



# **MARITIME AND PORT SAFETY NORMS OF THE PORT OF AVEIRO**

April 2021

**Maritime and Port Safety Norms of the Port of Aveiro**

Under articles 3(1) and (2) of DL 339/98, of 3 November, article 10, subparagraphs (d) and (p) of the statutes attached to said Decree-Law, articles 2, subparagraphs (d), (h), (j), (l) and (m), and article 4 of Decree-Law no. 46/02 of 2 March, and Rule 1, subparagraph (b) of the International Regulations for Preventing Collisions at Sea-1972 (COLREGs-72), the Board of Directors of the APA - ADMINISTRAÇÃO DO PORTO DE AVEIRO, S.A. makes it known that it approved the attached Maritime and Port Safety Rules, at its meeting held on 8 April, 2021:

Forte da Barra, 20 April, 2021.

**THE CHAIRMAN OF THE BOARD OF DIRECTORS,**

*Maria de Fátima Lopes Alves*

# **MARITIME AND PORT SAFETY NORMS OF THE PORT OF AVEIRO**

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# **MARITIME AND PORT SAFETY NORMS OF THE PORT OF AVEIRO**

## **CHAPTER I**

### **General provisions**

#### **Article 1**

##### **Preliminaries and definitions**

1. These regulations apply to areas of approach, anchorages, access channels, manoeuvring basins and manoeuvring areas as well as those adjacent to the North, South and Liquid Bulk Terminals, High Sea Fishing Port, Coastal Fishing Port, docks, quays, piers and marinas at the Port of Aveiro, under the jurisdiction of the APA – Administração do Porto de Aveiro, S.A., henceforth referred to as APA, S.A. or Port Authority.
2. At the port of Aveiro, steerless vessels are understood to include towing trains where the towed vessel does not have an engine and/or rudder, in addition to those identified in subparagraph (f), Rule 3 of COLREGs-72.
3. At the port of Aveiro, in addition to the vessels set out in paragraph (g), Rule 3, of COLREGs-72, vessels restricted in their ability to manoeuvre are understood to include:
  - a) West of the North Terminal entrance, those that are more than 120 meters in length overall (LOA) or that exceed 7.0 meters in draught;
  - b) East of the North Terminal entrance, those that are more than 90 meters in length overall or that exceed 5.5 meters in draught.
4. In the event of an accident, namely vessel collision, grounding, sinking or wrecking, and explosion or fire on board, the Port Authority will control and coordinate the related emergency operations, without prejudice to the competence of other State entities or bodies.

#### **Article 2**

##### **Procedures concerning the entry and stay of vessels that may endanger port safety**

1. Entry to the harbour and stay at the Port of Aveiro, upon prior authorisation from the APA, S.A. and under the conditions set by the Port Authority, is only granted to:
  - a) Vessels with changes in normal stability conditions;
  - b) Vessels with open water or with a fire on board, especially if they carry explosive, flammable or potentially polluting substances;

- c) Vessels flagged for denial of entry or docking at the port by the National Ship Control Authority (Port State Control), under the terms of the legislation in force;
  - d) Vessels with any type of engine related or rudder malfunction;
  - e) Towing trains, with the exception of those comprising tugs or local vessels.
2. The master of the ship, boat skipper, recreational navigator, APA, S.A. worker or any other person who becomes aware of a fact that may compromise the safety of navigation or vessels, or poses a danger to or damages the marine environment, must immediately inform the APA, S.A. safety services and the Maritime Authority.
3. Authorised vessel entries into the Port of Aveiro in the situations provided for in paragraph 1 will be communicated to the Local Maritime Authority and to the National Vessel Control Authority (Port State Control), so as to allow them to exercise their respective legal competences.
4. By means of a reasoned decision, the Port Authority reserves the right to deny the call of vessels that, in a previous request to the Port of Aveiro, revealed inadequate nautical qualities in light of the port's manoeuvrability requirements.

### **Article 3**

#### **VHF Communications**

1. All moored vessels are required to keep listening on Channel 13 (Navigation Safety Channel) and Channel 74, during port entry, channel navigation, mooring manoeuvres and unberthing.
2. Channel 74 is the main working channel assigned to the Maritime Traffic Control Centre.
3. Channel 14 is reserved for Pilots, who keep listening during vessel movement.
4. Annex 1 to these Regulations complements the information and obligations relating to VHF communications at the Port of Aveiro.

## **CHAPTER II**

### **Procedure to call the port**

### **Article 4**

#### **Regulations to be observed in the port's outer area of approach**

1. The outer, harbour access area has the following boundaries:
  - North - 1/4 of a mile parallel north of the end of the North Breakwater;
  - South - 1/4 of a mile parallel south of the end of the South Breakwater;

- East - the meridian of the port light at the Harbour's Central Breakwater;
  - West - the meridian 1 mile west of the end of the North Breakwater.
2. Whenever doubts arise about the notices in force (closed or open harbour or other information), the services of the Maritime Authority at Port of Aveiro or APA, S.A. (Pilots or Maritime Traffic Control Centre) should be contacted to provide any necessary clarifications.

## **Article 5**

### **Navigation**

1. On approach, outside the Harbour, navigation must be conducted so as to pass the sandbar area, in the sector delimited by the alignment of the Lighthouse and the marking on the South Breakwater, and the transit joining the Pilot Tower and the small lighthouse at the South Breakwater, up to the North Breakwater– 060° transit, to pass the leading line between the North and South small lighthouse, which defines the bearing transit to be followed. After passing the alignment of the Barra Fort and the Meia Laranja small lighthouse, navigation must take place along the centre of the Main Channel.
2. On departure, navigation must take place in reverse order to that indicated in the previous paragraph.
3. The outer alignments are the standard way of locating the Harbour, so all navigators must obtain confirmation of this data through the means indicated in these regulations.
4. Notwithstanding the fact that all steering and navigation rules established in COLREGs-72 are in force at the Port of Aveiro, the following must also be considered:
  - a) In accordance with Rule 3 of said Regulations, all ships and vessels must take into account the limited manoeuvrability of larger vessels. Whenever there are ship movements under control of the pilotage service, permanence is prohibited to local traffic, local fishing, coastal fishing and recreational vessels, up to over 25 meters from the banks of channels used by commercial navigation; this provision is especially applicable to local fishing and recreational vessels, which must not hinder the movements of commercial ships;
  - b) During the entry manoeuvre, in the port's outer area of approach, vessels must follow the approach alignment (the Aveiro Lighthouse and the marking on the South Breakwater) at a distance of no less than 1.0 mile from the North Breakwater, and pass outbound vessels port to port;
  - c) Whenever navigation is subject to instructions from the pilotage service, all vessels equipped with VHF communications and call the Port of Aveiro, whether in entry or exit manoeuvres, must

keep listening on Channel 14. In the absence of intervention by the pilotage service, such vessels must keep listening on channel 13;

