pollution within the specified time, the harbour master officer may commission such removal and the cost of it will be borne by the polluter or user.

3. The regulation of §15.1 shall also apply in case of removing from port areas floating objects, making the navigational obstruction.

4. The companies dealing with collection, storage and management of wasted from vessels and transportation of wastes are obliged to inform in writing the Director of Maritime Office in Szczecin about commencing and conducting such activity in the port area and present relevant permits, required according to separate regulations.

**§ 16.** 1. Oil wastes and oily water should be delivered from a ship to relevant reception facilities. The connection of a reception hose to the reception manifold should be done by the crew of the delivering vessel.

2. Sewage, polluted water from vessel's sanitary installations free from oil or other cargo residue should be delivered to relevant reception facilities before departure, unless free space of residue tank capacity is sufficient for keeping it until the vessel reaches the area, where its removal will be legal. This regulation not applicable to auxiliary craft of harbour shipping, which are equipped with own facilities for sewage neutralization of the type approved by the competent authority.

3. Solid, domestic, operation and transshipment wastes should be delivered from the ship to relevant reception facilities before departure:

- 1) to vehicles arriving at vessel's side;
- 2) to containers placed at port berths.

4. Water from cargo holds or cargo tanks washing and engine exhaust residues should be delivered to port reception facilities.

5. The regulations specified in §16.1, §16.3 and §16.4 shall also apply to vessels having own facilities of the type approved by the competent authority, providing neutralization of sewage specified in these paragraphs.

6. The company which undertook to perform services specified in §16.1 - §16.4 under a contract should be responsible for their performance.

7. It is prohibited to use means other than mechanical to remove oily substances from water surface without permission of the Director of Maritime Office in Szczecin.

**§ 17.** If during the supervision or inspection it is revealed that the vessel might pollute harbour waters, the harbour master officer may close and seal the valves of the bilge system and sanitary sewage installation during vessel stay in harbour.

**§ 18.** Dredging and discharging dredge spoil from port areas or fairways to the sea may take place only once the permit was obtained according to separate regulations.

### **Chapter 3 Maintenance of order**

**§ 19.** 1. The users are obliged to maintain cleanliness and order in harbour areas.

2. The users are responsible for damages related to negligence in performance of duties specified in §19.1.

3. The responsibility for maintaining cleanliness and order are also borne by persons, which they have undertaken by agreement to perform of these activities.

**§ 20.** Masters of the harbour ferries are directly responsible for order on board and safety of passengers, vehicles and cargo carried by these ferries.

**§ 21.** 1. Locations of underwater wires (cables and pipelines) should be marked ashore on their both sides, by warning boards, set in place agreed with the Director of Maritime Office in Szczecin.

2. Size of warning boards and signs on those boards should comply with valid standards defined by the Polish Committee for Standardization.

3. The warning boards should be properly maintained, ensuring their seeing and readability as well as illuminated from sunset to sunrise and during restricted visibility.

4. The user is responsible for setting, maintaining and illuminating of warning boards.

5. In particularly justified circumstances, the Director of Maritime Office in Szczecin may relieve from the user's obligation to mark the route of cables and pipelines.

**§ 22.** 1. Maritime hydro-technical facilities should be marked with navigational aids from the water side.

2. The user is responsible for setting and maintaining of navigational aids. The user should immediately repair any failure of navigational aid, and should notify the Harbour Master Office or VTS in areas where is implemented, about any failures of the navigational aids.

3. The navigational aids, specified in §22.1, should comply with requirements set in separate regulations, and their location and colour should be agreed with the Director of Maritime Office in Szczecin.

4. In justified circumstances, the Director of Maritime Office in Szczecin may relieve from the user's obligation specified in §22.1.

**§ 23.** 1. The navigational passages under bridges should be marked during day and night time. The user is responsible for maintenance of these signs.

2. The signs, specified in §23.1 should comply with requirements set in separate regulations, and agreed with the Director of Maritime Office in Szczecin.

**§ 24.** In agreement with the Harbour Master Office, the dredgers, pilling machines, floating cranes and other similar floating crafts should mark the places of dropping anchor by orange buoys with diameter at least of 0.8 m and fitted with orange flashing light during night time.

**§ 25.** 1. In case of sinking the objects of vessel's equipment, especially in case of losing anchors, chains and wire ropes or any other objects creating a risk to navigational safety, the ship's master or a person using that item, should temporarily mark the object's location immediately and notify the Harbour Master Office and VTS in areas where is implemented.

2. The objects specified in §25.1 should be removed immediately or within the time specified by harbour master by the vessel or persons who lost them. In case such objects are not removed within the time specified by the Harbour Master Office, the harbour master may commission such removal and the cost of it will be borne by the owner.

**§ 26.** 1. The exercising of commercial fishing and setting of fishing equipment is permitted only beyond the port's boundaries at a distance not less than 200 m from the boundary of the Świnoujście – Szczecin fairway and approaching fairway to Port of Świnoujście and not less than 150 m from the axes of other fairways, boundaries of the roadsteads or anchorages, subject to §26.3.

2. Fishing with trawling within boundaries of the roadsteads and anchorages require each VTS's permission.

3. The exercising of commercial fishing and setting of fishing equipment is permitted only beyond the port's boundaries, except if the area function is referred to as area intended for commercial fishing for marine organisms in zoning plan of the internal waters. The regulations specified in §26.1 should be apply accordingly.

**§ 27.** 1. The salvage of vessels involved in maritime accident, in particular which there was on fire or any other circumstances threaten to safety of vessel or her cargo occurs is defined in separate regulations.

2. The accidents, specified in §27.1 should be immediately reported to Harbour Master Office and VTS, and depends on the needs – SAR, Port or State Fire Department.

3. The harbour master is a coordinator of the rescue operations until the general command will be taken over by appropriate service.

**§ 28.** 1. The Harbour Master may close or restrict the traffic in harbour for the fixed period of time, if required by navigational safety or environmental protection. The prohibitions or restrictions should be announced in usual manner in maritime navigation and in a given area.

2. The users are obliged to perform and place the information boards and warning signs if the traffic closing or restrictions applying to berths, piers or havens.

**§ 29.** 1. The harbour master may order of removing the vessel from the harbour or changing her berth, when the vessel is considered as a risk for safety of other vessels in the harbour or risk of threat to national security.

**§ 30.** The tests of a vessel's whistles within the port area may take place during a day time only and after notification the Harbour Master Office.

**§ 31.** The following activities within the port area are prohibited:

- 1) removing, damaging and abusing of fire alarms, lifesaving, signalling and pyrotechnics appliances;
- 2) removing, damaging and moving navigational buoys, barrels, mooring buoys and any other navigational aids and warning boards and signs;
- 3) manoeuvring of vessels causing a risk of moving or damaging the navigational aids or devices, specified in §31.2;
- 4) covering or obscuring the mooring facilities, hydrants, phone and electrical connections and covering the warning signs;
- 5) using of vessel's radio station, other than VHF;
- 6) walking and staying in restricted areas and damaging the plants;
- 7) washing the vessel's superstructures and decks, except passenger vessels and auxiliary crafts of harbour shipping washed with fresh water;
- 8) walking and skating on the ice;
- 9) swimming, unless the Director of Maritime Office in Szczecin designates a place where it is permitted;
- 10) hunting;
- 11) carrying the passengers by vessels if her safety document does not provide for such transport;
- 12) fishing from navigation aids, bridges and port facilities.

**§ 32.** The following activities are prohibited without permit issued by the Director of Maritime Office in Szczecin:

- 1) performing the hydro-technical works;
- 2) performing the underwater works;
- 3) using of pyrotechnical materials during hydro-technical and other works;
- 4) scrapping of vessels;
- 5) berthing of wrecks and decommissioned crafts;
- 6) setting the mooring piles in water and on shore.

**§ 33.** 1. The following activities are prohibited without permit issued by the harbour master:

- 1) performing the vessel's stability tests;

- 2) recovering the sand, gravel, stones and ice;
- 3) recovering the submerged objects and diving;
- 4) organising the sport and entertainment events on water;
- 5) water skiing, canoeing, rowing, scuba diving and sailing on sport and pleasure crafts, such as: water bikes, rowing boats, windsurfing boards and pontoons without own propulsion;
- 6) sandblasting, scratching and painting the external parts of the vessel's hull;
- 7) inflaming the campfires;
- 8) navigating by sport, pleasure, fishing and passenger cruise vessels inside the Outer Port of Świnoujście;
- 9) berthing side to side, except sport and pleasure crafts berthing in marinas.

2. The prohibition specified in §33.1.3 shall not apply to cases specified in §25 and recovering by the stevedoring company goods, lost during cargo handling.

3. Each commencement and completion of underwater works by a diver should be reported via VHF to the territoriality competent Harbour Master Office and VTS in areas where is implemented.

4. The prohibition specified in §33.1.6 shall not apply to areas designated for shipyard and repair activities.

**§ 34.** 1. The following activities are prohibited without notifying the Harbour Master Office and VTS in areas where is implemented:

- 1) immersing of docks;
- 2) leaving the cargo handling equipment protruding beyond the outline of vessel or the berth;
- 3) commencing and completing the hydro-technical works;

2. Launching boats from vessels into the water is prohibited without permit issued by the harbour master and VTS in areas where is implemented.

## **Chapter 4**

### **Berths and havens**

**§ 35.** The construction and equipment of berths and havens should ensure a safe berthing, staying and unberthing of vessels.

**§ 36.** 1. The using of berth or other berthing place in a manner inconsistent with the conditions set out in technical documents of these facilities is prohibited.

2. It is prohibited to berth the vessel at the berth or other facility with draught exceeding permissible value for a given place.

**§37.** 1. The user, handing over the berth for operation should have a following documentation:

- 1) the sounding plan of 1:1000 or larger scale developed or approved by the Maritime Office in Szczecin or the Hydrographic Office of the Polish Navy, developed for 50 m with of bottom strip along the entire berth;
- 2) the bottom cleanliness certificate stating that the bottom strip of 50 m in width along the entire berth and a strengthened bottom strip have been inspected and are free of

any navigational obstructions, restricting the berth's operation or threatening for vessels;

- 3) the certificate of approval of the mooring equipment or in case if such document is missing, the technical condition expertise of mooring equipment issued by expert;
- 4) documentation specifying the purpose and scope of operations of the berth.

2. The user should deliver to territoriality competent Harbour Master Office the copy of documentation specified in §37.1.

3. The user should provide the periodical soundings and bottom cleanliness tests at water areas adjacent to berths as required for their ongoing operation. The frequency and scope of sounding and tests are defined by separate regulations. The user is obliged to maintain continuity of validity the document determinating the permissible draught for vessels at berth.

4. The Director of Maritime Office in Szczecin may request the user to provide works, specified in §37.3, on other dates than specified in regulations and provide periodic strength tests of the mooring and fendering equipment as long as they require it for navigational safety.

5. The users on its own cost and risk should provide a maintenance of mooring and fendering equipment, access ladders, lighting and order keeping at their berths and havens according the safety regulations including, in particular cleaning, ice or snow removing, maintenancing and repairing a damages caused during berth's operations. Any damages of the equipment should be repaired immediately.

6. The territoriality competent Harbour Master Office has to be informed about any changes regarding the berth.

7. The decommissioned berths should be readability marked by user with white information board with dimensions 100 cm x 75 cm with a black lettering agreed by the Harbour Master Office.

**§ 38.** 1. All mooring stations in harbours should be lit during night time and during restricted visibility. The lighting should be white coloured.

2. The lights should be spaced in a way, preventing confusing with navigational aid's lighting installed in the harbour or on the floating crafts and blinding the vessels manoeuvring at the adjacent area.

3. The sources of light which could affect the visibility of navigation aid's lights from a ship towards the land should be:

- 1) moved away from axis of leading lights and navigational lights;
- 2) obscured from the waterside to prevent direct flow of light beams beyond the mooring station or waterside edge of a marine facility.

**§ 39.** 1. The user is obliged to place the lifesaving appliances, such as boat hooks and lifebuoys with rope at least 30 m long, along berths, walking or working platforms. The distance between sets of life saving appliances should not exceed 200 m. These appliances should be in good working order, properly lit during night time and be placed in area enabling its immediate use.

2. The harbour master may relieve the user from obligation specified in §39.1, if the hydro-technical facility is equipped with a structure protecting against falling into water.

**§ 40.** 1. The berths, platforms and havens should be equipped with:

- 1) a sufficient number of mooring equipment enabling proper and safe mooring of vessels;
- 2) a fenders protecting vessels and berths and havens against damage while mooring.

2. The ferry and passengers havens should be additionally equipped with:
  - 1) a movable equipment used for levelling the height of berths and vessel's ramps for vehicles;
  - 2) a movable stair platforms used only for passenger traffic between a berth and a vessel; the platforms should be protected and have the technical test certificate issued by an authorised organization;
  - 3) an information boards posted in a visible place, containing the schedule of ferries or passenger vessel and containing the conditions regarding passengers and vehicles transport.
3. The beach fishing havens should be additionally equipped with:
  - 1) an certified technical equipment for hoisting the fishing boats ashore, equipped with light and sound signalling device, informing about starting its drive;
  - 2) a red coloured boards with white inscription 'Fishing Haven';
  - 3) an information boards informing that access during operation of hoists is prohibited;
  - 4) an information boards containing extract from the Port Regulations, regarding the fishing havens.
4. The obligations specified in §39.3.1 should be performed by the user, and those specified in §39.3.2 - §39.3.4 by managing entity the fishing haven.

**§ 41.** The passages at ferry and passenger havens for passengers entering and leaving the vessels should be fenced to enable a safe passage, order keeping and controlling the number of passengers, as well as excluding the possibility of passenger's jam, which could pose a risk to life or health.

**§ 42.** The user is responsible for safety of persons and order keeping at the haven.

**PART II**  
**NAVIGATIONAL REGULATIONS**  
**Chapter 1**  
**General Regulations**

**§ 43.** Prior to commencement of the voyage the ship's master shall get familiarised with the current weather conditions and weather forecast for the intended shipping area.

**§ 44.** The ship's masters decide about leaving the harbour based on conditions defined in vessel's safety documents as well as the present and forecast weather conditions.

**§ 45. 1.** The vessel cannot enter or leave the harbour without permission issued by harbour master, subject to §45.2.

2. The obligation to obtain permission specified in §45.1 is not applicable to vessels required to use VTS and Navy ships which commanders are obliged to send vessel's name and her call sign to the Harbour Master Office or VTS in area where is implemented, prior entering and leaving the harbour.

**§ 46.** 1. To obtain the permission specified in §45.1, the vessel should establish the radiotelephone or telephone contact with Harbour Master Office or VTS in area where is implemented on frequencies and according the rules specified in Appendix no. 5.

2. Regardless of the provisions specified in §70, any vessel equipped with a VHF radio station, as a mandatory equipment is obliged to provide continuous radio watch on the VTS working channel in area where is implemented or Harbour Master Office's working channel during navigation, mooring or intention to enter the traffic.

**§ 47.** 1. All vessels required under the separate regulations to be equipped with AIS device should maintain the equipment in continuous operation, except the circumstances in which the international agreements, regulations or IMO requirements are about protecting the navigational information or in the opinion of the ship's master maintaining the AIS devices in operation will pose the risk of threatening to vessel's safety or security.

2. In case the ship's master decides to deactivate the vessel's AIS device, he should notify VTS immediately using all available communication channels stating the reasons of deactivation.

**§ 48.** The vessels of length overall 20 m and more and ships authorised to provide commercial transport of passengers, during carrying passengers cannot navigate within the harbour area without permission issued by the Harbour Master Office or VTS in area where is implemented.

**§ 49.** The vessel can leave the harbour after obtaining the border, custom and sanitary clearances, if same are required by a separate regulations.

## **Chapter 2**

### **Vessels Reports and Reporting System**

**§ 50.** 1. The notifications and information should be submitted by the collecting and storing information system.

2. In case of collecting and storing information system failure or lack of granting permissions to the system, the any documents and information submitted by those system should be sent to the Harbour Master Office via written form, e-mail or fax.

**§ 51.** The master of a passenger vessel should submit the passenger traffic using the collecting and storing information system. In case of this system failure, the ship's master should provide information about passengers using radio communication prior to entering and leaving the harbour and on each request of the Harbour Master Office or VTS.

**§ 52.** 1. The ship's master or his authorised representative should submit a preliminary vessel's report, which should contain:

- 1) the security information according ISPS Code;
- 2) the contact details of ISM designated person and person providing detailed cargo information, if the reported vessel carrying dangerous or polluting goods;
- 3) the information about dangerous or polluting cargo according to rules specified in §59;
- 4) the vessel's class according to INF Code, rule 14.2 of chapter VII of SOLAS Convention, if applicable;
- 5) the estimated time of departure (ETD);
- 6) the information about total number of persons on board;

7) the information about category of harmful cargo in case of carrying liquid chemicals in bulk;

2. The following information should be attached to the preliminary report:

- 1) the Passenger List – in case of ships carrying up to 12 passengers – IMO FAL FORM 6;
- 2) the Crew's Effects Declaration – IMO FAL FORM 4;
- 3) the Ship's Stores Declaration – IMO FAL FORM 3;
- 4) the Crew List – IMO FAL FORM 5;
- 5) the Cargo Declaration or Dangerous Goods Manifest – IMO FAL FORM 2 or IMO FAL FORM 7;
- 6) the Maritime Health Declaration;

3. The vessel involved in regular voyages between ports of European Union member states may be partly or fully exempted from obligations specified in §52.1 and §52.2 according to separate regulations.

**§ 53.** The vessels excluding the Navy, Border Guard and Police, vessels on special state duty, fishing vessels and sport vessels authorised to carrying up to 12 persons, together with their preliminary report should provide a waste declarations.

**§ 54.** The preliminary vessel's report shall be provided at the latest 24 hours prior to entering the port of destination or arrival to the pilot boarding position and if voyage takes less than 24 hours – immediately once leaving the last port of call and if the port of destination is unknown – immediately when the ship's master obtains such information.

**§ 55.** The ship's master or his authorised representative required to deliver a mandatory report for expanded inspection of the Port State Control is obliged to notify the arrival to the harbour or to the anchorage not later than 72 hours prior arrival.

**§ 56.** The ship's master or his authorised representative should provide the General Declaration – IMO FAL FORM 1 immediately after arrival to the harbour.

**§ 57.** 1. The ship's master or his authorised representative should submit the following documents prior departure:

- 1) the General Declaration – IMO FAL FORM 1;
- 2) the Passenger List – IMO FAL FORM 6;
- 3) the Crew List – IMO FAL FORM 5;
- 4) the Cargo Declaration or Dangerous Goods Manifest – IMO FAL FORM 2 or IMO FAL FORM 7;
- 5) the Ship's Stores Declaration – IMO FAL FORM 3.

2. The documents specified in §57.1 should be submitted by the collecting and storing information system.

**§ 58.** 1. The following vessels are exempted from the submitting information specified in §52.1, §52.2, §56 and §57:

- 1) the Navy, Border Guard, Police, Customs and other vessels on special state duty;
- 2) the historical vessels with length overall up to 45 m;
- 3) the fishing vessels with length overall up to 24 m;

- 4) the sea and inland yachts;
- 5) passenger cruise vessels involved in passenger cruise shipping;
- 6) inland waterway vessels involved in sheltered water navigation, unless they carrying dangerous or polluting goods;
- 7) the auxiliary craft of harbour shipping

2. The following vessels are exempted from the submitting information specified in §52.2, §56 and §57:

- 1) the fishing vessels with length overall up to 45 m;
- 2) the vessels of gross tonnage below 300, not designated for carrying cargo and passengers, except mobile oil rigs;
- 3) the passenger vessels of gross tonnage below 300 involved in domestic shipping, providing that they do not carry passengers. However such vessels should submit the registration form in sea transport.

3. The following vessels are exempted from the submitting information specified in §52.2 and §57, subject to obtaining an exemption from preliminary vessel's report according:

- 1) the passenger vessels of gross tonnage below 300 involved in regular sheltered water navigation;
- 2) the passenger ships of gross tonnage below 300 involved in regular shipping between harbours of Pomeranian Bay.

**§ 59.** 1. The ship's master or his authorised representative of vessel carrying dangerous or polluting cargo, at the latest on leaving the loading port should provide the information about such cargo using the collecting and storing information system to the Harbour Master Office. If the port of destination or an anchorage on the way to that harbour are unknown, the report should be submitted immediately once the ship's master obtains such information.

2. The ship's master or his authorised representative of vessel carrying dangerous or polluting cargo once leaving a harbour should submit the information about such cargo using the collecting and storing information system to the Harbour Master Office at least 4 hours in advance.

3. The regulations specified in §59.1 and §59.2 apply accordingly to gas carrier which is non gas free after carrying gases, flammable liquids or oils defined in an Annex I to the MARPOL Convention and to tanker which is not washed after carrying a liquid chemicals with category X. The ship's master or his authorised representative should provide information about the last carried cargo using Dangerous Goods Manifest form by indicating cargo volume as "0".

**§ 60.** 1. The master of fishing vessel of a nationality other than a member state of the European Union or his authorised representative is obliged to submit the information required by law to the competent authority of fishing administration via the Harbour Master Office, at least 3 working days prior estimated time of arrival the harbour, and if takes less than 3 working days – immediately once fishing completed or leaving the last port of call and if the port of destination covered by these regulations is unknown – immediately when the ship's master obtains such information.

2. The information specified in §60.1 can be submitted together with a preliminary vessel's report through the collecting and storing information system provided that the deadlines are met according provision specified in §60.1.

3. The master of fishing vessel of a nationality other than a member state of the European Union or his authorised representative is obliged to submit the information regarding the products of marine fishery for discharging to the competent authority of fishing administration.

**§ 61.** 1. The masters of fishing vessels while reporting the leaving of the harbour, haven or other place of stay are obliged to provide information via radio communication to the Harbour Master Office, concerning the number of persons on board, their planned fishing area and estimated time of return. The returning of those fishing vessels should be reported to the Harbour Master Office immediately.

2. The masters of fishing vessels in harbours, havens or other places of stay in which the 24 hours duty is not carried out are obliged to provide information in a manner defined by announcement of the territoriality competent harbour master, concerning the number of persons on board, their planned fishing area and estimated time of return via radio communication to the Harbour Master Office concerning the leaving the harbour, number of persons on board, their planned fishing area and estimated time of return as well as the returning to harbour.

3. The masters of the fishing boats in fishing havens are obliged to keep a register of arrivals and departures to the havens including information specified in §61.1 and store it a haven, relevant to berthing place.

4. The fishing vessels may be inspected by the harbour master officer regarding the vessel's, crew's and equipment's documents prior departure.

**§ 62.** 1. The managing entity of havens for sport and pleasure crafts is obliged to keep a register of arrivals and departures of these vessels and present it on request of the harbour master officer.

2. The master of sport and pleasure crafts is obliged to make an entries to the register specified in §62.1 providing information regarding the vessel's navigational safety, in particular the name or number of vessel, flag state, arrival and departure time, number of persons on board, port of destination or planned area of navigation and returning time.

3. The masters of sport and pleasure crafts in harbours, havens or other places of stay in which the 24 hours duty is not carried out are obliged to provide information regarding departure or arrival in a manner defined in communication instruction, attached as Appendix no 5.

**§ 63.** 1. Vessel cannot enter the harbour, navigate within its area or leave the harbour without permission and determination of conditions by the harbour master, if it poses a risk for navigational safety and harbour order, in particular when the vessel:

- 1) is towing the wrecks;
- 2) is towing the vessels with the maximum breadth more than 30 m;
- 3) is towing the vessels without their own propulsion with the length overall more than 50 m;
- 4) has a leakage of the hull or was on fire during her voyage;
- 5) may pose a risk of polluting the environment due to damage suffered;
- 6) may pose a risk of epidemiological threat according to the decisions of State Sanitary Inspectorate;
- 7) is prohibited to enter the harbours of Paris Memorandum member's countries;
- 8) is prohibited to enter harbours of the European Union, and was reported in collecting and storing information system.

2. Vessel cannot enter the harbour or navigate within its area without permission and determination of conditions by the harbour master, when the vessel:

- 1) fails to submit a preliminary report in due time;
- 2) is overloaded in relation to her permitted load lines defined in the load line certificate;
- 3) is excessively trimmed, dangerously listed or her loading condition may restrict the manoeuvrability;
- 4) does not have valid safety documents;
- 5) suffered a breakdown of vessel's equipment affecting the safety of navigation.

3. The navigation within the harbour area by vessels which safety documents lapsed during their stay in harbour is prohibited.

**§ 64.** The vessels specified in §63.1 and §63.2 should notify the competent Harbour Master Office and VTS in area where is implemented, about causes posing of threat to safety, port order or the failure to submit a preliminary report on time, prior arrival the roadstead (anchorage) or commencing the navigation.

**§ 65.** 1. Vessels are prohibited to leave the harbour when they:

- 1) have dangerous list;
- 2) do not have a valid safety documents;
- 3) do not comply with requirements specified in the safety documents;
- 4) are subject to detention on the basis of a court decision;
- 5) are detained by an inspection body or by order of the harbour master;
- 6) are detained by the Border Guard or Customs Service;
- 7) may pose a risk of epidemiological threat according to the decisions of State Sanitary Inspectorate
- 8) have not disposed of wastes specified in §16.1 – 3, provided such an obligation is defined in the environmental protection regulations;
- 9) are posing the threat for safety due to the limited ability to exercise personal control of safety and navigation of vessel by her master;
- 10) are temporarily detained at the creditor's or the Director's of Maritime Office in Szczecin request to secure the financial liabilities;
- 11) have not subjected themselves to mandatory PSC inspection;
- 12) have not submitted documents specified in §56 and §57, subject to §58;
- 13) are overloaded in relation to her permitted load lines defined in the Load Line Certificate;
- 14) suffered a breakdown of vessel's equipment affecting to the safety of navigation.

2. In case of vessel has been suffered a breakdown, involved in a colision or contacted with the bottom, the ship's master or his authorised representative should deliver to the Harbour Master Office a relevant document or its copy confirming that the vessel did not lose her seaworthiness due to a breakdown or the seaworthiness has been restored, prior leaving harbour.

**§ 66.** 1. The vessels of gross tonnage more than 1000 tones cannot enter or leave the harbour unless they have a valid insurance certificate or other civil liability insurance against the damage caused by bunkers oils, issued or certified by the competent authority.

### **Chapter 3** **Using of VTS**

**§ 67.** The using of VTS is mandatory for following vessels which navigating in or intending to enter the VTS area:

- 1) vessels with their own propulsion, towing or pushing sets of length overall 20 m and more – when they are navigating;
- 2) vessels carrying dangerous or polluting cargoes;
- 3) vessels authorised to provide the commercial passenger's transport – during such transport;

**§ 68.** The using of VTS may be extended to any vessel underway or anchored at the navigable waters of the VTS area, to the extent deemed necessary by VTS.

**§ 69.** 1. The jurisdiction area of VTS Świnoujście is specified in Appendix no. 1 while of VTS Szczecin is specified in Appendix no. 2.

2. The following services are provided within the jurisdiction area of VTS:

- 1) providing information about conditions within the VTS area, in particular:
  - a) the dangers to navigation,
  - b) the groups of vessels,
  - c) the traffic density,
  - d) the meteorological and hydrological conditions,
  - e) the condition of navigational aids,
  - f) the expected encounters of other vessels,
  - g) the names of approaching vessels, their type, position, dangerous manoeuvring conditions, if any and manoeuvring intentions, if reported,
  - h) the local harbour's operations and conditions, including crossing traffic of ferries, dredgers and other vessels,
  - i) the availabilities of anchorages;
- 2) The vessels' traffic management and its supervision through instructions, recommendations and orders, applies in particular to:
  - a) planning of vessels' traffic within VTS area,
  - b) granting permission for vessels to entering or leaving the harbour,
  - c) determining the time of entering or leaving the specific VTS areas,
  - d) determining the reporting points and procedures,
  - e) defining requirements for vessels regarding sequence and priority of passage through the fairway,
  - f) supervising of vessel's compliance with traffic regulations applicable to the designated traffic routes.

3. The information specified in §69.2.1 are provided during correspondence according to the reporting systems within VTS Świnoujście and Szczecin areas, as well as additionally when the VTS deems necessary or upon request of a vessel navigating in or intending to enter the VTS area.

4. The navigational warnings about permanent difficulties existing within VTS areas are placed on the Maritime Office's in Szczecin web site - [www.ums.gov.pl](http://www.ums.gov.pl), section „safety of navigation”.

**§ 70.** 1. Any ship using VTS should keep radio watch on designated frequencies, in a manner defined in communication instruction, attached as Appendix no 5.

2. The vessel is obliged to respond immediately for VTS call and communicate with the operator in Polish or English language.

3. The ship's master regardless of whether uses VTS should inform the VTS immediately about any occurrences that may have impact on decisions made by the VTS, in particular about:

- 1) the casualties at sea;
- 2) any incident affecting vessel's safety, in particular collision, grounding, leakage, damage to the vessel's hull or construction, defect or failure of vessel's equipment and machinery and shifting of cargo;
- 3) any situation which may lead to water or coast pollution, such as dumping or risk of dumping polluting substances into sea;
- 4) any failure or irregularity in the operation of navigational aids;
- 5) any occurrences affecting safety of navigation;
- 6) malfunction of vessel's equipment that may affect safety of navigation;
- 7) any situations required to be reported due to carrying of dangerous cargoes;
- 8) any dangerous conditions for vessel's manoeuvring;
- 9) any sighted oil slicks on the marine water's surface and drifting objects or packages.

**§ 71.** 1. The every vessel specified in §67 and §68, approaching to or navigating within the VTS area is obliged to submit the plans and reports specified in Appendices no. 3 and 4.

2. The vessels escorting the other crafts or vessels assisting other crafts during their manoeuvring are relieved of the obligation to submit the position reports.

**§ 72.** 1. The VTS operator has the right to:

- 1) require from the ship's master to provide any necessary information according to principles defined by IMO standards;
- 2) change the radio frequency on which ships are obliged to submit the reports or conduct the radio correspondence, if these reports cannot be submitted on the designated frequencies or when the operator deems necessary;
- 3) require from the ship's master to submit the report at any time, to allow the advance traffic planning;
- 4) impose the obligation of compulsory pilotage, if required for safety reasons;
- 5) divert the vessel to the indicated berth or anchorage, if required for safety reasons.

2. All reports, required under this chapter, should be submitted as early as possible on the radio frequencies defined in communication instruction, constituting the Appendix no 5.

## **Chapter 4** **Vessel's traffic rules**

**§ 73.** 1. In the scope of application of vessel's traffic rules on the harbour areas, havens, fairways and roadstead, the COLREG rules applying unless otherwise provided by Port Regulations.

2. The harbour master in the particular cases, may allow the vessel's entering, leaving or navigating within the harbour area under conditions other than those set out in this chapter, after consulting the chief pilot.

**§ 74.** 1. The vessels and towing or pushing sets while navigating within the harbour and fairways are obliged to keep to their starboard side of the fairway except when the traffic rules for the specified area are set out by Port regulations specify differently or when required for navigational safety of passing vessels.

2. The vessels intending not to adhere to right-hand traffic rules while passing each other are obliged to mutually agree their manoeuvres by the radio.

3. The use of automatic steering during navigation in the harbour areas, Piastowski Canal and during passing and overtaking other vessels on the Świnoujście – Szczecin fairway is prohibited.

**§ 75.** The vessel's traffic on the fairways, anchorages and within the harbour's boundaries:

- 1) of vessels with length overall less than 20 m is subordinated to vessel's traffic with length overall 20 m and more
- 2) of vessels navigating solely under sail is permitted during a day time only and at visibility above 5 cables.

**§ 76.** 1. The navigation of vessels and towing sets with length overall 20 m and when visibility is less than 1 Nm is permitted only if they are fitted with operational radar.

2. The navigation of vessels with length overall less than 20 m, when visibility is less than 2 cables is permitted only if they are fitted with operational radar or - in case of open deck fishing boats - with AIS transponder of class A or B.

**§ 77.** The ship's master (skipper) in case the risk of sinking should divert the vessel outside the fairway, to shallow water.

**§ 78.** 1. The overtaking on the stretches of Świnoujście – Szczecin fairway is permitted after reporting to VTS and mutual agreement of overtaking between vessels.

2. The overtaking of vessels with size groups 1, 2 and 3, which one of them has a draft less than 6 m is permitted within the stretch from Karsibór turn (10,5 km of fairway) to the north headland of Chełminek Island (35,0 km of fairway) and from Mańków turn (abeam of Żuławy beacon – 41,8 km of fairway) to Iński Nurt (abeam of Ina-S beacon – 54,0 km of fairway).

3. The VTS operator may grant the permission for overtaking the vessels and towing sets of size group 1 and 2 by vessels of size group 3, exceeding the length, breadth or draught parameters. Such manoeuver is permitted at the stretches of Lagoon or Police Passing Area, subject to mutual agreement by the pilots and with the mutual agreement of ship's masters or towing set's skipper. The vessel or towing set being overtaken should stop or reduce to safe speed until the overtaking is completed.

4. The overtaking of vessels of the size group 0, pushing sets specified in §162.1 and vessels or towing sets for which permission for overtaking was granted by VTS, is permitted along the entire length of the Świnoujście – Szczecin fairway.

**§ 79.** 1. The vessel which intends to cross the fairway should give way to other vessel which is able to navigate safely only on this fairway.

2. A vessel navigating on a fairway, joining or crossing the Świnoujście – Szczecin fairway, should give way to a vessel which navigating on the Świnoujście – Szczecin fairway, unless otherwise specified by VTS or when vessels mutually agree by the radio another way of passing each other.

3. The head crossing of a vessel navigating on the Świnoujście – Szczecin fairway is permitted only with all precautions taken to avoid a close quarter situation or risk of collision, in a distance not less than 5 cables.

4. Only vessels with draught 9.0 m or more entering or leaving the port of Świnoujście may navigate the approaching fairway to port of Świnoujście north of parallel 54° 01.4'N. Vessels with draught less than 9.0 m may navigate that stretch of approaching fairway to port of Świnoujście only with permission granted by VTS.

5. The vessels navigating within the roadstead of Świnoujście and Szczecin harbours, which do not use the approaching channel to port of Świnoujście, may proceed:

- 1) west from the approaching channel, if they are navigating southbound;
- 2) east from the approaching channel, if they are navigating northbound.

6. The vessels leaving the port of Świnoujście to Pomeranian Bay should leave the approaching channel and move to the eastern recommended traffic route prior pilot disembarking:

- 1) after passing the pair of buoys “15 – 16”, if their draught is less than 7,0 m;
- 2) before passing the pair of beacons “11 – 12”, if their draught is less than 9,0 m.

7. The crossing of approaching fairway to port of Świnoujście on the following stretches is prohibited:

- 1) Between the parallels 53° 57.5'N and 53° 59.6'N;
- 2) Between the parallels 54° 01.4'N and 54° 03.7'N;

8. The vessels entering the traffic from their anchorages should give way to vessels navigating in other areas of the roadstead, unless the VTS manages otherwise or vessels agree on the radio another way of passing each other.

9. The crossing of anchorage areas by the vessels entering or leaving the port of Świnoujście is prohibited.

**§ 80.** The vessel intending to enter the harbour from Pomeranian Bay, if not permitted to pass with the outbound vessel should give her way, subject to §81.1 unless the VTS manages otherwise.

**§ 81.** 1. Once the VTS broadcasts on VHF channel 12 regarding the LNG carrier navigating within the roadstead or the port of Świnoujście area, all vessels within the area of VTS Świnoujście are obliged to subordinate their manoeuvring intentions to the manoeuvres of that LNG carrier.

2. Once the VTS broadcasts on VHF channel 12 regarding the LNG carrier navigating within the roadstead or the port of Świnoujście area, vessels are not permitted to enter or to cross the roadstead of Świnoujście and Szczecin harbours on Pomeranian Bay without permission granted by VTS.

3. The vessel navigating within the roadstead or the port of Świnoujście area cannot approach the LNG carrier closer than:

- 1) 1 Nm – when the LNG carrier is anchored at anchorage no. 3;
- 2) 0,5 Nm – when the LNG carrier is anchored at emergency manoeuvring area in the vicinity of pair of buoys “5 – 6”;
4. The vessel navigating outside the fairways cannot approach the LNG carrier closer than 1 Nm, if the LNG carrier is navigating through the approaching fairway to port of Świnoujście or entering fairway to Outer Port of Świnoujście.
5. The vessel navigating through the fairways cannot approach the LNG carrier closer than:
  - 1) 5 Nm ahead of the LNG carrier – when the LNG carrier is navigating through approaching fairway to port of Świnoujście, north of pair of buoys “9 – 10”;
  - 2) 4 Nm ahead of the LNG carrier – when the LNG carrier is navigating through approaching channel to port of Świnoujście, south of pair of buoys “9 – 10”;
  - 3) 2 Nm – when the LNG carrier is navigating through the entering fairway to Outer Port of Świnoujście;
  - 4) 3 Nm astern of LNG carrier – when the LNG carrier is navigating through approaching fairway to Port of Świnoujście
6. The vessel manned by pilot and the sea ferry commanded by master holding the Pilotage Exemption Certificate, leaving the Port of Świnoujście may pass the LNG carrier which is navigating through the approaching fairway to Port of Świnoujście, if using the traffic area determined by a line parallel to the eastern boundary of the fairway with distance of 0.5 Nm and a line of the western boundary of anchorages 1B, 2A, 2B and quarantine anchorages.
7. Vessel with draught not exceeding 12,5 m can navigate through the approaching fairway to Port of Świnoujście, when that fairway is occupied by the LNG carrier.

**§ 82.** The vessel proceeding upstream should give way to the vessel proceeding downstream while passing under the bridge, unless there is a sufficient space for safe passing.

**§ 83.** 1. The vessels are allowed to pass under bascule bridges after receiving permission from the bridge service.

2. The vessel requesting to open the bridge should establish radio communication with the bridge service on the harbour's VHF working channel to obtain permission for passing. In case of VHF equipment failure, the vessel should sound the following signal at a distance of about 500 m: two short, one long, one short blasts (· · – ·), repeated if necessary.

3. The signal meaning of:

- 1) “passage open” consists of two green fixed lights placed horizontally;
- 2) “passage closed” consists of two red fixed lights placed horizontally;
- 3) “passage opening is not possible” consists of two flashing red lights placed horizontally.

4. The vessel should not approach a bridge at a distance less than 100 m, until receiving a signal of passage open.

**§ 84.** 1. The vessel entering or leaving the harbour should have anchors ready to let go.

2. Dropping and dragging of anchors at locations of submarine cables, pipelines and bottom strengthening, as well as in distance less than 50 m from such locations as marked by warning boards is prohibited.

**§ 85.** 1. The place of anchoring is assigned by the Harbour Master Office or VTS in area where is implemented.

2. Maximum permitted draught of vessels at anchorages of the roadstead of Świnoujście and Szczecin harbour are defined in the table below:

Anchorage	Maximum draught
1A	7,0 m
1B	6,0 m
2A	9,5 m
2B	11,0 m
Quarantine	11,0 m
3	13,5 m

**§ 86.** 1. Anchoring of vessels out of anchorages is allowed in cases relating to safety measures only.

2. The anchored vessel should not enter the fairway while swinging.

3. Anchoring, drifting or otherwise obstructing of fairways is prohibited except the emergency situations.

4. Anchoring and lying adrift within the harbour areas excluding the fairways is allowed after obtaining permission of the Harbour Master Office or VTS in area where is implemented.

5. The vessel forced to anchoring on the fairway should avoid if possible anchoring in the lines leading and sector lights and should notify immediately the Harbour Master Office or VTS in area where is implemented, about her position and cause of anchoring. Once the cause of anchoring ceased, the vessel should leave the anchoring place on the fairway immediately.

6. The regulations specified in §86.1-5 are not applying to vessels involved in hydrographic, hydro-engineering, underwater works or services related to navigational aids during carried out such works.

7. The works specified in §86.6 can be carried out after obtaining permission of the harbour master. The Harbour Master Office or VTS in area where is implemented, should be informed continuously about the vessel's position, anchors' markings and work progress and its completion.

**§ 87.** The vessel approaching a dredger should agree in advance the manner of safe passing on the VHF working channel of the Harbour Master Office or VTS in area where is implemented.

**§ 88.** 1. The traffic coordination on the Odra River's stretch, between its western bank and Okrętowa and Gryfia Islands in Szczecin resides within the dispatcher of the Gryfia Maritime Repair Shipyard.

**§ 89.** 1. The vessel carrying the gases in bulk according the IGC Code, flammable liquids (concerning the tanker) and was not gas free after carrying these cargoes:

- 1) belonging to the size group 1 or 2 may pass vessels belonging to the size group 1 and 2, the auxiliary crafts of harbour shipping, pushing sets specified in §162.1, bunker vessels and vessels not obliged to using the VTS, under way in the harbour basins, on the approaching fairway to Port of Świnoujście and the Świnoujście – Szczecin fairway from pair of buoys "15 – 16" at the Pomeranian Bay to Karsibór bend (10,5

km) and from Iński Nurt to Górnicy Basin, provided that the visibility is not less than 0,5 Nm;

- 2) belonging to the size group 3 and higher may pass the auxiliary crafts of harbour shipping, pushing sets specified in §162.1, bunker vessels and vessels not obliged to using the VTS, under way in the harbour basins, on the approaching fairway to Port of Świnoujście and the Świnoujście – Szczecin fairway from pair of buoys “15 – 16” at the Pomeranian Bay to Karsibór bend (10,5 km) and from Iński Nurt to Górnicy Basin, provided that the visibility is not less than 0,5 Nm;

2. The traffic of the vessels belonging to the size group 1 and 2, the auxiliary crafts of harbour shipping, pushing sets and bunker vessels while passing should be subordinated to the traffic of vessel specified in §89.1. Such vessels should reduce to safe steering speed with the possibility to stop, and enable the safety passage of a vessel specified in §89.1.

**§ 90.** 1. The VTS may assign anchorage, passing or turning areas, located along the Świnoujście – Szczecin fairway, as a meeting place of encounter vessels, which due to their size parameters or nature of carried cargo, cannot pass other vessels on that fairway.