- d) Before call the port, vessels that are not obliged to embark a pilot, due to their size, must establish contact with the Maritime Traffic Control Centre of the Port of Aveiro via VHF, on Channel 74, in order to obtain information about upcoming movements;
- e) Doubts about the execution of manoeuvres by persons in charge of vessels without a pilot on board should be clarified through immediate VHF contact, on channel 14, with the APA, S.A. pilotage service;
- f) In the port area, small vessels must sail alongside the starboard channel banks;
- g) Vessels that need to cross the navigation channels must do so perpendicularly to the channel axis, stern foremost of other vessels in the channels;
- h) During approach manoeuvres to the port and inland navigation, vessels under the control of the pilotage service or following their instructions have priority to manoeuvre;
- i) In the access channels leading into the Harbour, the North Terminal, the Liquid Bulk Terminal, the former S. Jacinto Shipyard, the High Sea Fishing Port, the South Terminal and the Coastal Fishing Port, vessels forced to use such channels due to deadweight or draught are prohibited from anchoring, hovering or otherwise remaining in any manner that may hinder navigation. When this cannot be avoided, in the exceptional event of force majeure, such vessels or ships must make the appropriate regulatory signals clearly visible and give immediate notice to the Port Authority and the Maritime Authority;
- j) Vessels that are deemed not under command or restricted in their ability to manoeuvre must exhibit the signals provided for in Rule 27 of COLREGs-72;
- k) Manoeuvres that may endanger the safety of the ship, nearby navigation, and port works and installations or any other infrastructure are prohibited within the port, unless these manoeuvres are deemed necessary for safety reasons, and provided that they are carried out under the control of the Pilotage Service;
- l) Vessels with an air draught greater than 19.5 meters (height above water level) are prohibited from navigating the Mira Channel, in accordance with the signalling on the tidal triangle, to ensure the protection of the high voltage lines that cross the Channel between the Barra Fort and the Central Breakwater. In this Channel, sailing ships intending to navigate under the Barra Bridge should bear in mind that the safety clearance at high tide (3.60 meters) is reduced to 14 meters;
- m) Sailing at speeds that may cause damage or accidents, in any way, namely due to the resulting swell, involving persons on board ships, vessels, walls, channel or estuary banks, moorings or navigation in progress is prohibited within the entirety of the Ria de Aveiro under the jurisdiction

of the APA, S.A. Ships under assisted pilotage or with a pilot on board must navigate at the recommended safety speed within the Port of Aveiro, which is understood to mean the speed that allows any type of ship to manoeuvre in good safety conditions, regardless of weather conditions and tides. The following is also prohibited:

- Navigation at speeds greater than 5 (five) knots relative to the water, from the start of the Central Breakwater to the Coastal Fishing Port (Mira Channel), above the minimum manoeuvring speed;
  - Overtaking manoeuvres for vessels of length equal to or greater than 20 (twenty) meters, sailing in the same direction, except when both vessels have a pilot on board and the manoeuvre has been previously agreed between them;
  - Navigating, anchoring or adrift inside the North Terminal, delimited by the leading line joining the Commercial N and S Small lighthouse, with the exception of cases duly authorised by the Port Authority, for local, local fishing and recreational boats;
  - Navigating, anchoring or adrift in the Main Navigation Channel and in the manoeuvring basins, whenever there is commercial navigation, for local, local fishing and recreational boats;
  - For local, local fishing and recreational navigation, under any circumstances, such as may interfere with navigation that calls Aveiro port.
5. Regardless of the speed limits established in the previous paragraph, two vessels sailing in opposite directions must reduce their speeds to the minimum manoeuvring speed when crossing each other.

## **Article 6**

### **Manoeuvring areas**

1. In order to avoid impairing or hindering entry or exit manoeuvres of vessels using the North, South, Liquid Bulk Terminals and High Sea and Coastal Fishing Terminal facilities, the following manoeuvring areas are defined:
  - a) North Terminal - The entire adjacent basin up to alignment of the entry small lighthouse, along with the main navigation channel beyond the basin, from the alignment north of the access channel for the APA, S.A. Service Quay, to the alignment east and west of the small lighthouse at the forward current triangle for the S. Jacinto and Main Navigation Channels;
  - b) Liquid Bulk Terminal (jetties no. 20 to 23) - The entire area between the banks along the straight section of the main navigation channel adjacent to jetties no. 20 to 23 at this Terminal, and further delimited by the port inlet of the Espinheiro Channel (as indicated in Annex 2);



- c) High Sea Fishing Port - The entire Main Navigation Channel between buoy no. 9 and the A25 road bridge (over the Ílhavo Channel);
  - d) South Terminal/Navalria Shipyard - The entire area between the alignment north of the small lighthouse at the Navalria quay and the alignment northerly of the eastern end of the South Terminal quay;
  - e) S. Jacinto Shipyard - The area of the Ovar Channel between the northern and southern limits of the former Shipyard, the west bank and a meridian 200 m to the east;
  - f) Coastal Fishing Port - The entire area adjacent to this port, between the Barra bridge and the alignment between buoys no. 7M e 9M.
2. Commercial ships manoeuvring in the areas defined in the previous paragraph have priority to manoeuvre over all the vessels or ships headed to or through these areas.

## Article 7

### Ship dimensions

- 1. For the purposes set out in these Regulations, the length of a ship is understood to mean length overall (LOA).
- 2. North Sector Terminals (including, namely, the North Terminal, the Multipurpose Terminal and its perpendicular, 250 m extension, the Container/Ro-Ro Terminal and the Solid Bulk Terminal (Agri-Food and Other Bulk):
  - a) At these terminals, ship length, beam and draught cannot exceed 180.0 meters, 28.5 meters and 9.5 meters, respectively;
  - b) Ships with a length of more than 140 meters, a draught of more than 8.0 meters and a DWT of more than 15 000 must have sufficient engine power to ensure a minimum manoeuvring speed of no less than 10 knots during both entry and exit;
  - c) The manoeuvring speed set in the previous paragraph should result from the practice of "slow steaming", where the engine is not used at full power, saving fuel, and reducing CO2 emissions and atmospheric pollutants.
- 3. South Terminal  
Ship length and draught must not exceed 100.0 meters and 5.5 meters, respectively.
- 4. Liquid Bulk Terminal
  - a) Jetties no. 20 and 22  
Ship length and draught must not exceed 110.0 meters and 7.0 meters, respectively;
  - b) Jetty no. 23

Ship length and draught must not exceed 115.0 meters and 7.0 meters, respectively;

c) Jetty no. 24

Ship length, beam and draught must not exceed 150.0 meters, 24.0 meters and 9.0 meters, respectively;

d) Jetties no. 25 and 26

Ship length, beam and draught must not exceed 170.0 meters, 27.0 meters and 9.5 meters, respectively.

5. High Sea Fishing Port

a) Specialized Fish Unloading Terminal (TEDP);

Ship length and draught must not exceed 100.0 meters and 6.5 meters, respectively;

b) Piers no. 1 to 10, 12 to 15 and 17 to 19

Can be used by ships up to 5.0 meters in draught. Piers 1 to 6 should not be used by commercial vessels.

Draught limits may be exceeded on occasion, subject to the technical opinion of the pilotage services and under full responsibility of the masters or shipowners.

6. Coastal Fishing Port

Ship length and draught must observe the service quota of the main navigation channel leading to the Coastal Fishing Port, defined by the buoys and up to the southern limit of the fish unloading pier, which is 5m (CD).