2. In the scope of the application, the passing of vessels on the Świnoujście – Szczecin fairway means situation where two vessels on the opposite courses, using the VTS and maintaining a safe under-keel clearance, meet each other:

- 1) in Piastowski and Mieliński Canals – between the canal’s edges;
- 2) on the stretches of the fairway, where navigational marks were established – between lines marked by them;
- 3) on the unmarked stretches of the fairway – between lines parallel to the fairway:
  - a) up to 70.0 m away from fairway’s axis – in Port of Świnoujście,
  - b) up to 60.0 m away from fairway’s axis – in Ports of Szczecin and Port of Police.

**§ 91.** 1. The following vessels are obliged to be escorted by the firefighting vessel:

- 1) tankers carrying the flammable liquids of flash point temperature up to 60 °C and non-gas free vessels after carrying such liquids, except bunker vessels;
- 2) tankers carrying flammable gases and non-gas free vessels after carrying such gases.

2. The escort, specified in §91.1 is mandatory during vessel’s movement:

- 1) on the approaching fairway to Port of Świnoujście from the pair of buoys “15 – 16” to the Fairway Gate I on the Świnoujście – Szczecin fairway;
- 2) on the Świnoujście – Szczecin fairway from Iński Nurt (abeam of Ina S beacon) to the Port of Szczecin;
- 3) during berthing or unberthing.

3. In case of absence of firefighting vessel, the tankers might be escorted by a tug with firefighting class, suitable for fighting against fire on vessels specified in §91.1 and additionally manned by team of the Harbour’s Fire Brigade.

4. In case of absence of firefighting vessel in the harbour, her duties can be fulfilled by a tug with firefighting class, suitable for fighting against fire on vessels operating at Świnoujście, Szczecin and Police harbours and additionally manned by team of the Harbour’s Fire Brigade.

5. The managing entity of harbour is obliged to draw up a fire security duty organization rules for a tug boat with firefighting class. The rules should be approved by the Director of Maritime Office in Szczecin.

6. The movement of tankers, specified in §91.1 is permitted, when the visibility is no less than 0,5 Nm.

§ 92. 1. On the approaching fairway to Port of Świnoujście, from the pair of buoys “9 – 10” to the pair of buoys “15 – 16”:

- 1) the two-way traffic is permitted for vessels with draught not exceeding 9,15 m,
- 2) vessels with draught more than 9,15 m can be passed by vessels with draught not exceeding 9,15 m, which are obliged to give way to vessels with draught more than 9,15 m to enable them passing along axis of the fairway.

§ 93. The two-way traffic on the stretches of fairways from the pair of buoys “15 – 16” to the northern head of Kosa peninsula (4,7 km of fairway) is permitted according the below table:

Item No.	The stretch of Świnoujście – Szczecin fairway	The km of fairway	The type of fairway	Two-way traffic:
1.	Buoys „15 – 16” – Buoy „E”	1,7 <sup>(*)</sup> – 1,4	Curve	$\Sigma LOA \leq 280$ m; $T_1 \leq 9,50$ m and $T_2 \leq 6,10$ m
2.	Buoy „E” – Kosa „N”	1,4 – 3,5	Straight	<ul style="list-style-type: none"> <li>• <math>LOA \leq 160</math> m; <math>T \leq 9,50</math> m with ferry</li> <li>• <math>\Sigma LOA \leq 320</math> m; <math>T_1 \leq 9,50</math> m i <math>T_2 \leq 7,40</math> m</li> <li>• Two-way traffic of ferries with <math>LOA \leq 230</math> m <sup>(1)</sup></li> </ul>
3.	Kosa „N” – Kosa „S”	3,5 – 4,7	Curve	$LOA_1 \leq 160$ m, $T_1 \leq 7,40$ m and $LOA_2 \leq 120$ m, $T_2 \leq 6,10$ m

<sup>(\*)</sup> km of approaching fairway to Porto of Świnoujście

<sup>(1)</sup> visibility  $\geq 0,3$  Mm

§ 94. 1. The two-way traffic on the straight stretches of the Świnoujście – Szczecin fairway is permitted according below table:

Item No.	The stretch of Świnoujście – Szczecin fairway	The km of fairway	The type of fairway	Two-way traffic of following size groups:
1.	Mielin N - Paprotno	5,40 – 11,4	Curve	0**, 1/1, 1/2, 1/3, 2/2, 2/3
2.	Piastowski Canal	11,4 – 17,0	Straight	0**, 1/1, 1/2, 1/3, 1/4, 2/2, 2/3, 3/3
3.	Lagoon N	17,0 – 23,8	Straight	0**, 1/1, 1/2, 1/3, 1/4, 1/5 2/2, 2/3, 3/3
4.	Lagoon Passing Area II BT – III BT	23,8 – 28,8	Passing Area	0**, 1/2/3/4/5 *
5.	Lagoon S	28,8 – 41,0	Straight	0**, 1/1, 1/2, 1/3, 1/4, 1/5, 2/2, 2/3, 3/3
6.	Mixed N	41,0 – 49,5	Curve/Straight	0**, 1/1, 1/2, 1/3, 2/2, 2/3, 3/3
7.	Police Passing Area	49,5 – 51,5	Passing Area	0/1/2/3/4/ *
8.	Passing Area – Inoujście	51,5 – 54,0	Straight	0**, 1/1, 1/2, 1/3, 2/2, 2/3, 3/3
9.	Inoujście – Orli Przesmyk	54,0 – 64,0	Curve/Straight	0**, 1/1, 1/2, 1/3, 2/2, 2/3
10.	Przekop Mieleński	64,0 – 67,0	Straight	0**, 1/1, 1/2, 1/3, 2/2

\*) two-way traffic of vessels belonging to all indicated size groups

\*\*\*) two-way traffic with vessels of all size groups

2. The size groups of vessels are defined in the below table:

Size group	LOA [m] ≤	B [m] ≤	T [m] ≤
0	Auxiliary crafts of harbour shipping, bunker barges, inland passenger vessels, hopper barges.		
1	100	15	4
2	120	20	6
3	160	25	8
4	200	30	11
5	240	32,3	11

3. In case of one of the size parameters specified in §94.2 is exceeded, the vessel concerned should be considered as vessel of higher size group, except the vessels of size group 3, for which in case of exceeding the length or breadth parameter, the two-way traffic is permitted according the table specified in §94.1, provided that the sum of lengths, breadths or draughts do not exceed 320 m/50 m/16 m respectively. The maximum speed of these vessels is limited to 8 kn when passing each other.

4. The vessels not compliant the two-way traffic rules specified in §94.1 have to use the passing areas deployed along the Świnoujście – Szczecin fairway.

5. The following traffic rules are applying on the Lagoon Passing Area:

- 1) the two-way traffic during day time is permitted if vessel's length overall and draught are not exceeding 240 m and 11 m respectively;
- 2) the two-way traffic during night time is permitted if vessel's length overall and draught are not exceeding 200 m and 9,5 m respectively;

6. The following traffic rules are applying on the Police Passing Area:

- 1) the two-way traffic during day time is permitted if vessel's length overall and draught are not exceeding 200 m and 11 m respectively;
- 2) the two-way traffic during night time is permitted if vessel's length overall and draught are not exceeding 200 m and 9,5 m respectively;

7. The passenger and container vessel with length overall exceeding 200 m may enter and leave the Port of Szczecin during night time under the conditions set out by harbour masters of Szczecin and Świnoujście harbour, after consulting the pilot station.

8. The two-way traffic at the Lagoon Passing Area for two inbound vessels of size group 4 and 5 is permitted only with two outbound vessels.

9. With the exception of the Police and Lagoon passing areas, the sum of draughts of passing or overtaking vessels may not exceed 16 m. This restriction does not apply to passing or overtaking of auxiliary crafts of harbour shipping.

**§ 95.** The following traffic rules are applying on the Świnoujście – Szczecin fairway, south of abeam the Mielin N beacon (5.4 km of fairway):

- 1) the vessels of size group 3 are permitted to navigate at visibility not less than 0,3 Nm. In case of visibility is less than 0,3 Nm these vessels are permitted to navigate, provided that in the area of restricted visibility the one-way traffic is implemented;

- 2) the vessels of length overall more than 160 m and not exceeding the 180 m are permitted to navigate at a wind force is not exceeding the 6 in Beaufort Scale and at visibility not less than 2,0 Nm. In case of visibility is not less than 1,0 Nm these vessels are permitted to navigate, provided that in the area of restricted visibility the one-way traffic is implemented;
- 3) the vessels specified in §95.2 when the wind force is exceeding the 6 in Beaufort Scale are permitted to navigate, provided the permission issued by the harbour masters of Szczecin and Świnoujście harbour, after consulting the chief pilot;
- 4) the vessels of length overall more than 180 m and not exceeding the 200 m, breadth not more than 32,3 m and draught not more than 9,5 m are permitted to navigate during a day and night time, if the wind force is not exceeding the 6 in Beaufort Scale, the current speed in Mieliński and Piastowski Canals is not exceeding 2,0 kn and at visibility not less than 2,0 Nm;
- 5) the vessels exceeding parameters specified in §95.4 are permitted to navigate during a day time only, if the wind force is not exceeding the 6 in Beaufort Scale, the current speed in Mieliński and Piastowski Canals is not exceeding 1,0 kn and at visibility not less than 2,0 Nm.

**§ 96.** 1. Vessels and pushing or towing sets with draught not more than 3 m may navigate through the Świnoujście – Szczecin fairway, except the Szeroki Nurt – these vessels and sets should navigate through the Wąski Nurt (Police Canal, Wetlina Canal, Skolwin Canal).

2. VTS may grant permission to navigate by vessels and sets specified in §96.1 at the entire length of the Świnoujście – Szczecin fairway, subject to weather conditions and traffic at the fairway.

**§ 97.** In the VTS Świnoujście area, vessels obliged to using the VTS, approaching ferry terminals should broadcast a warning on the VHF working channel addressed to ferries while passing the following points:

- 1) the inbound vessels proceeding towards the Szczecin Lagoon:
  - a) abeam of Świnoujście lighthouse, to warn the city ferries of Świnoujście – direct broadcast to the city ferries of Świnoujście,
  - b) abeam of Mulnik Canal, to warn the Karsibór ferries – direct broadcast to the Karsibór ferries;
- 2) the outbound vessels proceeding towards the sea:
  - a) abeam of upper beacon of Paprotno leading light, to warn Karsibór ferries – direct broadcast to the Karsibór ferries,
  - b) abeam of Mielin N beacon, to warn city ferries of Świnoujście - direct broadcast to the city ferries of Świnoujście;
- 3) vessels entering the traffic and intending to cross the ferry route should broadcast on VHF working channel warning addressed to ferries prior entering the traffic.

**§ 98.** In VTS Szczecin area, vessels obliged to using the VTS should broadcast a warning on the VHF working channel addressed to all vessels while passing the following points:

- 1) the inbound vessels:
  - a) abeam of Dock no. 5, to warn the vessels at Grabowski Canal and Przekop Mieleński,

- b) abeam of Duńczyca River at Przekop Mieleński, to warn the vessels in Górnicy Basin;
- 2) the outbound vessels:
  - a) abeam of CPN 3 berth, to warn the vessels approaching to or manoeuvring in Górnicy Basin,
  - b) abeam of Dąbrowieckie berth to warn the vessels approaching to or manoeuvring in Górnicy Basin;
  - c) abeam of Zbożowe berth to warn the vessels approaching the Orli Przesmyk;
  - d) abeam of Mieleńska Beach to warn the vessels approaching the Orli Przesmyk.

**§ 99.** The vessels and pushing or towing sets obliged to use the VTS during approaching the fairway from the obscured areas, should broadcast a warning on the VHF working channel addressed to all vessels.

**§ 100.** The vessels calling at the Port of Świnoujście should comply with the following rules:

- 1) their length overall cannot exceed the 270 m, total breadth 50 m and fresh water draught 13,5 m, subject to §101;
- 2) the vessels of length overall more than 180 m and not exceeding the 220 m when the current of more than 2,0 kn and wind of more than 6 in Beaufort Scale are permitted to enter or leave the harbour according the weather limitations stipulated in permission issued by the harbour master, after consulting the chief pilot, based on towing assistance arrangements, proposed by the agent, taking into account relevant requirements.
- 3) the vessels of length overall more than 220 m and not exceeding the 240 m or draught between 11,0 m and 13,0 m when the current of more than 1,5 kn and wind of more than 6 in Beaufort Scale are permitted to enter or leave the harbour according the weather limitations stipulated in permission issued by the harbour master, after consulting the chief pilot, based on towing assistance arrangements, proposed by the agent, taking into account relevant requirements.
- 4) the vessels of length overall more than 240 m, except the passenger vessel are permitted to enter or leave the harbour according the following conditions:
  - a) during a day time only,
  - b) once manoeuvring without turning – with current speed up to 1,0 knots and wind force up to 5 in Beaufort Scale at inside harbour areas,
  - c) once manoeuvring with turning on Northern Turning Circle – when Hutników berth is not occupied by the vessel of total breadth exceeding 33 m, wind force is not exceeding 5 in Beaufort Scale and current is not exceeding 0,7 knots;
- 5) the vessel of length overall exceeding 240 m when manoeuvring without the turning, except the passenger vessels are permitted to enter or leave the harbour during the night time, according the following conditions:
  - a) the current speed is not exceeding 0,7 knots,
  - b) the wind force at Pomeranian Bay is not exceeding 10 m/s;
- 6) the passenger vessel of length overall exceeding 240 m are permitted to enter or leave the harbour during the night time according the conditions issued by the harbour master, after consulting the chief pilot.

**§ 101.** The entry to or departure from Port of Świnoujście of vessels:

- 1) with fresh water draught up to 13,0 m is permitted if water level, with consideration of predicted changes tendency, guarantees the static under-keel clearance, increased by a dynamic factor, of not less than 1,5 m, on approach fairways and within manoeuvring areas. In case of under-keel clearance is not less than 1,3 m vessel is permitted to enter or leave the harbour under the following conditions:
  - a) the maximum speed of vessels, at approach fairway to Port of Świnoujście from buoy “N-1” to the Świnoujście harbour cannot exceed 8 knots,
  - b) the wind force at Pomeranian Bay is not exceeding 10 m/s,
  - c) the VTS may request to maintain the other maximum speed at approaching fairway to Port of Świnoujście from buoy “N – 1” to Świnoujście harbour, while using the dynamic under-keel clearance system;
- 2) with fresh water draught up to 13,5 m is permitted if water level, with consideration of predicted changes tendency, guarantees the static under-keel clearance, increased by a dynamic factor, of not less than 1,1 m, on approach fairways and within manoeuvring areas under the following conditions:
  - a) the current speed is not exceeding the 0,7 knots,
  - b) the maximum speed of vessels, at approach fairway to Port of Świnoujście from buoy “N-1” to the Świnoujście harbour cannot exceed 6 knots,
  - c) the wind force at Pomeranian Bay is not exceeding 10 m/s,
  - d) the VTS may request to maintain the other maximum speed at approaching fairway to Port of Świnoujście from buoy “N – 1” to Świnoujście harbour, while using the dynamic under-keel clearance system;
- 3) of length overall more than 180 m is permitted when the visibility is not less than 1,0 Nm;
- 4) of length overall more than 140 m is permitted when the visibility is not less than 0,3 Nm;
- 5) of length overall between 140 m and 160 m is permitted at visibility of less than 0,3 Nm, provided that in the area of restricted visibility the one-way traffic is implemented. The rule is not valid for vessels required the tug assistance or manoeuvring with a turn;
- 6) ferries are permitted at visibility of less than 0,3 Nm, provided that in the area of restricted visibility the one-way traffic is implemented.

**§ 102.** The following traffic rules are applying in Port of Szczecin and Port of Police:

- 1) the maximum parameters of vessels calling the Port of Szczecin and Port of Police are applying according the below table:

Main vessel's parameters	Vessel's type/berthing area		
	Cargo vessel	Passenger vessel	Vessel navigating south of turning circle at Przekop Mieleński and Parnica River
length overall	240 m	260 m	230 m
Maximum breadth	32,3 m	32,3 m	32,3 m

Maximum draught	11 m	9 m	11 m
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- 2) the vessels of length overall more than 200 m are permitted to navigate at day time only and these navigating through the Przekop Mieleński under the tug assistance of total bollard pull of 85 t with at least one of the tug should has a bollard pull not less than 45 t;
- 3) the vessels of length overall more than 180 m and draught more than 9,50 m manoeuvring with turn, except the container vessels, entering and leaving the Port of Szczecin and entering the Port of Police at stretch from the turning to berthing place and otherwise are permitted to navigate at day time only.

**§ 103.** The following traffic rules are applying in Barge Port of Police:

- 1) the maximum length overall of vessels cannot exceed 120 m and maximum breadth 15 m;
- 2) once vessel of length overall more than 85 m manoeuvring with turn, the opposite berth hasn't be occupied by other vessel;
- 3) vessels are permitted to navigate at visibility more than 0,5 Nm and wind force up to 6 in Beaufort Scale.

**§ 104.** The following traffic rules are applying in Port of Trzebież:

- 1) the conditions of entering or leaving the harbour of vessels with length overall above 75 m or breadth more than 13 m and all vessels navigating through the southern approach fairway at wind force more than 6 in Beaufort Scale and all vessels navigating through the northern approach at wind force more than 5 in Beaufort Scale, should be specified each time by the harbour master;
- 2) the vessels of length overall not exceeding 90 m and breadth not exceeding 20 m are permitted to navigate through the southern approaching fairway;
- 3) the vessels of length overall not exceeding 90 m and breadth not exceeding 11 m are permitted to navigate through the northern approaching fairway;
- 4) the maximum length overall of pushing sets calling the harbour cannot exceeding 150 m;
- 5) the vessels and towing sets are obliged to establish contact with Harbour Master Office to obtain permission for entering or leaving the harbour at least 30 minutes in advance;
- 6) in case of lack of floating navigational marks, the navigation is permitted during a day time only;

**§ 105.** The following traffic rules are applying in Port of Stepnica:

- 1) the maximum length overall and breadth of vessels calling the harbour cannot exceed 115 m and 13,5 m respectively, subject to vessels of length overall more than 75 m, provided that the navigation is permitted during a day time only, at visibility more than 2,0 Nm, wind force up to 4 in Beaufort Scale and once the opposite berth is not occupied,
- 2) the maximum length overall and breadth of barges calling the harbour cannot exceed 96 m and 9,5 m respectively, subject to barges of length overall more than

- 75 m, provided that the navigation is permitted during a day time only, at visibility more than 1,0 Nm and wind force up to 4 in Beaufort Scale,
- 3) the maximum length overall and breadth of pushing sets calling the harbour are 125 m and 9,5 m respectively, subject to:
    - a) the pushing sets of length overall more than 75 m are permitted to navigate during a day time only, at visibility more than 1,0 Nm and wind force up to 4 in Beaufort Scale;
    - b) The entering or leaving the harbour for sets of length overall more than 96 m is permitted under the following conditions:
      - the set cannot be turned,
      - the re-coupling of set has to take place at harbour,
      - operation is permitted during daytime only, at visibility more than 1,0 Nm, wind force up to 4 in Beaufort Scale and the opposite berth is not occupied.
  - 4) in case of lack of floating navigational marks at approaching fairway, the navigation may take place during day time only,
  - 5) the conditions of entering or leaving the harbour for ships specified in §105 pt. 1 which breadth is exceeding 11 m and regardless of breadth when the wind force is more than 5 in Beaufort Scale are determined each time by the harbour master of Trzebież.

**§ 106.** The following traffic rules are applying in Port of Nowe Warpno:

- 1) vessels mooring at Przemysłowe Berth (border clearance):
  - a) the maximum length overall is 40 m,
  - b) the maximum breadth is 8 m,
  - c) the entering or leaving the harbour is permitted at visibility more than 0,5 Nm,
- 2) vessels mooring at Passenger Pier:
  - a) the maximum length overall is 40 m,
  - b) the maximum breadth is 10 m,
  - c) the entering or leaving the harbour is permitted at visibility more than 0,5 Nm

**§ 107.** The following traffic rules are applying in Port of Wolin:

- 1) the maximum length overall of vessels calling at harbour is 90 m and maximum breadth 10m;
- 2) the entering or leaving the harbour is permitted at visibility more than 0,5 NM and wind force up to 6 in Beaufort Scale.

**§ 108.** The following traffic rules are applying in Port of Dziwnów:

- 1) the maximum length overall, breadth and draught in fresh water (for mean sea level at harbour) of vessels entering and leaving the harbour cannot exceed 60 m, 11,5 m and 3,8 m respectively;
- 2) the entering and leaving the harbour is permitted at visibility more than 0,5 Nm and wind force below 7 in Beaufort Scale (concerning the northerly winds).

**§ 109.** The following traffic rules are applying in Port of Mrzeżyno:

- 1) the maximum length overall, breadth and draught in fresh water (for mean sea level at harbour) of vessels entering and leaving the harbour cannot exceed 30 m, 7,5 m and 2,8 m respectively;
- 2) the entering and leaving the harbour is permitted at visibility more than 0,5 Nm and wind force below 4 in Beaufort Scale (concerning the northerly winds).

**§ 110.** The following traffic rules are applying in Port of Kamień Pomorski:

- 1) the maximum length overall, breadth and draught in fresh water (for mean sea level at harbour) of vessels entering and leaving the harbour cannot exceed 50 m, 7,0 m and 1,1 m respectively;
- 2) the entering and leaving the harbour is permitted at visibility more than 0,5 Nm and wind force up to 5 in Beaufort Scale.

**§ 111.** The following traffic rules are applying in Port of Darłowo:

- 1) the maximum length overall, breadth and draught in fresh water (for mean sea level in harbour) of vessels entering the harbour is 75 m, 14 m and 4 m respectively;
- 2) the maximum parameters of vessel calling the port of Darłowo: length overall 90 m, fresh water draught 4,20 m for mean sea level in harbour; the permitted draught can be increased for designated berth: Dorszowe II – 4,50 m;
- 3) the one way traffic on the fairway is compulsory for all vessels of length overall more than 15 m;
- 4) the inbound vessel should give way to outbound vessel unless the Harbour Master Office manage otherwise;
- 5) if the merchant vessel is navigating along the harbour channel, the other traffic in the port of Darłowo is suspended;
- 6) the navigation of vessels solely under sails through the fairway between Harbour Bosun Office and turning area is prohibited;
- 7) the harbour pilotage for vessels with length overall up to 75 m is provided in weather conditions up to wind force 6 in Beaufort Scale and sea state 4;
- 8) the harbour pilotage for vessels with length overall more than 75 m is provided in weather conditions up to wind force 5 in Beaufort Scale and sea state 3;
- 9) harbour master, in justified cases and in favourable hydro-navigational conditions, may grant permission for entrer, departure and turning the vessel thought wind force and sea state exceeding the 6 in Beaufort Scale and 4 respectively;
- 10) in case of pilotage suspension due to heavy weather conditions, the outbound vessels are notified by the agent. The ship's master decides to stay or leave the harbour at his own risk, after turning the vessel with pilot's assistance (if applicable) and disembarking of pilot inside harbour channel. In that case the ship's master is obliged to obtain the harbour's master permission in written form;
- 11) the bascule bridge is operating around the clock and opens every full and on every harbour master order. The bridge remains open until all awaiting vessels pass. Every vessel passing the bridge should contact the bridge operator on VHF 12 or by phone. The specific bridge passage rules for vessels are as follows:
  - a) the bridge passage requires permission of the bridge operator,
  - b) vessel demanding opening the bridge should contact the bridge operator on VHF 12 or by phone to obtain the permission for passing. In case of lack the

VHF and phone contact the vessel may sound the following signal at a distance of about 500 m: two short, one long, one short blasts ( · · – · ), repeated if necessary.

- c) the two green fixed lights placed horizontally indicate the opening bridge,
  - d) the two red fixed lights placed horizontally indicate the closing bridge,
  - e) the two red fixed lights placed horizontally over two green flashing lights placed horizontally indicate the preparation for opening the bridge,
  - f) two green fixed lights placed horizontally over two red flashing lights placed horizontally indicate the preparation for closing the bridge,
  - g) two red flashing lights placed horizontally indicate the lack of possibility to open the bridge,
  - h) the vessel should not approach a bridge at a distance less than 50 m, until receiving a signal of passage open,
  - i) the one way traffic is compulsory during passage under the bridge,
  - j) the bridge operation might be temporarily suspended in case of heavy icing in harbour channel or at extremely high water level,
  - k) the passing of vessels proceeding in the same or opposite direction is prohibited.
- 12) on pilot's request, during turning of oversize vessel or vessel with restricted manoeuvrability on the turning circle, the operators of berths: Puckie, Ericus, Gdańskie, Szczecińskie and Skarpowe/Parkowe are obliged to clear the berthed vessels for the time of turning manoeuvres;
- 13) the shipowner/ship's master should obey the arrangements specified in §111 pt. 15, as per harbour master orders, provided at least one hour in advance prior manoeuvring commences;
- 14) the ship's master of vessel berthed at: Puckie, Ericus, Gdańskie, Szczecińskie and Skarpowe/Parkowe, intending to keep the vessel alongside, is obliged to make sure that during the expected time of vessel's stay will be no circumstances justifying the introduction of the requirements specified in §111 pt. 15 to secure the vessel's manning with required crew to perform the shifting on harbour master's request or at the time agreed with the harbour master;
- 15) the turning the vessel inside the harbour can be carried out in the designated area (turning circles) only. In justified cases, the harbour master may grant permission to perform turning at another area;
- 16) the turning of vessel at turning circle when the wind force exceeding 7 in Beaufort Scale is prohibited.

**§ 112.** The following traffic rules are applying in Port of Kołobrzeg:

- 1) The maximum length overall, breadth and fresh water draught of vessels entering the Port of Kołobrzeg cannot exceed 100 m, 15 m and 5 m respectively;
- 2) For the vessels with length overall, breadth and fresh water draught exceeding the 90 m, 12 m and 5 m respectively, entering the Port of Kołobrzeg, the harbour master in each case determines the navigational conditions inside the harbour upon request of the ship's master or his authorized representative;

- 3) For the vessels with length overall and breadth up to 90 m, 14 m respectively, entering the port of Kołobrzeg, the fresh water draught at mean sea level may be 5,5 m;
- 4) The vessel with length overall more than 50 m are permitted to navigate at visibility not less than 0,5 Nm;
- 5) The vessels with length overall more than 85 m or difficult manoeuvrability, should independently of the obligation to submit other notifications:
  - a) an update the ETA if it differs from the previously reported by more than 4 hours,
  - b) an additionally notify the vessel's approach at least 2 hours prior approaching buoy on UKF channel 12 or via electronic means,
- 6) The harbour pilotage for vessels with length overall up to 85 m is provided in weather conditions: wind force up to 6 in Beaufort Scale, sea state up to 4;
- 7) The harbour pilotage for vessels with length overall more than 85 m is provided in weather conditions: wind force up to 5 in Beaufort Scale, sea state up to 3;
- 8) In case of pilotage suspension due to heavy weather conditions, the outbound vessels are notified by the agent. The ship's master decides to stay or leave the harbour at his own risk, after turning the vessel with pilot's assistance (if applicable) and disembarking of pilot inside harbour channel. In that case the ship's master is obliged to obtain the harbour's master permission in written form;
- 9) During entering or leaving the vessels with a length overall more than 85 m or difficult manoeuvrability, the mooring restriction for vessels at berths specified in the table attached as Appendix no. 11 are introduced;
- 10) During turning of vessels with length overall more than 85 m, the mooring restriction for vessels at berths specified in the table attached as Appendix no. 12 are introduced;
- 11) The shipowner/ship's master is obliged to obey the arrangements specified in §112 pt. 9 and 10, as per harbour master orders, provided at least one hour in advance prior manoeuvring commences.
- 12) The ship's master of a vessel berthed at: Pilotowe, Węglowe, Barkowski, Szkolne and Koszalińskie, intending to keep the vessel alongside, is obliged to make sure that during the expected period of vessel's stay will be no circumstances justifying the introduction of the requirements specified in §112 pt. 9 and 10, to secure the vessel with required crew to perform the shifting or leaving the harbour on harbour master's request or at the time agreed with the harbour master;
- 13) The turning of vessel at turning circle when the wind force exceeding 7 in Beaufort Scale is prohibited;
- 14) The turning of vessels with length overall more than 30 m should be carried out on designated turning circle;
- 15) The passengers are forbidden to stay on board the passenger vessels moored at berth adjacent to the fairway during leaving or entering the harbour by vessel with length overall more than 85 m;
- 16) The navigation of vessels solely under sails through the fairway between Harbour Bosun Office and turning area is prohibited;
- 17) The small sailing yachts and rowing boats may navigate on the Parseta River waters from the railway bridge to the Yacht Harbour and on the Drzewny Canal waters

from the bridge to the turning circle, during the day time with extreme caution and provided that they do not obstruct the navigation of other vessels navigating in that area;

- 18) The vessels without VHF communication may enter or leave the harbour after agreeing the manoeuvring by phone with the duty service of Kołobrzeg harbour (Kołobrzeg Traffic) phone no. 94 352 27 99.

**§ 113.** The following traffic rules are applying in the Port of Dźwirzyno:

- 1) The vessels are permitted to navigate during a day time only except the vessels which are permanently based in the harbour;
- 2) The size of vessels entering the harbour cannot exceed the length overall of 12 m, breadth of 5 m and fresh water draught of 0,85 m draft at mean sea level, subject to §113 pt. 3;
- 3) The harbour's bosun may, in justified cases depending on hydro-navigational conditions, grant permission to entry of a vessel exceeding the length overall and draught specified in §113 pt. 2;
- 4) The maximum parameters of vessels entering the harbour cannot exceed the length overall of 15 m and 1,2 m fresh water draught at mean sea level;
- 5) The vessels are permitted to enter the harbour when the wind force is up to 5 in Beaufort Scale and sea state 3.

**§ 114.** 1. In case of water level in harbour is below the mean sea level determined on the gauge patches, the permissible vessel's draughts determined for a given berth, except the LNG terminal in the Outer Port of Świnoujście, should be reduced by a correction representing the difference between the current water level expressed in centimetres and the mean sea level.

2. The permissible vessel's draught at berths and in the basin of the Outer Port in Świnoujście, in relation to mean sea levels, are determined by the Director of the Maritime Office in Szczecin.

3. In case of icing, in a situation posing a danger to the safety of navigation, the icebreaker assistance may be provided on the order of the harbour master only to a vessel with ice class and main engine's power adequate to the current ice situation. The ice restrictions including the required ice class and main engine's power are published on the website of the Maritime Office in Szczecin and – upon request – are provided by VTS.

4. The relevant harbour master, in justified cases, may determine a different vessel traffic rules than originally established in the particular stretches of the fairway.

**§ 115.** 1. Vessels should proceed at a safe speed within the meaning of the COLREG, taking into account the restrictions specified in Port Regulations.

2. The vessels which within the limits of the permitted speed, making the waves that overflow the coastal strengthening or that may cause damage to vessels on the approaching (fairways) or in the port facilities or to vessels berthed, are obliged to reduce their speed to avoid causing dangerous waves of water.

3. The maximum permitted speeds through the water in the particular stretches of the fairways leading to the Świnoujście and Szczecin harbours and in the VTS area of the Pomeranian Bay are specified in the below table:

Item No.	The stretch of the fairway	The maximum permitted speed in knots
1	VTS area south from beacons „11 – 12” to pair of buoys „15 – 16”	12
2	From pair of buoys „15 – 16” to Fairway Gate no. I and with Świnoujście harbour area	8
3	From Fairway Gate no. I to abeam of northern head of Chełminek Island	12
4	From abeam of northern head of Chełminek Island to pair of buoys „13 – 14”	8
5	From pair of buoys „13 – 14” to abeam of lower beacon of Krępa leading light	12
6	From abeam of lower beacon of Krępa leading light to abeam of upper beacon of Raduń leading light	8
7	From abeam of upper beacon of Raduń leading light to Iński Nurt	12
8	From Iński Nurt and in the Szczecin harbour areas	8

4. The maximum permitted speeds through the water for vessels which draught exceeding 8 m in the particular stretches of the Świnoujście – Szczecin fairway specified in the below table:

Item No.	The stretch of the fairway	The maximum permitted speed in knots			
		The container vessel, LPG carrier, passenger vessel		The bulk carrier, tanker vessel	
		T > 10 m	T ≤ 10 m	T > 10 m	T ≤ 10 m
1	From abeam of Mielin N light to pair of buoys „1 – 2” on Szczecin Lagoon	8	8	6	6
2	From pair of buoys „1 – 2” on Szczecin Lagoon to abeam of upper beacon of Raduń leading light	10	12	8	10
3	From abeam of upper beacon of Raduń leading light to Iński Nurt	8	10	7	9
4	From Iński Nurt and in the Szczecin harbour areas	7	7	7	7

5. Vessels with draught up to 4,0 m, on the stretch of the Świnoujście - Szczecin fairway from the Fairway Gate no. 1 to the Huta berth, may proceed at speeds greater than those specified in §115.3, provided that the requirement of §115.1 and §115.2 are met.

6. In the harbour areas, except the Ports of Świnoujście, Szczecin and Police, the vessel's speed cannot exceed 5 knots.

7. During overtaking, the vessel that agrees to be overtaken should reduce her speed and the overtaking vessel should not exceed the maximum speed for a given stretch of the fairway.

8. The vessel's speed specified in §115.3, item no. 1 of table are not applying to ferries entering the harbour and all outbound vessels. However, these vessels are obliged to navigate with caution and maintain a safe distance from overtaken and passing vessels.

9. Vessels passing the other vessels at anchor, assisted by tugs, dredgers and hydrographic vessels carried out their operation should reduce their speed to avoid causing a dangerous waves in the water.

10. The maximum permitted speeds specified in paragraph §115.3 may be increased in case of vessel's drift or in a situation of ice field pressure. In such cases, the VTS should be notified immediately.

**§ 116.** The crafts such as seaplanes, hovercrafts, catamarans, which due to the nature of their operation, intend to navigate in the harbour areas, anchorages and fairways at speeds higher than those specified in §115.3, are required to have a permission issued by the Director of Maritime Office in Szczecin.

**§ 117. 1.** The speed limits specified in §115.3 shall not apply to the Border Guard, Police, Customs, Maritime Office in Szczecin, Navy and sea fisheries administration authorities vessels as well as the vessels performing special state service, pilot vessels and vessels involved in rescue operations – while performing official activities.

2. The vessels specified in §117.1, which may cause a wave that impedes the staying the vessels at berths should broadcast a warning message on the VTS working channels and the Harbour Master Office as well.

**§ 118. 1.** The simultaneous carriage of passengers and vehicles with a dangerous cargo of Classes 1.1, 1.2, 1.3, 2.3, 4.2 and Classes 6 and 7 according to the IMDG Code, in excess of 50 kg and flammable liquids or solid hazardous materials in bulk by a harbour ferries is prohibited. These materials should be carried by harbour ferries between 23:00 and 05:00 on the following day, according the requirements of the IMDG Code for cargo handling.

2. The competent harbour master may grant permission to waive the requirements specified in §118.1 while specifying additional conditions for the safety of passengers and carrying hazardous cargo.

**§ 119.** The carrying out a public transport of passenger in the harbour by crafts other than ferries or passenger vessels is prohibited.

**§ 120.** The harbour ferries in operation are obliged to keep stand by watch on the VHF working channel of the territorially competent Harbour Master Office or VTS in area where is implemented.

## **Chapter 5**

### **Vessel's lights, shapes and signals**

**§ 121.** The lights, shapes and signals should comply with the provisions of the COLREG and the International Code of Signal, unless otherwise is stipulated in the Port Regulations.

**§ 122.** The vessels and seaplanes should transmit the sound signals only in cases provided in COLREG and Port Regulations.

**§ 123.** 1. The vessels of size group 4 and 5 underway from abeam of the northern head of the Kosa peninsula in Świnoujście to the Port of Szczecin as well as in Szczecin and Police harbour areas showing the lights and shapes of vessels constrained by her maximum draught.

2. The hydrofoil or any other vessel navigating in a non-displacement state through the fairway should, in addition to the lights prescribed in the COLREG, show all-round yellow flashing light in the most visible place.

3. The power-driven harbour ferry underway should show a yellow ball in the most visible place during a day time and in addition to the lights prescribed in the COLREG, a yellow flashing light over the front masthead light with a characteristic of 15 to 60 flashes per minute during a night time.

**§ 124.** The vessels carrying dangerous and polluting cargo, specified in §89.1 should, in addition to the lights and shapes prescribed in the COLREG, show in the most visible place:

- 1) an all-round red light,;
- 2) in addition, the "B" flag according to the International Code of Signals during a day time.

**§ 125.** 1. The Navy, Border Guard, Police, Customs, Maritime Office in Szczecin and SAR vessels as well as other special state services vessels, while on duty, may in order to draw attention to themselves, in addition to the lights and shapes prescribed in the COLREG, show:

- 1) an all-round blue flashing or fixed light;
- 2) in addition, the service flag in the most visible place during a day time.

2. In addition to the lights and signs, the vessels specified in §125.1 may also transmit an audible modulated signal.

**§ 126.** The vessel on fire, regardless of notifying the Harbour Master Office and VTS in area where is implemented and the emergency service of the harbour concerned, should transmit a signal consisting of two short and one long blasts (\* \* -), repeated with intervals of not more than one minute, by means of the siren, whistle, buzzer or uninterrupted ringing of the ship's bell. The signals should be transmitted until the arrival of the firefighting unit.

**§ 127.** In the situations specified below, the vessel should give the following sound signals:

- 1) the special state service vessel for stopping another vessel: one short, one long, two short blast (\* - \* \*);
- 2) for throwing a tow by the tug: one short, two long, one short blasts (\* - - \*);
- 3) for calling of linesmen: one long, three short, one long blasts (- \* \* \* -);
- 4) for calling to turn on the VHF: one long, one short, one long blasts (- \* -).

## **Chapter 6**

### **Specific rules for LNG carriers entering and leaving the Outer Port of Świnoujście**

**§ 128.** 1. The LNG carrier with an length overall, breadth and maximum fresh water draught up to 320,0 m, 51,0 m and 12,5 m respectively, intending to anchor in the area of the Port of Świnoujście roadstead, should use the anchorage no. 3, anchoring in the safe

manoeuvring area of the LNG carrier anchorage, the centre of which is marked by the position: Lat. = 54° 17,6' N, Lon. = 014° 08,1' E.

2. The LNG carrier forced to abort its approach or departure manoeuvre, emergency anchoring for a short period of time or turn back on the approaching fairway should use the emergency manoeuvring area located south of the pair of buoys "5 – 6" on the west side of the approaching fairway.

**§ 129.** 1. The LNG carriers entering and leaving the Outer Port of Świnoujście are obliged to be assisted by an escort vessel from the position of buoy "N – 2" on the approaching fairway until mooring and vice versa.

2. The escort vessel, maintaining a radio contact with the VTS and the pilot of the LNG carrier, should ensure enforcement of the behaviour of navigating crafts in the vicinity of the LNG carrier ordered by the VTS and should monitor other hazards which are not detected by the VTS service.

**§ 130.** 1. The LNG carriers are obliged to be assisted by a firefighting vessel adapted to fight against fires on LNG carriers specified in §129.1.

2. The assistance specified in §130.1. is applying:

- 1) during the LNG carrier's movement on the approaching fairway, from the pair of buoys "15 – 16" to the Outer Port in Świnoujście and vice versa;
- 2) during the LNG carrier's mooring and unmooring manoeuvres;
- 3) during the LNG carrier is berthed at the LNG terminal.

3. The firefighting vessel assisting a tanker berthed at the LNG terminal should remain in immediate readiness to commence the firefighting operations in the vicinity of the tanker in the area of the Outer Port of Świnoujście.

4. The tug with a bollard pull at least 45 tonnes, which is a reserve vessel in the Outer Port of Świnoujście, ready for immediate use, may perform the role of a firefighting vessel, provided that she has the class of vessel assigned for firefighting on LNG carriers with the parameters specified in §129.1 and is additionally manned additionally manned by team of the Harbour's Fire Brigade.

**§ 131.** The following conditions for obtaining the permission for the LNG carrier entering or leaving the Outer Port of Świnoujście are established:

- 1) the length overall, breadth and fresh water draught of the LNG carrier should not exceed 320 m, 51 m and 12,5 m respectively;
- 2) in order to obtain permission to enter or leave the harbour, the master of an LNG carrier should, together with the pilot, check the readiness of the vessel according to the checklist attached as Appendix no. 7 and notify the VTS regarding the results of the check:
  - a) prior making a turn at the buoy "N – 2" on the approaching fairway,
  - b) prior commence the unmooring operations;
- 3) the hydro-meteorological data limiting the granting permission for the LNG carrier to enter or leave the harbour are taken from the measuring station located on beacons "11 – 12" at the approaching fairway. In case of failure of this station, the VTS determines the hydro-meteorological data based from other available equipment installed in the vicinity of Outer Port of Świnoujście;

- 4) The VTS may grant permission for the LNG carrier to enter the port provided that:
  - a) the maximum wind force is not exceeding 12,5 m/s,
  - b) the wave height is not exceeding 1,2 m,
  - c) the visibility is not less than 1 Nm,
  - d) the current velocity in the manoeuvring area between the harbour breakwater heads and the pair of buoys "15 – 16" is not exceeding 0,5 knots (a speed of 1,5 knots indicated by the current meter located on the Świnoujście – Szczecin, in the vicinity of the Central Breakwater is considered as an equivalent measurement),
  - e) the water level, taking into account the forecasted changes, should guarantee the amount of static under keel clearance, increased by the dynamic factor, calculated for a maximum speed of 10 knots, not less than 2,3 m, for the stretch of the approaching fairway to the Port of Świnoujście to the pair of buoys "9 – 10",
  - f) the terminal's dispatcher will report on VHF channel 12 the readiness of terminal to receiving the LNG carrier,
  - g) the towing company operating the LNG tanker will report on VHF channel 12 the readiness, the set of tugs and their efficiency,
  - h) the weather forecast for the period of time of the tanker's entry manoeuvre into the harbour, does not predict a rapid deterioration of conditions;
- 5) The master of the LNG carrier or a pilot on his behalf should report to VTS the passing of pair of buoys "5 – 6" on the approaching fairway to Port of Świnoujście in order to receive the permission to continue the entering the harbour. VTS should grant such permission provided that:
  - a) the wind force is not exceeding 12,5 m/s,
  - b) the wave height is not exceeding 1,5 m,
  - c) the water level, taking into account the forecasted changes, should guarantee the amount of static under keel clearance, increased by the dynamic factor, calculated for a maximum speed of 8 knots, not less than 2,0 m, for the stretch of the approaching fairway to the Port of Świnoujście from the pair of buoys "9 – 10" and on the vessel's manoeuvring areas,
  - d) the visibility on the approaching fairway from the pair of buoys "11 – 12" and inside the harbour is not less than 1,5 Nm;
- 6) the VTS may grant permission for the LNG carrier to leave the harbour, provided that:
  - a) the maximum wind force is not exceeding 12,5 m/s,
  - b) the wave height is not exceeding 1,5 m,
  - c) the visibility is not less than 1,5 Nm,
  - d) the current velocity in the manoeuvring area between the harbour breakwater heads and the pair of buoys "15 – 16" is not exceeding 0,5 knots (a speed of 1,5 knots indicated by the current meter located on the Świnoujście – Szczecin, in the vicinity of the Central Breakwater is considered as an equivalent measurement),
  - e) the terminal's dispatcher will report on VHF channel 12 the readiness of terminal to unberthing the LNG carrier,

- f) the towing company operating the LNG tanker will report on VHF channel 12 the readiness, the set of tugs and their efficiency,
- g) the weather forecast for the period of time of the tanker's departure from the harbour manoeuvre, does not predict a rapid deterioration of conditions.