Ship access to and use of the remaining pier area (supplies, equipment and docking piers) must observe the service quota of 4m (CD).

7. Special provision:

a) Exceptionally, the entry and berthing of ships that do not meet the characteristics set out in the preceding paragraphs may be allowed, after each specific request addressed to the APA, S.A. Port Coordination Management is assessed;

b) The APA, S.A. reserves the right, by reasoned decision, to restrict or condition access to the Port of Aveiro to ships constructed twenty or more years ago.

## **Article 8**

### **Passages through the port entry**

1. Passage through the port entry should preferably take place during slack or flood tides.
2. In the case of spring tides, during the hours of greatest current, ships with low speed, with poor steer and all those that justify such precaution should not pass the port entry.

3. For ships subject to mandatory pilotage, responsibility for the decision to cross the port entry and to fast tugs rests with the respective pilot, depending on the assessment carried out under the terms of paragraph 3, article 12 of these Regulations.
4. For vessels of tonnage greater than 13 000 GT or with a beam greater than 24.0 meters, must fast tugs before crossing the port entry, at a distance of at least 0.5 miles from the North Breakwater.
5. Exceptions are made for ships that, under good meteorological conditions, have additional means of manoeuvring such as bow propellers of adequate power, Becker rudders, a draught of less than 8 meters and do not carry dangerous goods.

### **Article 9**

#### **Navigation along the main channel**

1. Ships passing by each other inside the Port must, in principle, pass port to port.
2. In the main channel, ships must avoid passing by each other in the tightest areas or areas of increased steering difficulty, namely the Rebocho area and the Navalria bend.
3. Ships are not allowed to pass by each other in between breakwaters, and may only do so exceptionally, after prior agreement between the concerned parties. To avoid passing by another ship, the ship heading against the current must stop and give way. If there is no current, the give way ship will be the one manoeuvring to leave the port.

### **Article 10**

#### **Berthing places**

1. No ship may berth at any of the terminals or berthing places without the prior authorisation of the APA, S.A., and must comply with the determinations and instructions communicated to them by the Port Authority.
2. In addition to complying with the nature of the loads to be handled, their positioning, respective handling equipment and the type of operations to be carried out, the berthing station is always determined based on ship dimensions and draught.
3. The maximum ship length and draught for the different berthing stations are indicated in article 7 above.
4. For safety reasons, ships moored at the jetties of the Liquid Bulk Terminal will leave immediately after the end of their respective operations, or as soon as port conditions allow so.
5. Use of steel lines to moor ships at the Liquid Bulk Terminal is forbidden, as they constitute potential sources of ignition.

6. Use of the piers at the High Sea Fishing Port by commercial vessels flying a foreign flag is subject to prior approval by the Maritime Authority, the Customs Authority, the GNR Coastal Control Unit and the Immigration and Borders Service.

### **Article 11**

#### **Mooring**

1. North Terminal and jetties 24, 25 and 26 of the Liquid Bulk Terminal  
Whenever possible, ships should moor with their bow towards the exit.
2. Jetties no. 20 to 23 of the Liquid Bulk Terminal  
Whenever possible, ships should moor with their bow towards the exit (West).
3. Whenever the safety and operability of the port so require and weather conditions so allow, ships may have to moor “side-to-side” at the North Terminal, South Terminal and Open Sea Fishing Port piers, with the prior consent of their masters.

## **CHAPTER III**

### **Pilotage Service**

### **Article 12**

#### **Pilotage Service**

1. The pilotage service at the port of Aveiro complies with the provisions of the legislation in force.
2. Pilot requests are submitted to the APA, S.A. services through the JUL platform in use at the Port of Aveiro, with the requisite advance notice for adequate programming of the movements to be performed. For this purpose, all information regarding the characteristics of the ships must be provided in advance, namely those referred to in the Arrival Notice and all elements required to assess the ship's manoeuvring capabilities.
3. Service scheduling is always subject to confirmation by the APA, S.A. considering the following factors:
  - a) Requested service time;
  - b) Meteorological conditions. "Good weather conditions" are understood to mean a significant swell of up to 2 meters and true wind up to 15 knots;
  - c) Port entry sea conditions;
  - d) Tidal conditions;

- e) Ship characteristics;
  - f) Berthing or unberthing place;
  - g) Navigation channel conditions, taking into account the limitations of the manoeuvring capabilities of larger ships.
4. Pilotage is performed in the presence of the pilot on board, or from the pilot station, with the aid of radar and the usual communication and guidance means (Assisted pilotage or SBP – Shore Based Pilotage).
  5. Pilotage services are provided taking into account draught, length, tide, and ship manoeuvrability constraints, as well as weather and sea conditions.
  6. Pilot boarding and disembarking will take place using the pilots' vessel or another appropriate vessel, and the ships must provide safe means for this operation. When the ships are moored at the quay, boarding may take place by land.
  7. For safety reasons, harbour entry shall take place under the best possible weather and tide conditions. For this reason, whenever a berth is available and the ideal conditions for entering the harbour are met, ships at anchor should enter the port.
  8. Whenever the permanence of ships moored at the North Terminal and the Liquid Bulk Terminal can be a danger to the safety of these ships or port facilities, they are obliged to guarantee complementary means of assistance to deal with such danger. In extreme cases, ships will have to abandon their berthing station and navigate, adrift or anchor in a safer place.

## **CHAPTER IV**

### **Port of Aveiro Maritime Traffic Control Centre (CCTM)**

#### **Article 13**

##### **Description**

The Maritime Traffic Control Centre (CCTM) of the Port of Aveiro identifies and monitors navigation in its area of intervention.

#### **Article 14**

##### **Monitoring area**

The monitoring area of the Port of Aveiro's CCTM is bounded downstream within a 6-mile radius, centred on the Aveiro Lighthouse. Upstream, the CCTM is bounded by the small shipyard area (buoy no. 26), in the main navigation channel, by the Barra Bridge, in the Mira channel, and 100 meters upstream of the Pedra Quay, in the S. Jacinto Channel.

#### **Article 15**

##### **Location of the Maritime Traffic Control Centre**

The CCTM is located at the following coordinates:

(WSG84) N 40° 38'.62 / W 008° 44'.85

#### **Article 16**

##### **Station ID / Call sign and CCTM MMSI**

Identification: Aveiro Port Control

Call sign: CSG 226

MMSI: 00263080

#### **Article 17**

##### **Business hours**

Twenty-four hours a day, seven days a week, 365 days a year.

#### **Article 18**

##### **Procedures**

Communication with the Maritime Traffic Control Centre at the Port of Aveiro is mandatory for the following vessels and ships:

I –Vessels and ships with tonnage equal to or greater than 300 GT.

II –Vessels and ships that, regardless of their tonnage:

- a) Provide commercial transport to more than 12 (twelve) passengers;
- b) Operate in maritime-tourist activity;
- c) Transport hazardous and/or polluting goods;
- d) Carry out towing operations;
- e) Carry out dredging operations;
- f) Are assigned to port services, such as tugs, mooring boats, crew transport, food transport, spare parts transport and pollution control;
- g) Are more than or equal to fifteen (15) meters in length overall;
- h) Are less than fifteen meters in length overall and are located in commercial navigation channels;
- i) Are considered High Speed Vessels (HSV) by the legislation in force.