**§ 132.** 1. The LNG carriers should proceed at a safe speed in the meaning of the COLREG, taking into account the regulations specified §132.2 – 4.

2. The maximum permitted speeds through the water of LNG carrier entering the harbour in the particular stretches of the approaching fairway and in the VTS area of the Pomeranian Bay are specified in the below table:

Item No.	The stretch of the fairway	The maximum permitted speed in knots
1	From buoy "N – 1" to pair of buoys "9 – 10"	10
2	From pair of buoys "9 – 10" to pair of buoys "15 – 16"	8
3	From pair of buoys "15 – 16" and in the area of Outer Porto of Świnoujście	4

3. The maximum permitted speed of ballasted LNG carrier leaving the harbour after passing the pair of buoys "15 – 16", in the roadstead area and on the approaching fairway is 12 knots.

4. The VTS may request to maintain the maximum speed other than specified in §132.2, while using the dynamic under-keel clearance system.

**§ 133.** 1. The LNG carriers calling at the Outer Port of Świnoujście:

- 1) entering the harbour;
- 2) leaving the harbour, in the stretch from the berth to the pair of buoys "13 – 14", are obliged to use the services of two pilots.

2. The LNG carrier:

- 1) leaving the harbour, from the pair of buoys "13 – 14" until leaving the roadstead area, passing the buoy "N – 1" or entering the anchorage no. 3;
- 2) anchoring in the emergency manoeuvring area;
- 3) during berthing at the LNG terminal, are obliged to use the service of one pilot.

**§ 134.** The LNG carriers entering the Outer Port of Świnoujście should be boarded by pilots:

- 1) at anchorage no. 3 – from the tanker's anchoring area;
- 2) underway - from the boarding place in the area of buoy "N – 1".

**§ 135.** 1. The tug servicing the LNG carrier should have a class of vessel assigned for operation of vessels carrying cargoes with a flashpoint not exceeding 60 °C.

2. Regardless of the requirements of a classification society should have a class of vessel assigned for operation of vessels carrying cargoes with a flashpoint not exceeding 60 °C, a tug servicing the LNG tanker should be equipped with:

- 1) the system for automatically adjusting the tension of the towing rope;
- 2) the fenders mounted around the entire hull by the synthetic fixing;
- 3) the explosion-proof luminaires for lighting systems on the outer decks;

- 4) the atmospheric methane detector system installed on the outer deck;
- 5) the spark dampers in exhaust ducts;
- 6) the sprinkler system for bow fenders.

3. The tug assisting a tanker on the approaching fairways and while the tanker is berthed at an LNG terminal, in addition to the mandatory equipment specified in §135.1, should be equipped with a water curtain system for self-defence.

4. The mandatory equipment specified in §135.2-3 should comply with the technical requirements of an approved classification society as evidenced in the tug's classification documents.

5. The tug servicing the LNG carrier should be equipped with the azimuth thrusters or Voith-Schneider propellers.

**§ 136.** 1. The at least of four tugs assistance during entering or leaving the LNG carrier and during her manoeuvring in the Outer Port of Świnoujście is compulsory. Two of these tugs should have a bollard pull not less than 80 tonnes each and the other two not less than 45 tonnes each.

2. When the LNG carrier is berthed at the LNG terminal in the Outer Port of Świnoujście, the tanker should be assisted by at least two tugs with total bollard pull not less than 160 tonnes. One of the tug should have a bollard pull not less than 80 tonnes.

**§ 137.** 1. The tugs assistance composition other than specified in §136 if the wind force up to 10 m/s is permitted, provided that the all following conditions are met:

- 1) the tugs assistance composition includes at least four tugs equipped with azimuth thrusters or Voith-Schneider propellers;
- 2) the two tugs providing the active assistance must have a bollard pull not less than 60 tonnes each;
- 3) the total bollard of the tugs providing the assistance cannot be less than 240 tonnes.

2. In case of a wind force 10 m/s or more, the ship's master should decide after consultation with the pilot, to use a different tugs assistance composition.

3. In case specified in §138.1 and §138.2, the ship's master should inform the harbour master regarding the tugs assistance composition used.

4. The regulations of §138 should apply respectively.

**§ 138.** 1. The tug assistance for the LNG carrier entering the Outer Port of Świnoujście should be provided as follows:

- 1) in the stretch of the approaching fairway from the position 1 Nm north of the pair of buoys "5 – 6" and during the emergency stay at the emergency manoeuvring area, the one tug of bollard pull at least 80 tonnes should be used, conducting the active assistance made fast aft,
- 2) in the stretch of approaching fairway from pair of buoys "13 – 14", the two tugs of bollard pull at least 80 tonnes each should be used, conducting the active assistance made fast forward and aft,
- 3) from the pair of buoys "15 – 16", the four tugs should be used, the two of them assisting in the manner specified in point 2 and the remaining tugs assisting in the manner as directed by the pilot in consultation with the ship's master.

2. The tug assistance for the LNG carrier leaving the Outer Port of Świnoujście should be provided as follows:

- 1) the rule specified in §136.1 or 137.1 – to the pair of buoys "15 – 16";
- 2) the two tugs with a bollard pull at least:
  - a) 80 tonnes each when performing the assistance specified in §137.1 or
  - b) 60 tonnes each when performing the assistance specified in §138.1, to a pair of buoys "13 – 14";
- 3) the one tug with a bollard pull at least:
  - a) 80 tonnes when performing the assistance specified in §137.1) or
  - b) 60 tonnes when performing the assistance specified in §138.1, to a pair of buoys "9 – 10" buoys on the approaching fairway and during an emergency stay at the emergency manoeuvring area.

3. The manner in which the tugs assistance specified in § 138.2 is to be performed should be decided by the pilot in consultation with the ship's master.

**PART III**  
**HARBOUR'S SERVICES**  
**Chapter 1**  
**The pilot service**

**§ 139.** 1. The following vessels are obliged to use the pilotage:

- 1) vessels and pushing or towing sets with length overall more than 90 m calling the Port of Świnoujście, subject to points 10 and 11;
- 2) vessels and pushing or towing sets with length overall more than 75 m calling the harbours other than Świnoujście, subject to points 3, 4, 10 and 11;
- 3) vessels and pushing or towing sets with length overall more than 50 m calling the Port of Kołobrzeg;
- 4) vessels and pushing or towing sets with length overall more than 40 m calling the Port of Darłowo;
- 5) vessels, irrespective of their length overall, which may pose a threat to navigational safety and harbour order, and in particular those specified in §63.1 pt. 1;
- 6) vessels carrying dangerous or polluting cargoes in bulk or not gas free after carrying such cargo;
- 7) vessels carrying passengers, except the inland vessel of passenger cruise shipping on the stretch between Trasa Zamkowa and Bulwar Chrobrego in the Port of Szczecin;
- 8) vessels using a tug assistance;

- 9) vessels entering or leaving the docks - as far as manoeuvring in shipyard areas is concerned;
- 10) vessels with length overall more than 75 m, which do not have an operational thruster or azimuth thruster enabling safe manoeuvring and mooring of the vessel;
- 11) vessels with length overall more than 75 m calling at harbours while ice restrictions are in force;
- 12) vessels whose masters have no knowledge of Polish or English as regards Standard Maritime Communication Phrases and knowledge of Port Regulations,
- 13) vessels whose masters are entering or leaving for the first time the Ports of Świnoujście, Szczecin, Police and the harbours of the Szczecin Lagoon, unless they submit, in the manner specified in §50, a declaration that they do not use pilotage services in written form.

2. The rules and conditions for obtaining the pilot's exemption certificate are specified in separate regulations.

3. The harbour master or VTS operator may order any vessel to use the pilotage services if he considers that the conditions of navigation safety require so.

**§ 140.** The vessel that is not required to use a pilot should, as required by the reporting system, notify the Harbour Master Office or VTS in area where is implemented, that she is not using a pilot.

**§ 141.** 1. The ordering of pilot should be performed by the ship's master or his authorised representative according to the rules and procedure established by the relevant pilot station.

2. For Ports of Świnoujście, Szczecin and Police, the pilot order shall be performed:
  - a) for vessels entering the harbour, at least 4 hours prior to boarding the vessel with a pilot,
  - b) for vessels leaving the harbour, at least 2 hours prior the estimated time of departure.

**§ 142.** 1. The using of pilot services is mandatory from the designated pilot boarding place until the vessel berth and vice versa.

2. The using of pilot services is mandatory from the following designated pilot boarding places:

- a) "Pilot-3" – at the buoy "N – 2", for vessels with draught more than 11,0 m, proceeding from the Pomeranian Bay,
- b) "Pilot-2N" – at a position approximately 1 Nm north from the pair of beacons "11 – 12", for vessels with draught between 7,0 m and 11,0 m, proceeding from northerly directions in the Pomeranian Bay,
- c) "Pilot-2E" – at a position approximately 0,5 Nm from the eastern boundary of the VTS area, at the southern boundary of anchorage 2A, for vessels with draught more than 7,0 m, proceeding from eastern directions in the Pomeranian Bay,
- d) "Pilot-1" – at a position approximately 0,5 Mm south from the pair of buoys "13 – 14", for vessels with a draught of less than 7,0 m, proceeding from the direction of the Pomeranian Bay,
- e) at buoy "TW-1" in the vicinity of Fairway Gate no. II, for vessels proceeding from the border of the Republic of Poland in the Szczecin Lagoon.

3. In situation of excessive wave conditions for a specified type and size of piloted vessel, subject to §10.1-2, §69.2 pl. 2, letter f, the pilot may board the vessel or disembark from the vessel in a place other than that specified in §142.2, if it is not dangerous for the safety of navigation and will not cause the obstruction to traffic of other vessels.

4. The regulation specified in §142.3 shall not apply to:

- a) the vessels carrying dangerous or polluting cargo as specified in §89.1,
- b) the vessels with a draught more than 7,5 m or a length overall more than 140 m,
- c) the vessels with a draught more than 6 m entering the harbour from the roadstead during a night time.

5. The pilot who intends to board the vessel or to disembark from the vessel in a place other than specified in §142.2 due to a reason specified in §142.3 may do so only with the agreement of the ship's master, obtained prior the vessel reaches the position specified in §142.2, and should:

- a) inform the ship's master about the navigational conditions in the area concerned with particular regard to navigational hazards and the other traffic,
- b) provide the ship's master all necessary information for the safe navigation of the vessel,
- c) notify the VTS about the reasons and positions for boarding the vessel or disembarking,
- d) as appropriate, commence providing information and advice to the ship's master in navigation from the pilot boat from Pilot-1 position, or continue the pilot service until the vessel has reached the position of the pair of buoys "15 – 16".

6. A pilot on the outbound vessel prior disembarkation, should notify the VTS about his intention to disembark the vessel. In case of the LNG tanker is navigating through the approaching fairway to Port of Świnoujście during entering the Outer Port of Świnoujście, VTS may order the pilot service to be prolonged until the tanker is safely passed or to the indicated place.

**§ 143.** 1. The pilot is obliged to refuse performing a pilot service if he considers that this would cause a breach of Port Regulations or if he considers that the vessel is not seaworthy.

2. The pilot should immediately notify the Harbour Master Office and VTS in area where is implemented of any refusal to performing a pilot service, stating the reason for such refusal, and should comply with the instructions received.

3. Prior to boarding the vessel the pilot is obliged to take the reading of the ship's actual draught and pass it to the duty of Harbour Master Office or VTS in area where is implemented or notify the relevant duty regarding the impossibility of taking the reading.

**§ 144.** 1. The vessel obliged to use a pilot service may change its berth or mooring arrangement without the pilot on board, provided that the ship's master obtains from the Harbour Master Office or VTS in area where is implemented, information about the availability of a given area, the prevailing hydro-meteorological conditions and at least one mooring rope remains on berth during manoeuvring.

2. The vessels of length overall between 75 m and 90 m, excluding vessels specified in § 139.1 pt. 6 may, without pilot on board, change their berth or mooring arrangements, within the following basins:

- a) the Kaszubski Basin, including the Górnośląski and Warta Basins,
- b) the Central Harbour, including the Grodzki Canal,
- c) the Dębicki Basin,
- d) the Western Parnica River (excluding the shipyard areas),
- e) the Police Sea Harbour,
- f) the Barge Port of Police, provided that the ship's master obtains from the Harbour Master Office or VTS in area where is implemented, information about the availability of a given area, the prevailing hydro-meteorological conditions, subject to §139.1 pt. 9.

**§ 145.** 1. The chief pilot or his designated person during the heavy weather condition should make a decision to suspend a pilot service at the roadstead, of which the pilot station's dispatcher of the pilot station should notify in written form, by e-mail or fax, VTS Świnoujście and VTS Szczecin.

2. In case of suspension of a pilot service at the roadstead, the competent Harbour Master Office or VTS, as well as the dispatcher of the pilot station when ordering the pilot, are obliged to notify vessels intending to departure or enter the harbour regarding this matter.

3. When there is a vacant berth available, at the request of the ship's master which does not decide to leave the harbour without a pilot during heavy weather conditions, the user is obliged to make the berth available to the vessel for waiting until the weather condition improves. The mooring arrangement should be determined by the user.

**§ 146.** The docking, un-docking and launching operations are carrying out by a pilot designated by the chief pilot.

## **Chapter 2**

### **The towing and tug service**

**§ 147.** 1. The use of tug services in harbours is compulsory in the scope of specified in Port Regulations.

2. The minimum requirements for the number of tugs and their minimum total bollard pull during vessel's entry and departure manoeuvres as well as mooring and unmooring operations are specified in Appendix no. 9 for vessels calling the Ports of Szczecin and Police, and in Appendix no. 10 for vessels calling the Port of Świnoujście.

3. The harbour master may order the use of a tug or increase the number of tugs if it is required for navigational safety.

**§ 148.** The towing services of objects or vessels with length overall more than 20 m by vessels not designed for this purpose, without the permission of the harbour master is prohibited. An exception to this is towing for the purpose of rendering assistance in distress.

**§ 149.** 1. In order to obtain the permission specified in §63.1, the ship's master or his authorised representative should submit to the harbour master a towing plan specifying the method of towing, the number and type of tugs to be used and the expected time of passage.

2. The tug is prohibited to:

- 1) leave the towed or pushed vessel prior she is safely moored in a suitable berth;
- 2) tow and push vessels simultaneously.

**§ 150.** 1. The each towing set in the harbour area should be manned with a qualified crew to operate the mooring and towing ropes.

2. In the case of towing the barges, floating cranes, auxiliary equipment and similar floating crafts without self-propulsion, which do not have a designated skipper (master) with appropriate qualifications, the management of the towing set should be belonged to the master of the towing tug.

**§ 151.** The towing set should not comprise more than one towed craft, unless the Harbour Master grants permission for towing of two or more crafts in a set.

**§ 152.** 1. The tug cannot leave the vessel without the instruction or permission of the master of the vessel being towed even if she is only assisting her.

2. A towing line may be released by a tug without the permission of the master of the towed vessel only in the event of danger threatening to the tug.

**§ 153.** The bollard pull of the tug should be confirmed by a certificate issued by the classification society.

**§ 154.** 1. The tug assistance in the Port of Stepnica is compulsory for vessels with length overall more than 60 m manoeuvring with turning.

2. The tug assistance in the Port of Trzebież is compulsory for vessels with length overall more than 75 m during manoeuvring with turning.

3. The tug assistance in the Port of Kołobrzeg is compulsory for vessels with length overall more than 60 m, except the vessels with length overall up to 70 which have the operational thruster.

4. The tug assistance in the Port of Darłowo is compulsory for vessels with length overall more than 60 m manoeuvring with turning, except the vessels with length overall up to 75 which have the operational thruster.

**§ 155.** The number of tugs specified in §147.2 and §154 does not apply to vessels of inland, harbour and sheltered waters navigation, subject to §147.3. The number of tugs or pushers and the manoeuvring abilities of these vessels must ensure their safe manoeuvring.

**§ 156.** 1. The tug assistance for vessels entering the Port of Szczecin is compulsory for vessels:

- 1) with length overall up to 120 m – at a distance of 1500 m from the berthing or turning area, and for vessels berthing south of the entrance to the Przekop Mieleński (Święta Strait), in the vicinity of the Dock No. 5;

- 2) with length overall more than 120 m, proceeding to berths and basins located south of the Huk wharf – from the Kra wharf to the berthing place;
  - 3) proceeding to the berths along the Oder River north of Huk berth – from abeam of the southern head of Żurawia Island to the berthing place.
2. The tug assistance for vessels entering the Port of Police is compulsory for vessels:
    - 1) with length overall more than 120 m mooring in the Police Sea Harbour – from abeam of the Krępa Górna beacon to the berthing place;
    - 2) with length overall up to 120 m – at a distance of 1500 m from the berthing or turning area.
  3. The tug assistance for vessel entering the Port of Świnoujście is compulsory for vessels:
    - 1) with length overall up to 120 m – at a distance of 1500 m from the berthing or turning area;
    - 2) with length overall more than 120 m and up to 160 m, entering the harbour from the sea – from the entrance to the harbour to the berthing place, and entering the harbour from the side of the Szczecin Lagoon – 1,5 Nm from the berthing place;
    - 3) with length overall more than 160 m, entering the harbour from the sea – 2,0 Nm prior harbour's entrance to the berthing place, and entering the harbour from the side of the Szczecin Lagoon – 2,0 NM from the berthing place.
  4. The position of releasing the tugs providing a tug assistance for vessels leaving the Ports of Szczecin and Police and for vessels with length overall up to 180 m leaving the Port of Świnoujście should be decided by the ship's master after consultation with the pilot.
  5. The tug assistance for vessels with length overall more than 180 m leaving the Port of Świnoujście is compulsory from the unberthing place in the harbour until the time of notifying the VTS about vessel's readiness to continue the independent voyage, however not before passing the pair of buoys "15 – 16".
  6. The tugs which are designated to form with the active assistance during the passage to the berth should wait at the place of commencement of the tug assistance and not less than:
    - 1) one tug, if the required set of the tug assistance provides using of two tugs;
    - 2) two tugs, if the required set of the tug assistance provides using of three tugs or more.
  7. The remaining tugs of the required set of tug assistance, ready for immediate use, should wait in the vicinity of the vessel's berthing or turning place, or at a location determined by the ship's master, after consultation with the pilot. The ship's master may require all tugs provided in the required set of tug assistance to wait at the place of commencement of tug assistance.

**§ 157.** 1. If, in the opinion of the pilot assigned to the vessel, the circumstances justify the use of more tugs than specified in Appendices no. 9 and 10, he should notify the ship's master and notify the Harbour Master Office or VTS in area where is implemented about ship's master final decision.

2. In cases of danger to the safety of the vessel, life at sea or pollution of the environment, the harbour master may grant permission to derogation from the conditions regarding the tug assistance as specified in Appendices no. 9 and 10.

3. The regulations of §157.1 and §157.2 are not applying to LNG carriers calling at the Outer Port of Świnoujście.

4. In justify cases, on the request of the shipowner, the harbour master, in agreement with the chief pilot, may grant permission to reduce the number or the total bollard pull of the tug assistance as specified in Appendices no. 9 and 10.

**§ 158.** From the commencement of the tug assistance until its completion, the tugs should communicate with the towed vessel on designated VHF channels as specified in the communications instruction, attached as Appendix no. 5.

**§ 159.** The vessels that need to be towed for safe harbour entry may only enter the harbour if the sea state at the roadstead allows the tow to be made fast safely.

**§ 160.** 1. The newly built vessels, leaving the harbour for the sea trials and returning from sea trials, irrespective of their size are obliged to be assisted by one tug on the fairways from the berth to the harbour's exit to the roadstead and vice versa.

2. The vessels specified in §160.1 may be exempted from tug assistance on the fairway underway to the shipyard if the ship's master undergoing sea trials prior entering the harbour confirms that the sea trials have been completed successfully and that the rudder, main engine and thruster are operational properly.

3. The vessels overhauled and not undergoing the trials of the propulsion or steering gear should be assisted by one tug:

- 1) in the Port of Szczecin – from the berthing place to abeam of the lower beacon of Police leading lights;
- 2) in the Port of Police – from the berthing place to the Fairway Gate no. IV;
- 3) in the Port of Świnoujście – from the berthing place to the harbour's exit to the roadstead, for vessels proceeding to the sea, or from the berthing place to the Fairway Gate no. I, for vessels proceeding towards the Szczecin Lagoon.

**§ 161.** 1. The towing of vessels with propulsion or steering gear malfunctions may take place during day time and wind force up to 6 in Beaufort Scale.

2. The docking and un-docking of vessels should be in accordance with the rules specified in the docking and un-docking instructions.

3. The launching of vessels on slipways is allowed during day time according to the rules specified in the launching instructions.

4. Once the vessel has been launched, the shipyard should immediately remove from the adjacent area any remains such as anchors, floating timber, buoys, etc. The navigational obstructions that cannot be removed immediately by the shipyard are to be marked with illuminated navigation marks and reported to the Harbour Master Office and VTS in area where is implemented.

**§ 162.** 1. The maximum length overall of pushing sets, in harbour and sheltered navigation, cannot exceed 156 m with a breadth up to 11,45 m or 140 m with a breadth of two barges, provided that the total breadth of the pushing set does not exceed 23 m.

2. The towing of barges in harbour and sheltered navigation is permitted in wind force up to 6 in Beaufort Scale for loaded barges and up to 5 in Beaufort Scale for pontoons, docks and empty barges.

3. The pushing of barges in harbour navigation is permitted in wind force up to 9 in Beaufort Scale for loaded barges and up to 7 in Beaufort Scale for empty barges and pontoons. An empty barge is considered as a barge with less than 50% of its total deadweight used.

4. The power of the pusher or tug should be appropriate to the size of the set being pushed or towed and the conditions and circumstances of the towing or pushing.

### **Chapter 3** **The mooring and berthing order of vessels**

**§ 163.** 1. All vessels with length overall 50 m and more in the Ports of Szczecin, Świnoujście and Police are obliged to use the assistance of harbour linesmen, subject to §163.2.

2. The master of inland vessels should make the decision about using the assistance of harbour linesmen considering the safety for the performance of the mooring operation. The regulation is not applying to inland vessels carrying dangerous goods.

**§ 164.** 1. The number of linesmen for service the vessel depends of her size is specified in below table:

Kind of manoeuvring	Lenght overall of vessel in metres				
	50,00-80,00	80,01-140,00	140,01-170,00	170,01-200,00	More than 200,00
Mooring	2	3	4	5	6
Unmooring	1	2	3	4	5

2. The linesmen should wear personal protective equipment, including a life jacket, and carry out their work in accordance with health and safety requirements.

3. The work of linesmen during mooring and unmooring operations should be coordinated and performed under the supervision of the person in charge of the linesmen team, equipped with means of communication with the ship's master, indicating the vessel's berth, designated in the manner specified in §172.1 and §172.2 and maintaining communication with the vessel.

4. Every linesman should complete a training in their duties, based on the training programme recommended by the IMO, confirmed by a certificate of completion the training.

5. On berths designated for the transshipment of dangerous or polluting cargo, the conduct of berthing operations, the health and safety requirements and the training requirements for the activities to be carried out during such operations should be described in the vessel's safe working instructions.

**§ 165.** 1. The vessel should be moored in such a manner as to ensure her own safety and that of other vessels and port facilities.

2. The removing and casting-off mooring ropes from the berth should by only done on the order of the ship's master.

3. Every vessel moored in the harbour should switch on her external lighting at night time, as well as during day time during restricted visibility.

4. If the vessel's bow or stern extends beyond the berth, the vessel should established a white light at the end of the extending, irrespective of the lights specified in §121.

5. The vessel's equipment extending over the vessel's side should be marked with a white light at night time.

**§ 166.** 1. The safe, non-sparking ropes should be used for mooring or towing a tanker carrying flammable liquids, gases or non-gas free after carrying such cargo.

2. The vessel's crew should receive or cast off the mooring ropes of the vessels serving her.

**§ 167.** 1. The mooring ropes should be put only on bollards or other devices designed for that purpose, so that, if necessary, each mooring rope may be easily let go in any order.

2. The mooring a vessel in places not designated for that purpose is prohibited.

**§ 168.** 1. The vessels carrying in bulk: oils as defined in Annex I to the MARPOL Convention, liquefied gases as listed in Chapter 19 of the IGC Code, flammable liquids and vessels non-gas free or non-inerted after carrying these cargoes, may moor only at berths designated for this purpose.

2. In the case of a vessel carrying cargoes specified in paragraph §168.1, which has suffered a breakdown while navigating on the Świnoujście – Szczecin fairway, when the maritime assistance service has been implemented, or when the hydro-meteorological conditions are not allowing for the safe approaching and mooring to the berth, the harbour master may allow her to moor at the berth not designated for such a vessel, specifying the conditions for mooring and berthing of the vessel.

3. If the berth designated for the transshipment of oil as defined in Annex I to MARPOL is occupied, the bunker vessels may moor to berth indicated and in accordance with the rules specified in the instructions prepared by the shipowner. The instruction has to be agreed with the Harbour Fire Brigade and approved by the Director of Maritime Office in Szczecin.

**§ 169.** 1. The stretching of ropes across a basin, harbour canal or fairway is permitted only in cases of imperative need and with the prior permission of the harbour master. Such ropes should be removed as soon as the need ceases, and furthermore during the fog or other restricted visibility condition. The Harbour Master Office and VTS in area where is implemented should be informed immediately about any change in the position of the rope.

2. Every rope, except towing and mooring ropes, crossing even part of the water area of the harbour should be marked:

- 1) at day time: by two red flags;
- 2) at night time: by two red lights.

3. The flags and lights should be placed horizontally in the middle of the length of the rope, 3 m apart.

4. The regulations of §169.1-3 shall not apply to survey ropes stretched during sounding operations and to the ropes of dredgers. These ropes should always be lowered in appropriate time once another vessel approaches.

**§ 170.** The motorboat should be used during mooring or unmooring a vessel, if the dolphins are not connected to the berth by piers, or if it is not possible to pick up the mooring ropes from the vessel freely.

**§ 171.** 1. The vessels under construction or repair, storage vessels, vessels temporarily or permanently withdrawn from service and tankers should, while in harbour, have the fire wires at the bow and stern ending with an eye and released from their leads above the water surface.

2. The wires specified in §171.1 should be put on the mooring bollards and secured against self-release, and their length should allow the immediately towing after being picked up by the tugs. The excess of slack should be coiled up on deck or side of the vessel in such a way that it can be picked up by hand by the tug's crew.

**§ 172.** 1. The berthing position at wharfs, piers and other harbour facilities should be designated by the user in consultation with the harbour master.

2. The designated berthing position should be marked in a manner visible to the vessel by placing on the berth:

- 1) during a day time, an orange flag in dimensions of at least 50 cm x 50 cm;
- 2) during a night time, an orange light.

3. The regulations specified in §172.1 and §172.2 shall not apply to sport and pleasure crafts moored in havens and fishing crafts moored in permanent mooring places.

4. The berthing at wharfs, piers and other harbour facilities without permission of user is prohibited.

5. The vessels of the Maritime Office in Szczecin, the Border Guard, the Police, the Navy, the Customs, the Harbour Fire Brigade and the Maritime Search and Rescue, in order to perform their duties, may moor at berths and jetties within the entire harbour area, irrespective of who owns them.

6. The Harbour Master Office may, in justify cases, in order to ensure the safety of navigation or harbour order, designate the berth for the vessel regardless of the procedure specified in §172.1, §172.4 and §172.5.

7. The vessels should be moored in such a way that their bow or stern does not extend beyond the corners of the berth, unless such a method of mooring is provided in the documents for the using of the structure.

**§ 173.** 1. The user of the berth at which the vessel arrives should prepare the berth. During periods of icing, preparation of the berth includes the ice breaking in the area adjacent to the berth.

2. The vessel should moor at the indicated mooring place and cannot change it without the permission of the Harbour Master Office, except when this is necessary for the safety of navigation. This regulation also applies to the shifting of vessels along the berth.

3. The vessel's shifting along the berth by a distance greater than the length overall of the vessel require the notification to the Harbour Master Office.

4. The regulations specified in §173.2 and §173.3 shall not apply to sport and pleasure crafts moored in havens.

**§ 174.** 1. The vessel lying at the berth or other shore structure should has at least one permanent, safe and properly fixed connection with shore (gangway, catwalks, accommodation ladder). The movement between the vessel and shore prior posting the such a connection is prohibited.

2. The lifebuoy with a having line should be placed on the vessel at the shore connection point. The end of the connection ashore cannot obstruct for the freedom of movement the cranes and railway along the berth.

3. The shore connection should be properly illuminated at night time and protected against slipping during glare.

4. When vessel is moored to the side of another one, the vessel lying at the berth should allow the safe passage to the other ship and should assist in arranging suitable crossing points.

5. The regulation of §174.1 does not apply to pilot vessels, deckless vessels, vessels of the Maritime Office in Szczecin, Search and Rescue vessels and others, the construction of which precludes fitting of such a connection.

**§ 175.** 1. The gangways, catwalks and accommodation ladders used as the shore connection should be of an appropriate design and secured with railings on both sides.

2. If the ship is not lying close to the berth, a protective net should be spread under the catwalk or gangway. The user is obliged to place a suitable pontoon under the gangway if necessary.

3. The embarkation and disembarkation of passengers should be supervised by a vessel's deck crew and should take place in one-way, except on piers designed for two-way traffic.

4. The regulations specified in §175.1 and §175.2 shall not apply to berths equipped with special equipment for communication with the deck of vessels intended to be operate by the berth.

**§ 176.** 1. The any part of the vessel's construction or handling equipment should not obstruct the freedom of movement the cranes and railways along the side of the vessel.

2. If it is necessary to leave the anchor into the water during the period of the vessel's berthing, the anchor chain should be slacked so that it leading up and down. The ship's master should notify the Harbour Master Office or the VTS in area where is implemented regarding the anchor leaving into the water. In addition, such a vessel should display lights and day marks of vessel at anchor in accordance with the COLREG.

3. The outlets from the vessel should be secured to prevent flooding of berths and port facilities.

**§ 177.** 1. The vessel should be manned in accordance with the vessel's Safe Manning Certificate during her stay in harbour.

2. Vessels temporarily out of service may be manned with a reduced number of crew. The permission for a vessel to stay in harbour with reduced manning should be granted by the harbour master upon presentation by the shipowner or his authorised representative of:

- 1) the safe manning certificate of a laid up vessel issued by the administration of the flag State or, in the absence of regulations in that State, the proposal for the composition of the crew drawn up by the shipowner, in accordance with the watch keeping provisions of Section A-VIII/2, Part 5 of the STCW Convention;
- 2) the user's agreement to the intended period of berthing;
- 3) the certificate of compulsory insurance for maritime liability.

3. Depending on the nature of the vessel's operation and construction, and subject to the conditions laid down by the harbour master, a vessel or group of vessels may be supervised by one person working in shifts, if this will not pose a danger for the safety of navigation.

4. The ship's master is responsible for ensuring that a vessel maintains a harbour duty in accordance with the requirements of the STCW Convention, and the shipowner is responsible for the proper supervision of a vessel other than a seagoing vessel.

**§ 178.** 1. The vessel's repairs may only be carried out at shipyard berths, unless the carrying out of repair work is provided in the berth operational documents.

2. The minor repair works resulting from the vessel's routine operation may be performed at berths other than those specified in §178.1, with the berth's user and harbour master's permission.

3. The any works carrying out on vessels that pose a fire hazard at berths other than those specified in §178.1 requires to submit the harbour master the permission of the berth's user, fulfilment of the conditions specified by the Harbour Fire Brigade and positive verification by the Director of the Maritime Office in Szczecin of the Single Operation and Technology Instruction, attached as Appendix no. 8.

**§ 179.** The fumigation of a vessel is permitted after the harbour master has been informed regarding the place and the manner of the service will be carried out and regarding the planned safety measures.

**§ 180.** 1. The occupying of water area at the berths in the Port of Szczecin is permitted:

- 1) Huk, Holenderskie, Belgijskie, Angielskie, Polskie, Węgierskie, Greckie, Albańskie, Jugosłowiańskie, Bułgarskie, Gnieźnieńskie – in a zone of up to 24 m wide;
- 2) Snop, Rumuńskie, Ukraińskie, Starówka and Parnica - in a zone of up to 28 m wide;
- 3) those not mentioned in points 1 and 2 – in a zone of up to 32.3 m wide, unless it results from the conditions of berth operation, navigational analysis or technical expertise stating that only vessels occupying a narrower zone of water may moor at these berths.

**§ 181.** 1. The immobilization of vessel's main engine (except for vessels at shipyard berths) requires the permission of the Harbour Master Office in each case.

2. Any malfunction, which precludes the use of the vessel's main engine, is to be reported immediately to the Harbour Master Office and VTS in area where is implemented.

**§ 182.** 1. The operation of vessel's propellers (main and auxiliary) during lying at berth is prohibited, except the mooring manoeuvres.

2. The mooring main engine trials may only be carried out at trial stations specially adapted for this purpose, in accordance with the requirements of the trial station operating instructions. This instruction should be subject to the agreement of the Director of the Maritime Office in Szczecin and then, after approval by the berth's user, submitted to the relevant Harbour Master Office.

3. The deck officer should be on the bridge during main engine trials, throughout their duration. The duties of deck officer include the continuous observation of the adjacent water

area, maintaining watch on the VHF channel agreed with the Harbour Master Office or VTS in area where is implemented, continuous monitoring of the vessel's mooring status, sharing the warnings to other vessels and stopping the vessel's main engine if necessary. The ship's master should each time determine the number of crew required for the trials.

4. During the main engine trials, the vessel is obliged to establish at the most visible place:

- 1) at day time: the "C" flag in accordance with the International Code of Signals, and under of it, at a distance of not less than 0,5 m, a cone pointing upwards;
- 2) at night time: two lights visible around the horizon placed vertically one above the other, the upper light should be green and the lower light should red.

5. The user of trial station should inform the master of a vessel on trial in a written form about the arrangements in force contained in the operational instructions of the trial station.

**§ 183.** 1. Any commencement and termination of the vessel's main engine trial at the trial station required the notification to the Harbour Master Office and VTS in area where is implemented.

2. In case vessel which is approaching the trial station requests that the involved vessel's main engine operation has to be stopped, she should contact the vessel conducting the main engine trial by radio and request that the main engine operation be stopped. The vessel undergoing a trial should immediately stop the main engine operation.

3. In case of no possibility to establish the radio contact, the vessel requesting the stoppage of the main engine operation should sound a signal consisting of five short blast. The vessel undergoing a main engine trial should immediately stop the main engine operation.

4. The resuming of the trials must be reported again to the Harbour Master Office or VTS in area where is implemented and is only permitted when the vessel which requested the stoppage of the main engine operation by the vessel involved in trial has safely passed and moved away, or has completed manoeuvring by mooring to the berth.

5. During tug's bollard pull test, a reinforced watch should be kept on both sides of the tug. The towing rope should be marked by hanging one metre lengths of red and white tape every 10 metres.

**§ 184.** The access from the berth to the ferry and vice versa, and any movement of vehicles using the ferry service, may not take place until the ferry is fully moored to the berth and granting permission by the ship's master or his designated deputy on board.

**§ 185.** When the visibility is less than 0,2 Nm, the harbour ferries are obliged to broadcast the each unberthing and commencement of passage on the VHF channel, relevant for VTS area.

**§ 186.** 1. The vessel's clearance should take place in a place designated by the Harbour Master Office corresponding to port facility security regulations or at the vessel's berth.

2. Before clearance of a vessel entering the harbour and after clearance of a vessel leaving the harbour, any traffic of freight and persons between the vessel and shore and other vessels in the harbour require the permission of authorities providing clearance.

3. The regulation of §186.2 is not applying to harbour master officer.

**§ 187.** The border and customs clearance of passenger vessels engaged in regular shipping between Polish harbours and harbours of other countries should be carried out at berths adequately adapted for the safe handling of passenger traffic.

#### **Chapter 4** **The cargo handling and storage**

**§ 188.** 1. The maritime cargo handling should take place in designated locations only.

2. The loading, discharging, including partially loading/unloading of vessel at the roadstead and transshipment on the harbour waters, may only be carried out with each permission and under the conditions specified by the harbour master, in the places indicated.

3. The transshipment on water, specified in §188.2, refers to a situation when none of vessels involved is moored at berth or dolphins.

**§ 189.** 1. The transshipment should be protected against cargo spilling and dropping into the water, onto the berths and against dust.

2. The vessel on which loading operations have commenced should not be moved until the ship's master has confirmed that the vessel can be unmoored at a given loading condition.

3. The shipper should clear the areas of cargo residues immediately once the transshipment is completed.

**§ 190.** The following activities are prohibited:

- 1) using the cargo handling equipment without a valid test certificate or whose operation has been suspended by the competent technical supervision authority;
- 2) using of auxiliary cargo handling equipment which do not comply with the prescribed standards or which are damaged;
- 3) hauling the cargo and cargo handling equipment along berths, jetties and shore strengthening, rolling them over walls and slopes and rolling them over the curbs of berth and jetties without adequate protection;
- 4) using of cargo handling equipment for other purposes not in accordance with its purpose and overload it beyond its save working load;
- 5) storing of cargo in places not intended for this purpose;
- 6) overloading the berths beyond its save load.

**§ 191.** 1. Cargo may only be stored temporarily on the berths and jetties, no longer than required for transshipment, in such a way as to allow access by the emergency vehicles.

2. The distance of stored cargo from the edge of the berths and jetties should be at least 2 m from the water side.

3. The user is obliged to establish the information boards indicating the permissible loads on berths, jetties, storage yards and equipment.

4. The clear passage forming a mooring station of not less than 1,20 m in wide, counting from the edge of the water structure, shall be left along the mooring stands. The mooring path may only contain numbered mooring equipment, facilities to enter the berth, recesses with covers, which shall not extend beyond the surface of the mooring path.

**§ 192.** 1. Prior commencing the transshipment of polluting cargoes carried in bulk, except bunkering and discharging oil wastes operation, the vessel should be surrounded with floating booms during such transfer and when the harbour master deems necessary it should be assisted by a vessel suitable for removing the oil spills. In the case of harbour basins are equipped with properly operating pneumatic booms preventing the spread of oil pollution beyond the basin area, the harbour master may waive the obligation of using an additional floating boom. However, the cargo terminal should ensure readiness to use the floating boom immediately once the pollution occurs.

2. The same requirements are applying to the transshipment of dangerous chemicals carried in bulk, lighter than water and insoluble in water.

3. The vessels carrying dangerous or polluting cargoes, when the maritime assistance service has been implemented or vessels that require emergency lightening, may carry out transshipment of cargo at berth which does not have a vessel safe operation instruction developed, under the conditions specified by the harbour master.

4. In justified cases, when setting of a floating boom is difficult or impossible or the volume of transhipped polluting or dangerous cargo is less than 2000 tonnes, the harbour master on request of the shipper may grant a single permit for the assistance of a vessel with a boom ready to be set. The shipper should bear a full responsibility for the readiness of the vessel.

**§ 193.** With regard to the safety for terminals handling dangerous and polluting cargoes, the principles set out in the safe vessel operation instruction and technological instructions shall also apply.

**§ 194.** 1. The bunkering of vessels should take place while the vessel is at berth accepted by the harbour master. In justified cases, at the shipowner's request, the harbour master may grant permission for bunkering in the roadstead or at anchorage, specifying the conditions for carrying out the operation. All costs connected with bunkering in the roadstead or at anchorage should be borne by the applicant for the permission.

2. The bunkering of a vessel from a road tanker may take place at a berth in a place designated by the user, suitably prepared and secured and accepted by the Harbour Master Office.

3. Prior to the commencement of bunkering, a checklist should be drawn up to confirm that safety conditions are met in terms of the condition of the vessels involved in the operation, communications during the operation, handling rules, emergency procedures and the safety of persons and the environment. On completion of the bunkering, a copy of the checklist should be sent to the territoriality competent Harbour Master Office.

4. The commence and completion of bunkering should be reported to the Harbour Master Office and VTS in area where is implemented.

5. The vessels bunkering and providing fuel should, during such operations, maintain continuous radio watch on the VHF working channel of the territoriality competent Harbour Master Office or VTS in area where is implemented and showing the signals in accordance with the International Code of Signals.

6. The vessels navigating in the harbour waters should be warned in advance by bunkering vessels of the need to avoid them.