## Article 19

### Notices

1. Vessels must inform the CCTM at the Port of Aveiro, via VHF Channel 74, a minimum of at least two (2) manoeuvring speed hours in advance of their estimated time of arrival (ETA) at the port VTS monitoring area.
2. Vessels must also contact and maintain communication with the CCTM at the Port of Aveiro:
  - a) Thirty minutes before entry into the VTS area (Aveiro);
  - b) Whenever the ship anchors;
  - c) Thirty minutes before heaving the anchor;
  - d) Fishing and recreational ships equipped with VHF should call the CCTM at the Port of Aveiro on VHF channel 74, and communicate their intention regarding entry to the harbour, at six nautical miles out, as well as communicate their intentions regarding departure, before leaving the pier.
3. Ship masters or whoever is in commands are obliged to provide the CCTM at the Port of Aveiro with the items listed under the Standard Reporting Format and Procedures adopted in IMO Resolution A. 851 (20) on General Principles for Ship Reporting Systems and Ship Reporting Requirements (SRS): (Items: A, C, G, O, P and Q), as well as other additional information that may be requested by the VTS operator.
4. Incident notification: vessels and ships must immediately report any of the following situations to the CCTM at the Port of Aveiro (VHF-Channel 74):
  - a) Fire or explosion;
  - b) Any condition or anomaly in the various on-board systems that may affect the propulsion, navigation and steering equipment;
  - c) Involvement in maritime accidents;

- d) Any pollution incident;
- e) Any danger to navigation;
- f) Any anomaly in navigation aids;
- g) Adverse weather and visibility conditions;
- h) Other ships and vessels that are in apparent difficulty;
- i) Any incident that may affect the security (security incident) of the ship, crew and passengers.

#### **Article 20**

##### **Information Broadcast**

The CCTM at the Port of Aveiro broadcasts weather, navigation and traffic information on VHF Channel 74 VHF and the AIS (Automatic Identification System) system, whenever necessary or when sought and requested by a ship or vessel.

#### **Article 21**

##### **Communication of nautical operations and events**

Whenever the following nautical operations or events are set to take place within the Aveiro VTS monitoring area, they should be communicated to the CCTM at the Port of Aveiro, by the entities promoting the initiatives or responsible for their licensing, via fax (+351 234 393 179) or by email (vts@portodeaveiro.pt), at least seventy-two (72) hours, whenever possible:

- a) Dredging;
- b) Placement, relocation and maintenance of maritime beacons and/or other navigation aids in the port entry and inside the Port of Aveiro;
- c) Maritime Works;
- d) Pyrotechnic bursts;
- e) Underwater works;
- f) The launch of fireworks, from land or barges, towards the waterways of the port of Aveiro;
- g) Maritime rescue exercises;
- h) Firefighting exercises and sea pollution in the form of hydrocarbons and other hazardous substances;
- i) Placement of anchored ships in lay-up;
- j) Races, nautical sports events and other events, in the navigable areas under the jurisdiction of the port of Aveiro and CCTM monitoring.



## **CHAPTER V**

### **Anchorage**

#### **Article 22**

##### **Outer anchorages**

The APA, S.A. Piloting Department, or the Maritime Traffic Control Centre inform ships seeking the port of Aveiro of the waiting anchorage defined by the Maritime Authority, and when deemed convenient, of the position within the anchorage area.

#### **Article 23**

##### **Inner anchorages**

1. Anchoring, adrift or permanence inside the port in any manner that may hinder navigation is prohibited, as well as within the manoeuvring areas defined in paragraph 1 of article 6, and in all navigation channels leading thereto. Except in the event of an emergency, in which case ships or vessels must keep the regulatory signalling clearly visible, and immediately give notice to the Port Authority and the Maritime Authority. Another exception is authorisation to anchor, which may be granted on a one-off basis, when convenient for the port and provided that the waiting time is limited, there are favourable weather conditions and the pilotage service can keep in contact with the ship.
2. Tugs, recreational, fishing and local traffic ships are allowed to anchor outside the Main Navigation Channel.
3. Anchoring or mooring is absolutely forbidden near the crossing points of the CIRES pipeline and the SIMRIA pipeline, specifically in the entire manoeuvring area of the Liquid Bulk Terminal, as indicated in Annex 2.

## **CHAPTER VI**

### **Arrival at the port**

#### **Article 24**

##### **Arrival notice**

1. The shipping agents or legal representatives of ship and vessel operators that intend to call at the port of Aveiro shall transmit all possible information required to precisely determine scheduled

operations and the means necessary for their implementation, to the Port Authority and all public entities registered on the JUL [single window logistics] platform in use at the Port of Aveiro, whenever possible, 48 hours in advance of the estimated time of arrival at the outer anchorage. In regard to commercial navigation, and without prejudice to the availability of other elements required in the JUL forms and procedures, the following information must be provided:

- a) Identification of the entity responsible for providing said elements;
  - b) Name, IMO number and call sign of the ship or vessel;
  - c) Estimated date and time of arrival (ETA) and departure (ETD);
  - d) Type of ship, gross tonnage (GT) in units of tonnage, total content (DWT), length, beam and draught on arrival and departure, current maximum speed, manoeuvring aids and all information regarding anomalies that may affect the manoeuvrability of the respective ship or reduce its manoeuvrability;
  - e) Previous and following ports of call;
  - f) Purpose of the call;
  - g) Preferred terminals, piers and berthing places;
  - h) If commercial operations are to take place, the nature and quantity of the cargo to be handled, in metric tons and units of cargo, if applicable, as well as the names of the stevedoring companies responsible for port operations, the ports of origin/destination of the cargoes and the respective importers/exporters. In the case of passenger traffic, the number of passengers to disembark and/or embark and their respective origins/destinations must be provided;
  - i) Ship waste declaration stating on board waste and how much of it is to be unloaded;
  - j) All clarifications required to correctly assess the operations to be conducted during the call and the allocation of the means considered appropriate, as well as other elements required by applicable legislation.
2. Ships carrying or intending to carry cargo that is pollutant or listed in the IMDG Code must comply with the declaration and notification obligations on the monitoring and reporting of vessel traffic, as set out in the legislation in force.
  3. Whenever there is a change in any elements provided by the ship, they must be communicated to the Port Authority by the most expeditious means and confirmed as soon as possible through the JUL in use at the Port of Aveiro.
  4. Damages of any nature that arise from omissions or erroneous or incomplete information will be the sole responsibility of the party at fault who uses the Port of Aveiro.
  5. Local and coastal fishing, recreational, maritime-tourist ships and tugs are exempt from complying with the formalities referred to in paragraph one above, when they only intend to use specialized or dedicated port facilities for these activities and do not need to berth at commercial quays.