7. The bunkering of a vessels carrying dangerous or polluting cargo in bulk may carry out prior or after the cargo transfer and ballasting operations have been completed, under the conditions laid down in the vessel, bunker and berth safety procedures.

8. The regulations of paragraphs §194.1-7 are also applying, when carrying out oil residue discharging operations accordingly.

9. The bunkering of LNG fuel is specified by separate regulations.

**§ 195.** The commence and completion of transshipment the dangerous or polluting cargoes carrying in bulk should be reported to territoriality competent Harbour Master Office and VTS in area where is implemented.

**§ 196.** The shipper is obliged to provide the ship's master the following information prior commencing the transshipment of dangerous or polluting cargo:

- 1) the correct technical name of the cargo being carried;
- 2) the UN (United Nations) cargo identification number, if any;
- 3) the classification of the cargo according to the classification adopted by the IMO in the IMDG Code, the IBC Code, the IGC Code and Annex II - Supplements I, II and III to the MARPOL Convention;
- 4) the class of the vessel as determined by the IMO according to the INF Code, in accordance with Regulation VII/14.2, where applicable;
- 5) the statement regarding the packaging and labelling of the cargo complies with the requirements of the IMDG Code;
- 6) the quantity of cargo;
- 7) the details and address of the person from whom details of the cargo carried out may be obtained.

**§ 197.** The storage and transshipment of hazardous materials that are listed in the IMDG Code as materials not permitted for maritime transport is prohibited.

**§ 198.** 1. The storage areas for dangerous or polluting cargo should be subject to the regulations of building, fire protection, technical supervision and should be used as intended.

2. During storing and transshipment of dangerous or polluting cargo, the manufacturer's and carrier's instructions regarding the operations with such cargo should also apply.

**§ 199.** 1. The transshipment and storage of dangerous or polluting cargo, with the exception of bunkering operations and oil residue disposal, should carried out under the conditions specified in the vessel's safety operational instruction and the technological instruction, respectively, prepared by the user and agreed with the Director of the Maritime Office in Szczecin, within the scope specified in the regulations on fire protection in Polish maritime areas and maritime harbours and havens.

2. The subject matter of the instructions specified in §199.1 is regulated by separate regulations.

3. The employees involved in the transshipment of dangerous or polluting cargo should undergo the appropriate on-job training, taking into account the types of hazards, principles of transshipment and storage, and cargo handling, appropriate to their duties. The person

responsible for conducting the training should be the person in charge of the transshipment. The confirmation of the training is provided by a list signed by the participants, which should be presented at the request of the control authorities.

**§ 200.** 1. Each vessel on which dangerous or polluting cargoes carried in bulk are to be transhipped should, prior the transshipment begins, be subject to a joint inspection by terminal or berth and vessel representatives, which should be completed by drawing up a checklist.

2. The checklist specified in §200.1 should confirm that the safety matters are met with regard to the condition of the vessel, terminal or berth, persons and the environment, communications during the operation, transshipment rules and emergency procedures.

3. Upon completion of the transshipment, the berth's user is obliged to submit a copy of the checklist to the territorially competent Harbour Master Office.

4. During the transshipment of dangerous and polluting cargo, it is prohibited to carry out work on vessels that poses a fire hazard.

**§ 201.** 1. The transshipment and storage dangerous cargo of Class 1, with the exception of Class 1.4S and Class 7 according to the IMDG Code, requires the permission of the harbour master in each case.

2. The Harbour Master Office must always be informed regarding the storage dangerous cargo of Class 2.3, Class 4, Class 5.2, Class 6 according to the IMDG Code.

3. The segregation and storage of dangerous goods in storage areas should, as far as possible, be in accordance with the rules of the IMDG Code.

4. The labelling, packaging, documentation and conditions of carriage of dangerous cargoes should be in accordance with the recommendations of Chapter VII of the SOLAS Convention, unless the carriage is under separate international agreements. In that case the conditions of such an agreement should be complied with.

5. The transshipment of dangerous cargoes specified in §201.1 and of dangerous cargoes which show damage to themselves or their packaging should require an expert supervision.

**§ 202.** During transshipment of the flammable liquids in bulk and the liquefied flammable gases in bulk, the transshipment terminal operator should ensure that a firefighting vessel is assisted when the vessel is not fully covered by the terminal's fixed firefighting system or, due to unfavourable hydro-meteorological conditions, the terminal's fixed firefighting system cannot protect the entire vessel.

**§ 203.** 1. The gas freeing operation in the harbour area is prohibited.

2. The tank cleaning operations in the harbour area is permitted upon granting the permission by the Harbour Master Office.

3. The commencing and completion of operation specified in §203.2, should be reported to the Harbour Master Office.

## **Chapter 5**

### **Final regulations**

§ 204. The Ordinance No. 3 of the Director of the Maritime Office in Szczecin dated 26th July 2013, Port Regulations shall be repealed. (Journal of Law of 2013 item no. 2932, as amended of 2014 item no. 242 and 2015 item no. 4533 and of 2017 item no. 2099 and of 2018 item no. 3443 and of 2019 item no. 1085, 3716 and of 2020 item no. 4260 and of 2022 item no. 2830, 5987).

§ 205. The Ordinance shall enter into force 14 days after the date of publication in Journal of Law.

Director of the Maritime Office in Szczecin

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<sup>[1]</sup> JoL of 2022 item no. 1079, 1250, 1604, 2185, 2515, 2687 and of 2023 item no. 261.

## **APPENDICES TO ORDINANCE NO. 3 OF THE DIRECTOR OF MARITIME OFFICE IN SZCZECIN OF 06<sup>TH</sup> APRIL 2023**

### **Appendix no. 1 VTS Świnoujście area**

The area of VTS Świnoujście is defined by straight lines and the shore line between the positions and water areas listed in the below table:

<b>No.</b>	<b>Positions on chart and water areas</b>	<b>Latitude</b>	<b>Longitude</b>
1	Polish – German border (Pomeranian Bay) at shore line	53°55,7' N	14°13,6' E
2	Point determining the boundary of roadstead	53°59,3' N	14°14,5' E
3	Position	54°07,6' N	14°12,1' E
4	Point determining the boundary of roadstead	54°07,6' N	14°16,8' E

5	Position at shore line	53°54,6' N	14°20,2' E
6	Stretch of Świnoujście – Szczecin fairway to Fairway Gate II, areas: Port of Świnoujście and Piastowski Canal	-	-

**Appendix no. 2**  
**VTS Szczecin area**

The area of VTS Szczecin is defined by straight lines and the shore line connecting the positions on the Szczecin Lagoon and Roztoka Odrzańska from Fairway Gate no. I to shore abutment of the Odolany gas pipeline at Roztoka Odrzańska and water areas listed in the below table:

<b>No.</b>	<b>Positions on chart and water areas</b>	<b>Latitude</b>	<b>Longitude</b>
1.	Western abutment of Odolany pipeline	53° 36,3' N	14° 34,3' E
2.	Shore line to point at Podgrodzie village	53° 44,4' N	14° 18,5' E
3.	Shallow water buoy MO-S	53° 47,0' N	14° 18,5' E
4.	Western beacon of Fairway Gate no. I	53° 48,5' N	14° 20,4' E
5	Western beacon of Fairway Gate no. II	53° 45,6' N	14° 24,1' E

6	Eastern beacon of Fairway Gate no. II	53° 45,7' N	14° 24,3' E
7.	Eastern beacon of Fairway Gate no. I	53° 48,6' N	14° 20,5' E
8.	Shallow water buoy KW-S	53° 47,6' N	14° 24,7' E
9.	Fairway buoy MC	53° 44,8' N	14° 28,6' E
10.	Position on shore line at Kopice village	53° 42,1' N	14° 32,4' E
11	Shore line to eastern abutment of Odolany pipeline	53° 36,3' N	14° 35,8' E
12.	Oder River from shore abutments of Odolany pipeline covering Szeroki Nurt, Wąski Nurt, Domiąża, Ciasny Nurt, Iński Nurt to eastern boundary of anchorage	-	-
13.	Stretch of Świnoujście – Szczecin fairway along Dębina and Radolin islands to dolphin no. 80 (Dock no. 5)	-	-
14.	Area of Szczecin harbour	-	-

### Appendix no. 3 VTS Świnoujście reporting system

1. Call sign: **Świnoujście Traffic**
2. Channels: **12 VHF, 70 VHF DSC 002610800**
3. Types and rules of submitting the reports, reporting points and type of information provided by vessel is defined in below table:

<b>Report</b>	<b>Reporting rules and points</b>	<b>Type of information provided</b>
Voyage plan	2 hours prior pilot embarkation – vessels taking pilot	A, C or D, H, O, J, G, I, P, Q, L, T, U, W, Y
	15 minutes prior entering VTS area –vessels not taking pilot	A, C or D, H, O, G, I, P, Q, L, T, U, W, Y
	2 hours prior unberthing – vessels intending to unberth and taking pilot (except pushing sets and inland vessels)	A1, D, O, J, I, K, P, W, Y
	1 hour prior unberthing – vessels intending to unberth and not taking pilot (except pushing sets and inland vessels)	A1, D, O, J, I, K, P, W, Y
Position report	15 minutes prior entering VTS area – vessel taking pilot	A1, D, L

	Once leaving VTS area	A1, D
	Once embarkation or disembarkation of pilot	A1, D, X – time of pilot embarkation and pilot's name
	Once leaving fairway and prior entering fairway	A1, D
	After dropping anchor	A1, C or D. X – time of dropping anchor
	15 minutes prior heaving up anchor	A1, X – request for permission to enter the traffic
	After heaved up anchor	A1, X – time of heaving up anchor
	Abeam of eastern breakwater head	A1, D
	15 minutes prior unberthing (except pushing sets and inland vessels)	A1, D, X – name of pilot, number and names of tugs, request for permission to enter the traffic
	Prior unberthing, pushing sets and inland vessels	A1, D, O, J, I, P, W, Y (if leaving port)
	Once moored in Port of Świnoujście	A1, D, X – current time of mooring (ATA), number and name of tugs
	Abeam of Fairway Gate no. I – vessels proceeding from/to Szczecin Lagoon which do not use Świnoujście – Szczecin fairway on the Szczecin Lagoon	A1, D
	Abeam of Fairway Gate no. II	A1, D
	Once unberthing (except pushing sets and inland vessels)	A1, D, X – current time of unberthing (ATD)
Special report	Vessels which notices incident that influences or may influence the navigational safety, poses threat to life and/or cleanliness of environment	A1, C or D, Q

Legend:

- A - vessel's name, call sign, flag, IMO number,
- A1 - vessel's name and call sign,
- C - vessel's position (latitude and longitude),
- D - vessel's position relative to fixed objects,
- H - place of entering VTS area,
- O - maximum fresh water draught,
- J - time of arrival pilot boarding position: PILOT-1, PILOT-2, PILOT-3, (ETA), or information whether vessel requests pilot,
- G - last port of call,
- I - port of destination,
- K - position of leaving VTS area
- P - class and volume of dangerous goods,
- Q - circumstances that may influence safety of navigation and cleanliness of marine environment,
- L - planned passage,
- T - name of agent,
- U - LOA, total breadth, GT, vessel's type,
- W - number of passengers on board

- X - other information, including: time of dropping anchor, request for permission to enter traffic, after heave up anchor, time of heaving up anchor, time of berthing, time of unberthing, name of pilot, number and names of tugs.
- Y - number of crew members

**Appendix no. 4**  
**VTS Szczecin reporting system**

1. Call sign – **Szczecin Traffic**
2. Channels - **69 VHF**
3. Types and rules of submitting the reports, reporting points and type of information provided by vessel is defined in below table:

<b>Report</b>	<b>Reporting rules and points</b>	<b>Type of information provided</b>
Voyage plan	2 hours prior embarkation of pilot – vessels taking pilot	A, C or D, H, O, J, G, I, P, Q, L, T, U, W, Y
	15 minutes prior entering VTS area –vessels not taking pilot	A, C or D, H, O, G, I, P, Q, L, T, U, W, Y
	2 hours prior unberthing – vessels intending to unberth and taking pilot (except pushing sets and inland vessels)	A1, D, O, J, I, K, P, W, Y

	1 hour prior unberthing – vessels intending to unberth and not taking pilot (except pushing sets and inland vessels)	A1, D, O, J, I, K, P, W, Y
Position report	15 minutes prior entering VTS area – vessels taking pilot	A1, D, L
	Once leaving VTS area	A1, D
	Once embarkation or disembarkation pilot	A1, D, X – time of embarkation of pilot and his name
	Once leaving fairway and prior entering fairway	A1, D
	After dropping anchor	A1, C or D. X – time of dropping anchor
	15 minutes prior heaving up anchor	A1, X – request for permission to enter the traffic
	After heaving up anchor	A1, X – time of heaving up anchor
	abeam of Fairway Gate no. II	A1, D
	abeam of Fairway Gate no. IV	A1, D
	abeam of Dock no. 5	A1, D
	Once unberthing (except pushing sets and inland vessels)	A1, D, X – current time of unberthing (ATD), name of pilot, number and names of tugs
	Pushing sets and inland vessels prior unberthing	A1, D, O, J, I, P, W, Y (if leaving port)
	After leaving Ports of Stepnica, Barge Police and Trzebież	A1, D
	Once mooring in Ports of Szczecin, Police, Stepnica, Trzebież	A1, D, X – current time of berthing (ATA), number and names of tugs
Special report	Ship which notices incident that influences or may influence navigational safety, poses threat to life and/or cleanliness of marine environment	A1, C or D, Q

Legend:

- A - vessel's name, call sign, flag, IMO number,
- A1 - vessel's name and call sign,
- C - vessel's position (latitude and longitude),
- D - vessel's position relative to fixed objects,
- H - place of entering VTS area,
- O - maximum fresh water draught,
- G - last port of call,
- J - time of arriving at place of pilot boarding position or information whether vessel requests pilot,
- I - port of destination,
- K - position of leaving VTS area
- P - class and volume of dangerous goods,
- Q - circumstances that may have influence on navigation safety and cleanliness of marine environment,
- L - planned passage,
- T - name of agent,

- U - LOA, total breadth, GT, ship's type,
- W - number of passengers on board,
- X - other information, including: time of dropping anchor, request for permission to enter traffic, after heaving up anchor, time of heaving up anchor, time of mooring, time of unberthing, name of pilot, number and names of tugs,
- Y - number of crew members.

## **Appendix no. 5**

### **Communication instruction**

For the purpose of vessel traffic and port operations the following rules shall be applied to:

1. VTS Świnoujście area:
  - 1) Working channel: 12 VHF, 70 VHF DSC 002610800;
  - 2) Call sign: Świnoujście Traffic;
  - 3) Area: roadstead, Port of Świnoujście and Świnoujście – Szczecin fairway to Fairway Gate no. II;
  - 4) Objective: contact of VTS operator with vessels underway or intending to enter the traffic;
  - 5) Correspondence between shore based entities and VTS operator regarding vessel traffic on fairway and their mooring operations should be done via telephone communication;
  - 6) Companies may indicate other channels for their own purposes within frequencies allocated;
  - 7) Consultations between vessel and VTS which require more time should be done on VHF channel 18.
2. VTS Szczecin area:
  - 1) Working channel: 69 VHF;
  - 2) Call sign: Szczecin Traffic;
  - 3) Area: VTS area on Szczecin Lagoon, Rostoka Odrzańska, Ports of Police and Szczecin and Świnoujście – Szczecin fairway from Fairway Gate no. II;
  - 4) Objective: contact between VTS operator and vessels underway or intending to enter the traffic;
  - 5) Correspondence between shore based entities and VTS operator concerning vessel traffic on fairway and their mooring operations should be done via telephone communication;
  - 6) Companies may indicate other channels for their own purposes within frequencies allocated;
  - 7) Consultations between vessels and VTS which require more time should be done on VHF channel 20.
3. Ports of Świnoujście, Police and Szczecin, for berthing and unberthing operations of vessels:
  - 1) Working channel: 17 VHF;
  - 2) Area: area of harbours, including shipyards;
  - 3) Objective: communication between ship's master – pilot, tugs, mooring team ashore/on dock and berth user;
  - 4) In case of larger number of berthing, unberthing and docking at the same time, for communication between vessel and tugs or other vessels involved in manoeuvring, VHF channels 08 or 06 should be used according to rules defined in the radio communication regulations, subject to the following limitations:
    - a) transmission power should be reduced to 1W,
    - b) communication should be immediately terminated and moved to another VHF channel on receiving information that use of VHF channel 06 interrupts rescue operation communication involving the aircraft.

4. Area of Szczecin and Świnoujście pilot stations operation while providing the pilot services:
  - 1) Working channel: 68 VHF;
  - 2) Area: Ports of Szczecin Lagoon and Roztoka Odrzańska and Ports of Świnoujście, Police and Szczecin;
  - 3) Objective: requesting and coordinating pilot services.
5. Area of other ports and harbours, not listed in .1 and .2:
  - 1) Call channel: 71 VHF;
  - 2) Working channel: 71 VHF;
  - 3) Objective: for purpose of vessels traffic, including commencing communication between Harbour Master Office (Bosun Office) and vessels entering or leaving the harbour.
6. In order to obtain permission for entering or leaving the harbour by vessels not using VTS and for the purpose of communication with the Harbour Master Office, means of communication stipulated in .4 should be used and following rules should be applied:
  - 1) in order to obtain permission for entering or leaving the harbour, vessels other than fishing boats and cutters or sport and pleasure crafts, should communicate with relevant Harbour Master Office by means of telephone or VHF, not later than 15 minutes prior passing the harbour entrance breakwater heads or prior leaving the berth;
  - 2) fishing boats and cutters intending to enter or leave the harbour should report in accordance with §49.3 and §49.4;
  - 3) sport and pleasure crafts intending to enter or leave the harbour should make an entry in the harbour register of entries and departures, available at berthing place. In case of harbour or place of stay which do not provide 24h service, requirement is fulfilled by means of recording of the following data on the answering machine:
    - a) vessel's name or register number,
    - b) flag state,
    - c) number of persons on board,
    - d) place or port of departure and berthing location – for inbound vessels; place or port of departure and destination place or port – for outbound vessels;
  - 4) means of communication available in harbour which provide 24h service:
    - a) **Świnoujście:**
      - Harbour Master Office tel.: +48 91 44 03 391 (duty officer), +48 91 44 03 551 (duty bosun),
      - VHF Channel 74 (Call sign: ŚWINOUJŚCIE HARBOUR MASTER OFFICE),
      - VHF Channel 10 (Call sign: ŚWINOUJŚCIE BOSUN OFFICE),
      - answering machine tel. + 48 91 44 03 593 (for requirement stipulated in pt. 3), device serves vessels in Ports of Świnoujście, Międzyzdroje fishing haven and Międzyzdroje passenger haven, other locations situated across Piastowski Canal, Świna strait, Wicko Wielkie lake and Wicko Małe lake.
    - b) **Dziwnów:**
      - tel. +48 91 381 33 40,
      - VHF Channel 10 (Call sign: DZIWNÓW HARBOUR MASTER OFFICE),
      - answering machine tel. + 48 91 322 17 99 (for requirement stipulated in pt.3), device serves vessels in Ports of Dziwnów, Kamień Pomorski,

Mrzeżyno, Sierosław or harbours and other locations situated across Kamieński Lagoon and Dziwna strait – between Port of Dziwnów and Wolin railway bridge),

**c) Trzebież:**

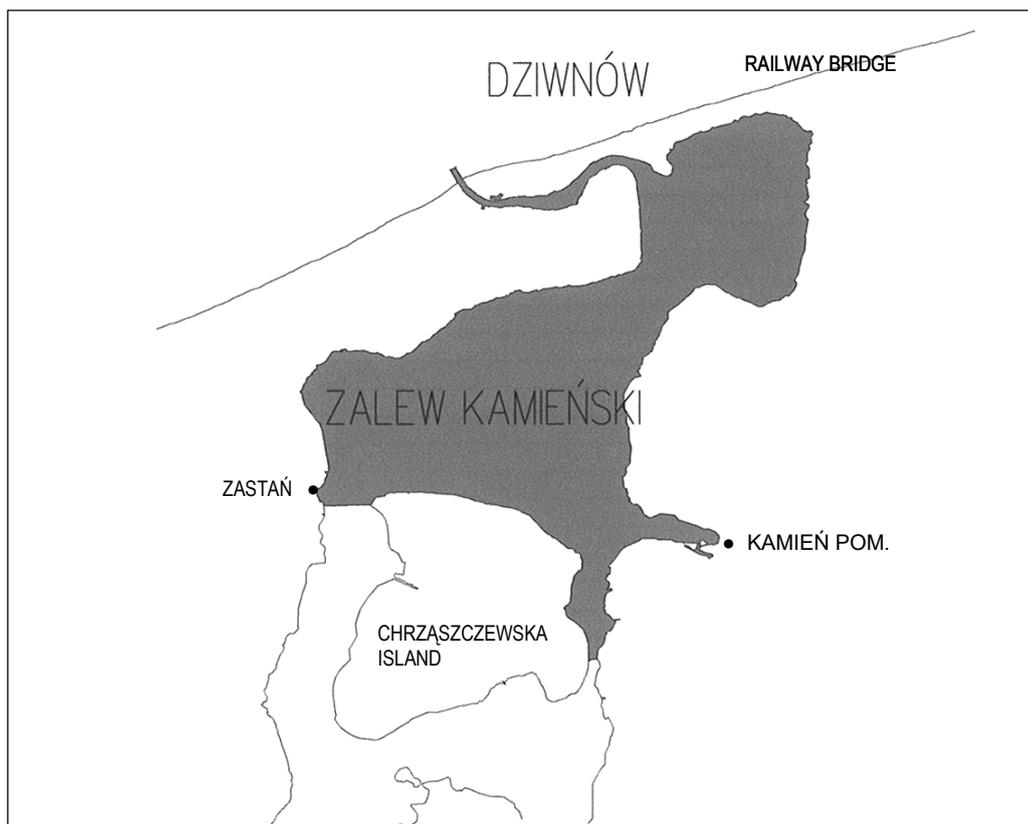
- tel. +48 91 312 83 46,
- VHF Channel 71 (Call sign: TRZEBIEŻ HARBOUR MASTER OFFICE),
- answering machine tel. + 48 91 421 35 41 (for requirement stipulated in pt. 3), device serves vessels in Ports of Trzebież, Nowe Warpno, Wolin, Stepnica, or harbours and other locations situated across Szczecin Lagoon, Dziwna strait - south of Wolin railway bridge and on Roztoka Odrzańska),