## Article 25

### Tugs

1. Entry and exit manoeuvres and the movement of ships within the Port of Aveiro will take place with the help of tugs, with the following levels of service:
  - a) Tug on standby, at the berthing place, ready to intervene if called upon;
  - b) Effective tug, escorting or part of the manoeuvre, with a tow cable or pushing;
  - c) Tug on order, moored to the quay, manned, ready to intervene and exclusively at the service of the vessel for which it was requested, due to the vessel's specificities or for safety reasons;
2. Accompanying or manoeuvring tugs are considered tractor tugs with azimuthal or cycloidal propulsion, or another similar form of propulsion that guarantees manoeuvrability.
3. The use of tugs will take into account the dimensions of the ships, their draught, place of berthing and type of cargo transported. For safety reasons, namely depending on the characteristics of the ships and the weather and sea conditions during the manoeuvres, the APA, S.A. Port Coordination Management may alter service delivery conditions, or assign a tug on order.
4. All commercial vessels that visit the Port of Aveiro, when exempted from the effective use of tugs to manoeuvre, are obliged to resort to an escort tug during the course of manoeuvre;
5. The general rules for the use of tugboats at the port of Aveiro are set out in the following tables:

#### I-Ships in general:

A- Ship dimensions	Tugs to be used
<115 m	- 1 at 22 tons-pull, on attention (*) - 1 on order (***)
115 m to 125 m	- 1 at 22 tons-pull, effective (**) - 1 at 34 tons-pull, on attention (*)
125 m to 135 m	- 1 at 22 tons-pull, effective - 1 at 34 tons-pull, on attention (*)
135 m to 150 m	- 1 at 34 tons-pull, effective - 1 at 34 tons-pull, effective (***)
150 m to 160 m	- 1 at 45 tons-pull, effective - 1 at 34 tons-pull, effective (***)
> 160 m	- 1 at 45 tons-pull, effective - 1 at 45 tons-pull, effective (***)
GT> 5000	- 1 at 22 tons-pull, effective (**)
GT> 10 000	- 1 at 34 tons-pull, effective

(\*) Will become effective as required or imposed by weather conditions or the ship's characteristics, its cargo, draught and berthing place, upon assessment by the APA, S.A. piloting coordination service.

(\*\*) May be placed "on attention", by decision of the APA, S.A. pilotage coordination service, if the manoeuvring conditions and the ship's resources prove to be sufficient.

(\*\*\*) The operational status may be changed to dismissed/on attention/effective, by decision of the APA, S.A. pilotage coordination services, depending on the manoeuvring conditions and the vessel's means.

## **II- Vessels transporting class 1 and 7 hazardous or polluting cargoes, and tankers that transport class 2 and 3 cargoes:**

Ship length	Tugs to be used
< 90 m	- 1 at 22 tons-pull, effective - 1 at 34 tons-pull (*)
90 m a 135 m	- 1 at 34 tons-pull, effective - 1 at 22 tons-pull, effective (*)
> 135 m or GT > 10 000	- 1 at 45 tons-pull, effective - 1 at 34 tons-pull, effective (**)

(\*) It may be dismissed or be placed on "attention" by decision of the APA, S.A. pilotage coordination services if the manoeuvring condition and the vessel's means prove to be sufficient.

(\*\*) May be dismissed by the APA, S.A. pilotage coordination services during the departure manoeuvre, if the manoeuvring conditions and the vessel's means prove to be sufficient.

- For vessels with draught greater than 7.5 m, use of an effective tug with no less than 34 tons-pull is mandatory.

### **Article 26**

#### **Auxiliary mooring boats**

Berthing and unberthing manoeuvres at jetties no. 20 and 22 of the Liquid Bulk Terminal require the mandatory use of motorboats or other auxiliary vessels to pass mooring lines. At other berthing stations, the Port Authority may require use of auxiliary mooring means, when justified by the characteristics of the vessel, weather conditions or other particular situations.

## **CHAPTER VII**

### **Procedures during stay in port**

#### **Article 27**

##### **General regulations to be observed**

1. Moored vessels must have their propulsion systems ready for use.
2. Moored vessels with loads listed in the IMDG Code or pollutants must keep steel lines of adequate gauge passed through the fore and aft mooring pipe, with the hawser eye at 1.5 meters above water level, ready to be fastened by the tugs, in an eventual emergency departure.
3. The vessels moored with cargoes listed in the IMDG Code or pollutants, must always be in a state of readiness that allows for their departure by their own means.

#### **Article 28**

##### **Mooring**

1. During the vessel's stay at the berthing place, the mooring must be watched and corrected by the crew, and it must also be reinforced or replaced whenever safety reasons so require.
2. The cables must have a turn around the ship bollards and never remain on the winch drum, except when they are being turned. An exception is made for drums designed for this purpose.
3. Mooring wire lines must have slips, and be made of nylon or propylene with a length of no less than 10 meters on the hawser eye fastened ashore. This type of cables should only be used on general cargo vessels.

#### **Article 29**

##### **Qualified crew on board**

1. During their stay in port, ships must keep a permanent watch on the gangway and ensure the presence of qualified crew to ensure good mooring conditions at all times.
2. During liquid bulk loading and unloading, bunker and deballasting operations, ships must have a lookout at the cargo collector and on the deck. The Master must ensure the permanent presence on board of sufficient qualified personnel, in order to:
  - a) Ensure the safety of the ship, cargo and the people on board, especially in the event of a collision, fire or open water;

- b) Proceed with the emergency departure and reinforce the mooring, if the circumstances so dictate;
- c) Keep position lights and hoist and transmit regulatory signals, namely in case of fog, and respond promptly if called on Channel 12;
- d) Avoid any pollution.

### **Article 30**

#### **Means to access and abandon ships**

1. Ships must carry their own means to guarantee safe access on board to the crew and other authorised persons, namely:
  - a) Boarding ladder or plank of adequate width balustrade and handrail on at least one side;
  - b) Safety net mounted under the ladder or plank, covering the entire area under them;
  - c) Adequate lighting at night.
2. Tank vessels must carry one of the following means of abandoning the vessel in the event of an emergency:
  - a) Boarding ladder, on the side opposite the mooring side, lowered to within about one metre of the water line;
  - b) Lifeboat on the side opposite the mooring side, prepared and lowered up to its boarding skid.

### **Article 31**

#### **Ship movement within the port**

1. Before starting any movement, all moored or adrift vessels must ensure that they will not pose a danger to other vessels that are already sailing, and have reduced manoeuvrability due to their size and/or draught.
2. All vessels that sail or remain in the Port of Aveiro are obliged to observe the regulations established by the APA, S.A., and other rules in force or eventually published by the competent authorities, in addition to those that concern navigation in restricted areas, to the extent that such rules do not conflict with port regulations.
3. Other things being equal, vessels sailing with the current have priority.
4. Vessels and ships sailing along the channel have priority over those crossing it.

## **CHAPTER VIII**

### **Deficiencies, malfunctions and on-board repairs**

#### **Article 32**

##### **Reporting malfunctions**

1. Any deficiency or damage on board that in any way affects maritime safety or vessel safety must be immediately reported to the APA, S.A. and the of the Port of Aveiro, without agreement to any type of entry or exit manoeuvre or repair on board.
2. If a damaged ship intends to enter the port of Aveiro, this intention must be communicated to the APA, S.A., and all relevant information must be made available.
3. The Port Authority will authorise or deny entry of the ship into the Port of Aveiro based on its assessment of the situation and receipt of any relevant opinions it deems necessary, and if applicable, determine the requirements for entry.

#### **Article 33**

##### **Repairs**

1. Vessels wishing to carry out repairs during their stay at the port of Aveiro must request prior authorisation from the APA, S.A, without prejudice to their obtaining of a licence issued by the Maritime Authority.
2. Authorisation requests must be submitted to the APA, S.A. at least 48 hours in advance, and contain a detailed description of the work and the expected time for completion thereof.
3. Maintenance work is not permitted on ships moored at the Liquid Bulk Terminal and commercial terminals when such work affects the propulsion system or the operability of the ship.
4. Repairs to TSF and radar equipment are permitted. However, the testing or connection of antennas on ships moored at the Liquid Bulk Terminal is not authorised.
5. All outward openings must remain closed while engine room repairs are in course.

#### **Article 34**

##### **Diving services**

1. Ships or any public or private entities who wish to conduct inspections or works with resort to diving services must request prior authorisation from the APA, S.A., and provide detailed information on the

service to be performed, without prejudice to their obtaining of a licence issued by the Maritime Authority.

2. The authorisation to be granted by the Port Authority under the terms of the previous paragraph may require ship operations to be interrupted during the works.
3. As a rule, work will not be allowed on ships moored at the terminals, only inspections.
4. For the support and safety of divers, the legal regulations in force must be observed.

## **CHAPTER IX**

### **Handling cargo destined for ships**

#### **Article 35**

##### **Authorisations**

1. Moored vessels that wish to carry out operations to resupply fuel, lubricants or other hazardous or polluting, flammable or explosive ship or vessel products or substances, for their own consumption, using a tanker lorry, or from cans or drums, must request prior authorisation from the Port Authority, without prejudice to their obtaining of a licence issued by the Maritime Authority.
2. The request for authorisation to supply fuel must be submitted on the JUL, and state the sulphur content of the fuel to be supplied.

#### **Article 36**

##### **Hazardous or polluting substances. Loading, unloading and transit**

1. For the purposes of these provisions, "Hazardous Goods" are understood to mean goods or substances listed in the IMDG Code, Chapter 17 of the IBC Code and Chapter 19 of the IGC Code, including radioactive materials in the INF Code, and "Polluting Goods" to mean hydrocarbons, noxious liquid substances and harmful substances as defined respectively in Annexes 1, 2 and 3 of the MARPOL Convention.
2. APA, S.A. pilots carrying out berthing, unmooring manoeuvres or manoeuvring ships carrying dangerous or polluting goods must alert the Maritime and the Port Authorities as soon as they detect anomalies likely to endanger the safety of vessels or navigation.
3. Regarding the loading and unloading of dangerous or polluting goods, the following should be taken into account:



- a) These operations must take place under the direction and with the assistance of a ship officer in the case of explosive substances (class 1), organic peroxides (class 5.2) or flammable substances (class 3);
- b) If loading or unloading operations are authorised for explosive materials, these must be placed in separate packages, and personnel must wear shoes without nails, ropes, or metal protection;
- c) If the use of mechanical means such as derricks or cranes is authorised, the suspension strops can only be made of fibre lines and the sling must be prepared taking into account all safety conditions;
- d) The Master of the ship must ensure an appropriate degree of material and personnel readiness on board, so as to execute an emergency departure from the quay, should the need arise;
- e) It must also ensure a degree of readiness among the damage containment service on the ship, in order to immediately suppress potential fire outbreaks or face any other emergency situation on board.

#### **Article 37**

#### **Cargo handling at the Liquid Bulk Terminal**

1. By land:  
Vehicles used to handle cargo cannot access the jetties without express authorisation from the APA, S.A. safety services nor without flame arresters installed where required, and must remain on the platform only for the time strictly necessary for loading or unloading, and be ready to leave at any time.
2. Special regulations for ships carrying dangerous or polluting cargo:
  - a) The handling of metal objects or volumes protected by metal straps must take place in such a way as to avoid direct contact with or equipment on the deck;
  - b) Small amounts of cargo easily transported by hand may be handled through the ship's means of access available to persons;
  - c) The use of cranes or derricks is allowed during loading/unloading operations, provided that the device is located aft, near the superstructures and can manoeuvre to the water side;
  - d) In vessels with inert tanks, cranes or loading sticks may be used mid-ship, provided they can be manoeuvred to the water side, if the vessel does not have equipment stern side. Use is dependent on the safety of the lifting gears;
  - e) The supply of oils, lubricants, fuels and water by tank car will be allowed during loading or unloading operations. However, ships that are not inert are not authorised to conduct

operations to connect or disconnect flexible hoses during loading or unloading operations. The tank car and the pumps used will be parked outside the berthing platforms.

3. Special regulations for liquefied gas ships:
  - a) Small loads and non-metallic packages, in reduced quantities, may be handled through the ship's means of access available to persons;
  - b) The supply of oils, lubricants, fuels and water by tank car will only be allowed before or after loading or unloading operations, and the lifting gears must be disconnected. The tank car and the pumps used will be parked outside the jetties.

## **CHAPTER X**

### **Pollution**

#### **Article 38**

##### **Prohibition of polluting**

1. The release or dumping of noxious waters and waste substances into port waters, and of any other substances or residues that may in any way pollute the waters, such as petroleum products or mixtures, is expressly prohibited.
2. The release of any wreckage, debris, objects or materials, particularly plastics, nets, timber and floating or non-floating packaging that may pollute or cover the waters or silting up the bottom, from aboard ships or from quays or banks is also prohibited.
3. Pollution entails either criminal liability or an administrative offence, such as may apply to specific cases, as well as the liable party's additional liability for the payment of all the costs and expenses incurred in combating and pollution mitigation.
4. During their stay in port, vessels must have waste selection and collection containers on board.

#### **Article 39**

##### **Pollution prevention**

1. Atmospheric pollution:

The use of marine fuels with a sulphur content exceeding 0.10 %, by mass, in the port area, including anchorages, is prohibited under the terms of the legislation in force, unless authorised to use emission reduction methods at national ports, in closed systems.
2. Fuel supply:

- a) In the case of fuel supply to the ship, its delivery guide must state the sulphur content of the fuel supplied as well as the information set out in Annex I to Decree-Law No. 281/2000 of 10 November, in the wording in force, and the guide must be delivered through the JUL platform by the vessel's master or agent following completion of the operation in port;
  - b) The issuance of said guide must be accompanied by a fuel sample, sealed and signed by the supplier's representative and by the master or crew member responsible for the resupply operation.
3. Discharges to the marine environment:
- a) Wastewater from the gaseous effluent treatment systems cannot be discharged into Port waters;
  - b) Before the start of operations all deck scuppers must be properly covered in order to avoid any spillage into Port waters. If water builds up on the ship's deck, it should be drained either by a fixed system, to its own tank, or by any other on-board collection system;
  - c) An appropriate container must be placed under the ship's discharge manifold to prevent spillage on deck during operations to connect and disconnect the lifting gears, or flexible hoses used in the handling of cargo, ballast or bunkering;
  - d) All connections for cargo, ballast and bunkering with both the discharge manifold and in the stern loading lines must be fitted with blind flanges when not in use;
  - e) Vessels should take all precautions to avoid contamination and spilling polluting products into the sea through the sea cocks. As a preventive measure, the area surrounding the sea cocks must be lit with spotlights during night-time operations to load ballast in cargo tanks;
  - f) When not in use, the sea cocks and overboard valves that communicate with the loading system must be fully closed, manually, with ties, and remotely, flagged on the control panel, so as to prevent polluting substances from leaking.
4. Dry bulk cargo:
- a) In order to reduce atmospheric, sea and land pollution to a minimum, companies responsible for operations should check:
    - The state of conservation of the unloading claw, particularly its closing system;
    - The working condition of the water ejectors for humification;
    - The airtightness of the shielding around conveyor belts;
    - The cleanliness of the galleries;
    - The water spraying systems in the transfer towers, between conveyors and in the stack;
    - The collection systems for contaminated rainwater and excess humidity.
  - b) The company must ensure that the cargo humidification system is in working order during operations;