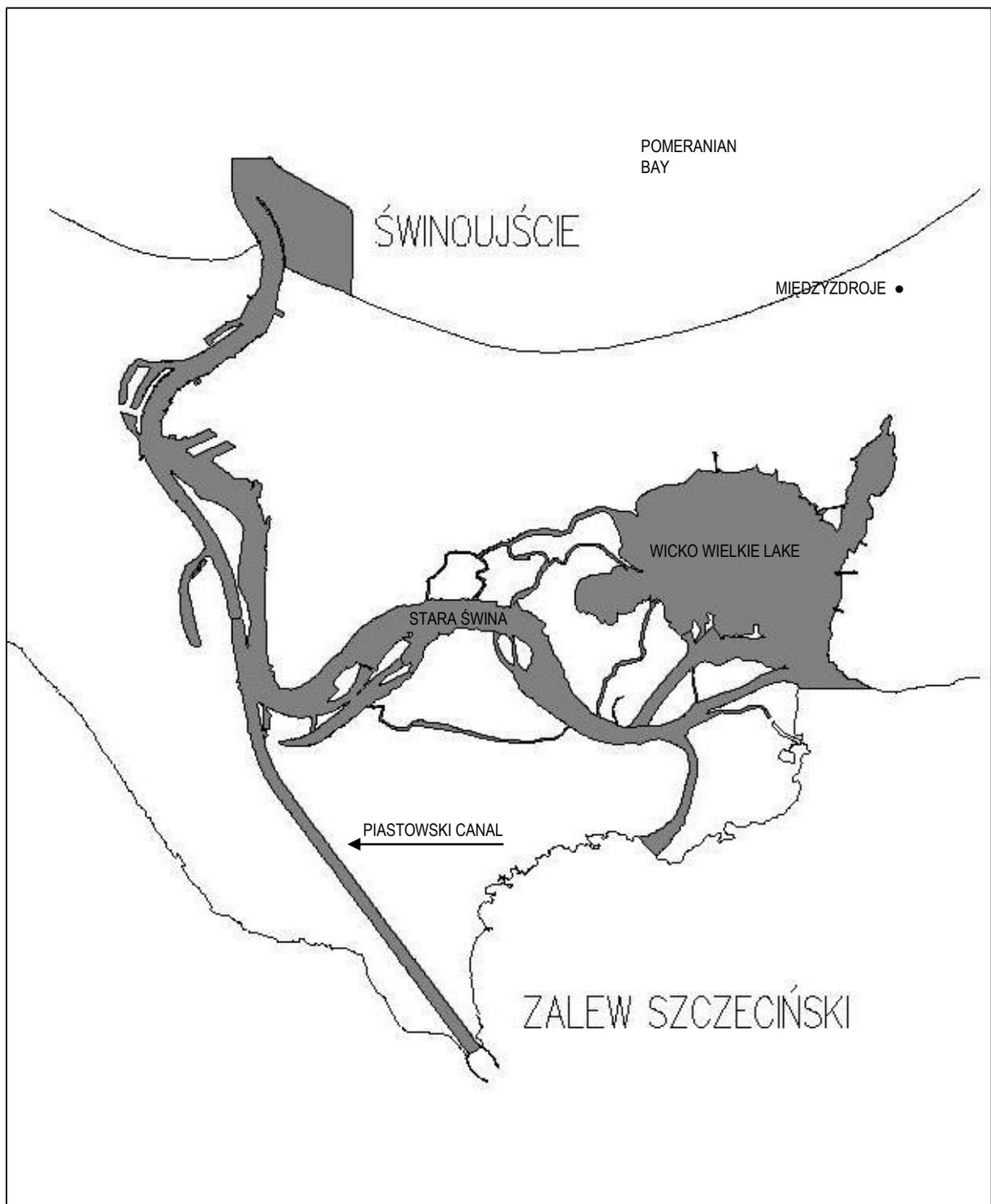
**d) Szczecin:**

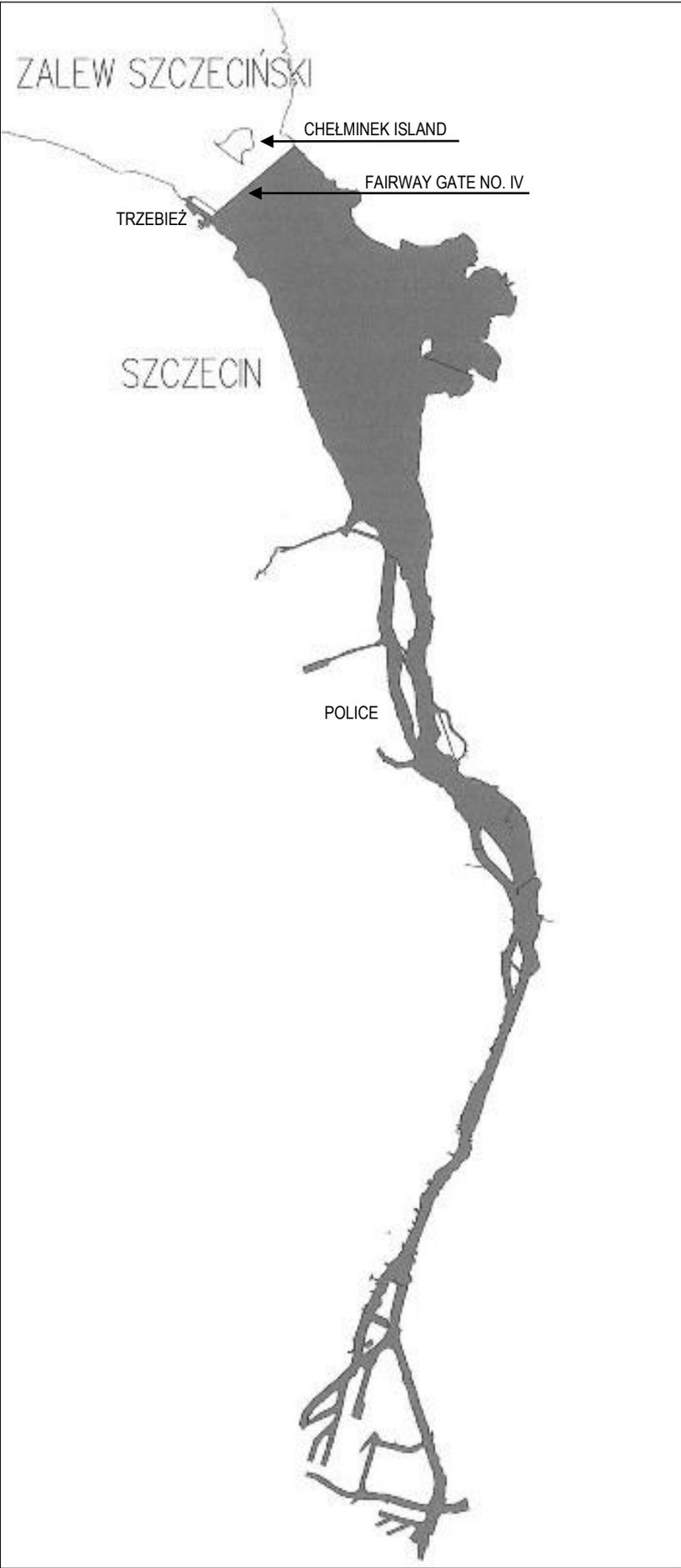
- tel. +48 91 44 03 217,
- VHF Channel 11 (Call sign: SZCZECIN HARBOUR MASTER OFFICE)
- answering machine tel. + 48 91 44 03 697 (for requirement stipulated in pt. 3), device serves vessels in Ports of Szczecin and Police),

7. For purpose of communication ship to ship, vessels should use the following VHF channels:
  - 1) Call channel: working channel of applicable VTS or harbour;
  - 2) VHF channel 13: for communication regarding navigational safety;
  - 3) VHF channel 10: for communication regarding coordination of harbour water pollution action, fire, flood and local rescue.
8. For purpose of communication ship – port clients:
  - 1) Working channels: according to radio permissions by Electronic Communication Office for port clients;
  - 2) Channels operated by company are used to call and provide correspondence between company communication officer and vessels.
9. The use of VHF channels should be in line with valid permit issued by Electronic Communication Office.

**Appendix no. 6**  
**The boundaries of harbour navigation area (shaded area)**







## Appendix no. 7

### The checklist for LNG carrier readiness while calling the Outer Port of Świnoujście

Ship's name:		Port: <b>Świnoujście</b>		Date:	
Flag:	Call sign:	Length overall: m	Total breadth: m	Draught: F= m A= m	
Gross/Net capacity: / <b>MT</b>		Deadweight: <b>MT</b>		Displacement:	
Bulbous bow: <b>Yes / No</b>			Max. permitted bollard pull of tug boat = <b>T</b>		
Ship: <b>inert / not inert ; gas free / non-gas free; under ballast / loaded: LNG</b>				<b>MT</b>	
Damage influencing manoeuvring: <b>Yes / No</b>		If <b>Yes</b> Description:			
Navigation aids					
Gyrocompass operational: <b>Yes / No</b> Constant correction factor = <b>degrees</b>			VHF radio station operational and ready to use: <b>Yes / No</b>		
Electrical navigation system operational and ready to use: <b>Yes / No</b> Type:			Ship siren tested and operational <b>Yes / No</b>		
Echo sounding operational and ready to use: <b>Yes / No</b>		Scale = <b>m</b>		Transmitter: <b>bow / stern</b>	
Log operational: <b>Yes / No</b>		Type Doppler: <b>Yes / No</b>		If <b>Yes</b> , speed indicated: <b>on water/ above bottom / bi-axial</b>	
Radars operational and ready to use:		3 cm <b>Yes / No</b>		Indicators operational and ready to use:	
		10 cm <b>Yes / No</b>		Revolutions / setting <b>Yes / No</b>	
		ARPA <b>Yes / No</b>		Stern angle <b>Yes / No</b>	
				Angular speed <b>Yes / No</b>	
Anchors					
Left: shackle. Ready: <b>Yes / No</b>			Right: shackle. Ready: <b>Yes / No</b>		
Steering gear					
Rudder type: Max. angle: <b>degrees</b>		Number of pumps: <b>per rudder</b> Neutral angle: <b>degrees</b>		Bow / stern thruster operational and ready to use: <b>Yes / No</b>	
Main engine					
Main engine type: <b>turbine / motor</b>		Max. power: <b>kW / HP</b>		Reverse power accounts for: <b>% power forward</b>	
<b>Control at bridge / Control in power section</b>		Telegraph in power section operational: <b>Yes / No</b>		Over steering Forward/ Reverse tested: <b>Yes / No</b>	
Ship's manoeuvring data provided to pilot: <b>Yes / No</b>					
Name and signature					
Master:			Pilot:		

**Appendix no. 8**  
**The pattern of Single Operation and Technology Instruction**

**Single Operation and Technology Instruction**

Submitting by an entity planning to perform the renovation, repair or other fire hazardous work (hot work)  
in harbour

<i>The entity planning to perform the hot work</i>	<i>The planning place of performing the hot work (adress, berth lub vessel)</i>
.....	.....
.....	.....
.....	.....

<i>Planned period of time (day, hour)</i>	
<i>Commencing of hot work</i>	<i>Completion of hot work</i>

*The scope of planned hot work (work's description and area in square metres)*

.....  
.....

<i>The equipment and substances to be used during hot work:</i>	<i>The planned fire protection:</i>

Contact details of units and/or\* persons competent in safety matters designated by the entity planning to undertake the hot work:

1. ....
2. ....

<b>ALERTING</b>	
<i>PSR – Harbour Fire Brigade</i> <b>(+48 91) 430 89 98, (+48 91) 430 83 55</b>	<i>SAR (Search and Rescue)</i> <b>(+48 91) 321 49 17 (+48 91) 321 59 29</b>
<i>Police</i> <b>Alerting telephone: 112, 997</b>	<i>State Fire Brigade</i> <b>Alerting telephone: 112, 998</b>

The information referred to above was prepared on the basis of the requirements set out in: the Act of 24th August 1991 on fire protection (Journal of Law of 2016, item no. 191, 298, 904, 2138 and of 2017, item no. 60), the ordinance of the Minister of Internal Affairs and Administration of 7th June 2010 on fire protection of buildings, other buildings and areas (Journal of Law, item no. 719) and the regulation of the Minister of Economy of 30 May 2001 on health and safety at work in the construction, alteration and repair of vessels (Journal of Law, item no. 770 and of 2007, item no. 1065).

.....  
Signature of person responsible of preparing the instruction

The above Single Operation and Technology Instruction has been verified positive/negative\*

.....  
Signature of the authorised person by Director of Maritime Office in Szczecin

\* delete where not applicable

**Appendix no. 9**  
**The minimum tug assistance requirements for vessels calling the Ports of Szczecin and Police\***

Item No.	The length overall of vessel (in metres)	The minimum numbers of used tugs	The minimum total bollard pull (in tonnes)
1	more than 90 m	1	12
2	more than 120 m	2 – for vessels without the operational thruster; 1 – for other vessels	30/25 (2 tugs/1 tug)
3	more than 140 m	2 – including of one tug with bollard pull at least 25 T	50
4	more than 160 m	3 – including two of them equipped with azimuth/cycloidal propulsion and regulation of length of towing rope	70
5	more than 180 m	3 - including two of them equipped with azimuth/cycloidal propulsion, regulation of length of towing rope and one tug with bollard pull at least 40 T	90
6	more than 210 m	3 - including two of them equipped with azimuth/cycloidal propulsion, regulation of length of towing rope and one tug with bollard pull at least 40 T	110

\* Unless otherwise specified in the navigational analysis for the berth/area or other technical documents

1. The vessels with length overall of 75 m up to 90 m, manoeuvring with turning in the Port of Szczecin in the East, West, Warta, Górnosławski Basin, along the Węgieńskie berth, in the Dębicki Basin and on the Parnica River, are subject to compulsory tug assistance if they have no operational bow thruster.
2. The vessels with length overall more than 90 m up to 120 m (item no. 1 of the table) are exempted from the compulsory tug assistance if they are equipped with an operational bow thruster, their maximum draught does not exceed 6,5 m and the wind force in the harbour does not exceed 6 in Beaufort Scale.

**Appendix no. 10**  
**The minimum tug assistance requirements for vessels calling the Ports of Świnoujście\***

Item no.	The length overall of vessel (in metres)	The minimum numbers of used tugs	The minimum total bollard pull (in tonnes)
1	more than 90 m	1	18
2	more than 120 m	1	25
3	more than 140 m	2	50
4	more than 160 m	2	70
5	more than 180 m	3 or 2, if each of them is equipped with azimuth/cycloidal propulsion and regulation of length of towing rope	80
6	more than 210 m	3 or 2, if each of them is equipped with azimuth/cycloidal propulsion and regulation of length of towing rope	110
7	more than 230 m	4 or 3, if each of them is equipped with azimuth/cycloidal propulsion and regulation of length of towing rope	165

\* Unless otherwise specified in the navigational analysis for the berth/area or other technical documents

1. The vessels with length overall of 75 m up to 90 m manoeuvring with turnings in Port of Świnoujście in Atlantycki, Bałtycki and Maritime Shipyard Basins are subject to compulsory tug assistance if they have no operational thruster. The harbour master make a decision regarding the number and bollard pull of the tug assistance after consulting the pilot station.
2. The vessels specified in item no. 1 and 2 of the above table are exempted from the compulsory pilotage provided that they are equipped with operational bow thruster, the current velocity at the Central Breakwater does not exceed 1,5 knot and wind force in the area of berthing, unberthing or turning does not exceed 5 in Beaufort Scale.
3. The vessels of length overall more than 160 m are obliged to use at least one tug equipped with azimuth or cycloidal propulsion. In case of mooring has to be performed between the berthed vessels and the distance between the berthing and mooring vessel exclude the possibility of manoeuvring the tug at the berth at least two of used tugs should be equipped with azimuth or cycloidal propulsion.
4. The vessels of length overall more than 160 m manoeuvring in Bałtycki and Atlantycki Basin, at berth along Świna Strait and Baltchem Terminal, during manoeuvring with turning at the Berth no. 91 and always in case of current velocity will exceed 1,0 knot are obliged to use at least two tugs equipped with azimuth or cycloidal propulsion.
5. In Port of Świnoujście:

- a) the vessels with length overall more than 210 m are obliged to use at least one tug equipped with azimuth or cycloidal propulsion, regulation of length of towing rope and bollard pull at least 40 tonnes,
  - b) the vessels with length overall more than 240 m are obliged to use at least three tugs equipped with azimuth or cycloidal propulsion, bollard pull of one of them at least 55 tonnes and other two tugs should have the bollard pull at least 40 tonnes each.
6. The harbour master, after consulting the harbour pilot in justify cases may grant permission for using the other set of tug assistance that specified in par. 3-6, determining each time the number and parameters of tugs to be used as well as the navigational conditions during the tug assistance being performed.
  7. In Port of Świnoujście the vessels with length overall more than 160 m are obliged to pick up the towing rope from the tug and the maximum bollard pull of the tug being used cannot be less than 18 tonnes.
  8. The tug assistance requirements for LNG carriers entering the Outer Port of Świnoujście is specified in Part 2, chapter 6 “Specific rules for LNG carriers entering and leaving the Outer Port of Świnoujście”.

**Appendix no. 11**  
**The mooring limitations applicable during outbound or inbound manoeuvres of vessels**  
**with length overall more than 85 m or with difficult manoeuvrability, in the Port of**  
**Kolobrzeg**

ITEM NO.	LOA	BREADTH	WIND FORCE(B)*	2P	M	JW	W
1.	LOA ≤ 90 m	B ≤ 12 m	≤ 5°	VESSELS REMAIN ALONGSIDE	VESSELS REMAIN ALONGSIDE	VESSELS REMAIN ALONGSIDE	BERTH FREE
2.	LOA ≤ 90 m	B ≤ 13 m	≤ 4°	VESSELS REMAIN ALONGSIDE	VESSELS REMAIN ALONGSIDE	VESSELS REMAIN ALONGSIDE	BERTH FREE
3.	LOA ≤ 90 m	B ≤ 13 m	≤ 5°	BERTH FREE (INBOUND VESSEL)	VESSELS REMAIN ALONGSIDE	BERTH FREE	BERTH FREE
				VESSELS REMAIN ALONGSIDE (OUTBOUND VESSEL)			
4.	LOA ≤ 90 m	B ≤ 14 m	≤ 5°	BERTH FREE (INBOUND VESSEL)	VESSELS REMAIN ALONGSIDE	BERTH FREE	BERTH FREE
				VESSELS REMAIN ALONGSIDE (OUTBOUND VESSEL)			
5.	LOA ≤ 100 m	B ≤ 15 m	≤ 5°	BERTH FREE	BERTH FREE	BERTH FREE	BERTH FREE

2P – applicable to 2 berthing places at Pilotowe berth in its northern part

M – applicable to remaining part of Pilotowe berth

JW – applicable to Węglowe berth – northern (passenger) part

W – applicable to Węglowe berth – southern (cargo) part

\* wind force measured by Harbour Bosun Office 1 hr in advance prior pilot boardind

**Appendix no. 12**  
**The mooring limitations applicable during turning manoeuvres of vessels with length overall more than 85 m in the Port of Kołobrzeg**

<b>ITEM NO.</b>	<b>SZKOLNE BERTH</b>	<b>BARKOWSKIE BERTH</b>	<b>KOSZALIŃSKIE BERTH*</b>	<b>LOA</b>	<b>WIND FORCE(B)</b>
1.	B ≤ 7 m	B ≤ 7 m	BERTH FREE	85 - 90 m	5°
2.	BERTH FREE	7 m < B ≤ 15 m	BERTH FREE	85 - 90 m	5°
3.	BERTH FREE	BERTH FREE	BERTH FREE	90 - 100 m	5°

B – breadth of the berthed vessel

\* applicable to free 75 m of the berth in its western side