- c) Humidification should be performed, and water draining and soaking avoided;
- d) Pollution caused on board by dust or cargo residues shall be adequately swept from the deck, and the residues shall be deposited in suitable containers for disposal ashore;
- e) Any spillage on land should be quickly removed and cleaned. Once operations end, all areas where spills took place should be cleaned;
- f) The emission of pollutants into the atmosphere must be minimised when handling powdery loads, and the Port Authority may require use of adequate means and equipment, namely the placement of protection systems on ships (barrier).

#### **Article 40**

##### **Atmospheric pollution**

- 1. The emission of toxic gases, volatile dust, black smoke or sparks is prohibited.
- 2. The operation of incinerators on board ships is prohibited at the Port of Aveiro during entry, stay and exit.
- 3. The emission of pollutants into the atmosphere must be minimised when handling powdery loads, and the Port Authority may require use of adequate means and equipment, namely the placement of protection systems on ships (barrier).
- 4. The degassing of LPG ships is not allowed at the Port of Aveiro.

#### **Article 41**

##### **Use of dispersants**

The use of dispersants is completely prohibited at the port and in shallow waters, to prevent further contamination of the marine environment.

#### **Article 42**

##### **Ballast**

- 1. Vessels must submit ballast waterlogs on the JUL platform, at least 24 hours before arrival at the Port of Aveiro, and as soon as possible when the next port of call is unknown or the voyage from the previous port of call takes less than 24 hours.
- 2. Ballast/deballasting operations directly to and from port waters must be reduced to necessary amount so as to ensure the safety of the vessel.
- 3. Ballast from cargo tanks can only be pumped ashore.

4. Permanent ballast and segregated ballast may only be pumped into port waters if they are not contaminated, and the vessel's master must ensure that the ballast is not contaminated with any polluting substances, and deliver a sample whenever requested by the Port Authority, which should be sealed in the presence of the legal representatives of the ship, APA, S.A. and Maritime Authority.
5. The Port Authority may decide to order the sealing of the seacocks and the ballast tanks being sounded.
6. Whenever, during the unloading of liquid bulk cargo, the vessel is expected to exceed the maximum safe height of the hoses or lifting gears of on-shore installations, the Port Authority may decide to order the interruption of operations and the closing of discharge collector valves, and the ship must ballast until it is able to continue operations.
7. The final ballast for travel should only take place when imposed by security reasons and there are no risks or losses for third parties.

#### **Article 43**

##### **Waste**

1. Whenever the vessel intends to deliver waste at the Port of Aveiro, the vessel's master or the shipping agent must submit the request for collection on the JUL platform at least 24 hours in advance.
2. The vessel's master and the agent are responsible for providing accurate and correct information regarding the waste to be delivered as well as for any damages or losses that result from insufficient, inaccurate or erroneous information;
3. The rules applicable to ship waste management are contained in the Port of Aveiro Waste Management Regulations.

#### **Article 44**

##### **Port of Aveiro Safety Regulations**

All vessels and ships must comply with the provisions of the APA, S.A. Safety Regulation.

#### **Article 45**

##### **Dredging and disposal of dredged material**

Dredging in the port area is only allowed with a licence granted by the APA, S.A, following approval from Port of Aveiro Maritime Authority. The disposal of dredged material also requires licensing from the Port Administration.

## CHAPTER XI

### Fishing and Diving Activities

#### Article 46

##### Commercial Fishing

1. To guarantee the safety of navigation, people and goods, commercial fishing is not allowed in the areas and conditions established in the following paragraphs and presented schematically in Annex 3.
2. Off-limit areas:
  - a) Approach Channel and Port Inlet Channel, as well as the entire Main Navigation Channel up to the Gafanha Bridge (A25) and up to the Sporting Club de Aveiro facilities;
  - b) The channel defined by the Eastern edge of the Forward Current Triangle and the Service Dock;
  - c) Inside the North Terminal, bounded by the alignment of the entrance small lighthouse;
  - d) In the channel beacons inside the S. Jacinto Bay.
  - e) The channel defined by the southern edge of the Forward Current Triangle and the Central Breakwater, proceeding through the beacons Mira Channel and limited by the Barra Bridge (A25) to the south.
  - f) Recreational and shelter ports for small-scale fishing, intended for local ships.
3. Without prejudice to the regime set out in the preceding paragraph, during the period between 1st October and 31st May, fishing with nets and hooks is permitted provided that the gear and respective markings are positioned up to a distance of 15 meters from the shore at the following locations:
  - a) From the Retention small lighthouse up to 620 meters from the North Breakwater small lighthouse (every day);
  - b) The Praia do Farol area, within the area bounded between the alignment of the South Breakwater small lighthouse and the Central Breakwater small lighthouse and the base of the South Breakwater (working days only);
  - c) The north bank of the Forward Current Triangle (working days only);
  - d) The North Terminal bank, between the western end of the 10th Infantry Regiment fence and the eastern end of the North Terminal fence, with boundaries marked in coloured paint on the kerb (working days only).
4. The regime established in paragraph one above is waived, throughout the year, under the following situations:
  - a) On the margin between the red small lighthouse at the entrance of the North Terminal and the western limit of the prohibition area of the Liquid Bulk Terminal, identified by a coloured mark painted on the bank, with approximate coordinates (WGS84) 40° 39'.48N – 008° 43.18 W;

- b) On the north bank of the channel upstream of the South Terminal, in the area between buoy no. 26 and the eastern limit of the area under the jurisdiction of the APA, S.A;
- c) In the Mira Channel, for cockle picking and netting, along a strip of the channel limited by the eastern wall, from the Oudinot Inlet up to 15 meters from the northern limit of the harbour mooring wall at the Coastal Fishing Port, and the section between the southern limit of the Coastal Fishing Port and the Barra Bridge (A25), also on the eastern bank.
- 5. Fishing gear, devices or utensils cannot be abandoned on breakwaters, piers and banks of the Aveiro Ria under the jurisdiction of the APA, S.A.
- 6. Bivalves and bait cannot be caught along the walls of the Main Navigation Channel, nor along the entire bank of the Liquid Bulk Terminal, including areas that are dry during low tide.

#### **Article 47**

#### **Recreational Fishing**

- 1. To guarantee the safety of navigation, people and goods, recreational fishing is not allowed in the areas and conditions established in the following paragraphs and presented schematically in Annexes 3 and 4.
- 2. Recreational ship fishing:
  - a) Approach Channel and the Port Inlet Channel up to the meridian passing through the West Triangle small lighthouse (preferred channel to port);
  - b) The Praia do Farol area, within the area bounded between the line joining the South Breakwater small lighthouse and the Central Breakwater small lighthouse and the base of the South Breakwater (weekends and holidays); From 1st June to 30th September, the closure will be in effect every day of the week;
  - c) The channel defined by the Eastern edge of the Forward Current Triangle and by the Service Dock.
  - d) The main navigation channel, from the alignment of the red small lighthouse at the entrance to the S. Jacinto bay and the green small lighthouse at the entrance to the North Terminal to the alignment of the green small lighthouse at the entrance to the S. Jacinto bay and the red small lighthouse at the entrance to the North Terminal;
  - e) Inside the North Terminal, bounded by the alignment of its entry small lighthouse;
  - f) The channel beaconed inside the S. Jacinto bay;
  - g) The Main Navigation Channel, next to the Liquid Bulk Terminal, in an area limited to the west by the meridian passing through the turn of the bilge of the northern bank of the Mó do Meio Island (marked with paint on the pavement with approximate coordinates WGS84 40° 39.48 N - 008°

43.18 W), to the east by an imaginary line extending from the fence around the southern end of the sealed perimeter of the Liquid Bulk Terminal to the margin on the opposite side, in an ENE/WSW direction, and by the line through the Duas Águas small lighthouse in a NNW/SSE direction;

- h) The channel defined by the southern edge of the Forward Current Triangle and the Central Breakwater, proceeding through the beacons Mira Channel and limited by the Barra Bridge (A25) to the south.
- i) The Coastal Fishing Port;
- j) Recreational and shelter ports for small-scale fishing, intended for local ships.

3. Recreational fishing:

- a) On the North Breakwater, Ria side (inner bank), from the Retention small lighthouse to the area located about 520 meters from the red small lighthouse, where the breakwater meets the wall with a stone foundation, the closure is in force from 1 October to 30 April;
- b) In Praia do Farol bathing area, between the Central Breakwater small lighthouse and the line crossing the South Breakwater, up to 350 meters west of the respective starting point, the closure is only in force from 1 June to 30 September;
- c) The eastern bank of the Forward Current Triangle, between the North Triangle small lighthouse and the South Triangle small lighthouse;
- d) On the south bank of the Forward Current Triangle, between the West Triangle small lighthouse (preferred channel to port) and in the South Triangle small lighthouse, the closure is in effect between sunrise and sunset;
- e) The Service Dock bank, between the *Pérgula do Forte da Barra* viewpoint and the small lighthouse at Praia do Porto;
- f) On the North Terminal bank, between the small lighthouse at Praia do Porto and the green small lighthouse at the entrance to the North Terminal;
- g) In the S. Jacinto dike, south butt;
- h) Across the entire edge of the North Terminal, delimited by the corresponding green and red small lighthouse;
- i) On the North Terminal bank between the red small lighthouse at the entrance and the Liquid Bulk Terminal, delimited to the east by the extension of its fence;
- j) On the bank opposite the Liquid Bulk Terminal (Ilha do Monte Farinha), delimited to the west by a mark painted on the pavement and to the east by the line through the yellow buoys that signal the SIMRIA outfall, east of buoy no. 4 (red);
- k) At the High Sea Fishing Port ([*bacalhoeiro*] cod fishing ship quay), when ships are moored at its piers;



- l) Across the entire edge of the South Terminal;
  - m) On the piers and walls of the Coastal Fishing Port;
  - n) Within 100 meters of embarkation points, docks and shipyard accesses;
  - o) Recreational and shelter ports for small-scale fishing, intended for local ships.
4. Fishing gear, devices or utensils cannot be abandoned on breakwaters, piers and banks of the Aveiro Ria under the jurisdiction of the APA, S.A.
5. Bivalves and bait cannot be caught along the walls of the Main Navigation Channel, nor along the entire bank of the Liquid Bulk Terminal, including areas that are dry during low tide.

#### **Article 48**

##### **Underwater Fishing**

Under the terms of the Aveiro Ria Fishing Regulation, published through Administrative Rule no. 563/90, of July 19, with the changes introduced by Administrative Rule no. 575/2006, of June 19, underwater fishing is forbidden in the inland non-oceanic waters of the Aveiro lagoon, up to the line joining the extremities of the North and South Breakwaters delimiting the harbour entry, and in the outer channel of the harbour alignment.

#### **Article 49**

##### **Diving Activities**

1. For the safety of divers and safety of navigation, recreational diving activities are prohibited in the following locations:
- a) The Port Inlet Channel;
  - b) The area between the Port Inlet Channel and the South Breakwater, up to Praia do Farol, known as Meia Laranja;
  - c) The Main Navigation Channel, up to the Gafanha bridge (A25);
  - d) The channel defined by the southern edge of the Forward Current Triangle and the Central Breakwater, up to Buoy No. 1M;
  - e) The channel defined by the Eastern edge of the Forward Current Triangle and the Service Dock;
  - f) Inside the North Terminal;
  - g) Inside the S. Jacinto bay;
  - h) The S. Jacinto Channel from the Main Navigation Channel to Cais da Pedra;
  - i) In the Espinheiro Channel.
2. Exceptionally, the APA, S.A. may authorise the practice of amateur diving, as part of activities of sport or cultural nature.

## **CHAPTER XII**

### **Final Provisions**

#### **Article 50**

##### **Sports competitions and other events**

Parties interested in holding sports competitions and other events in the area under the jurisdiction of the APA, S.A. must request prior authorisation from the Port Authority.

#### **Article 51**

##### **Restricted access to the outer breakwaters**

1. For strict safety reasons, the circulation of motor vehicles or any means of transport is prohibited, including bicycles, skateboards and skates, and pets are also not allowed on the outer breakwaters of the Port of Aveiro.
2. To safeguard human life, pedestrian circulation on the outer breakwaters of the Port of Aveiro is prohibited whenever the port is conditioned or closed, bad weather warnings are in effect or for other reasons of public or port interest that determine the activation of the red traffic light installed at the site.
3. In any case, access by foot to the outer breakwaters must respect the care and attention imposed by sea conditions and their impact or effect on the breakwaters, with particular care regarding the high risk of overtopping on the north breakwater.

#### **Article 52**

##### **Sanctions**

The infringement of the provisions in these Regulations is an administrative offence, under the regime established by Decree-Law 49/2002, of 2 March, and APA, S.A. is competent for bringing administrative offence proceedings and applying fines and accessory sanctions.

### Article 53

#### Unforeseen Cases

1. In all that is not provided for in these Safety Regulations, the other regulations and standards approved by the APA, S.A. as well as the applicable legal provisions will apply.
2. The resolution of unforeseen cases is the responsibility of the APA, S.A. Board of Directors.

### Article 54

#### Publication

1. These Safety Regulations are published on the APA – Administração do Porto de Aveiro S.A. website, and may include a version in English.
2. In case of doubt or divergence in the interpretation of the regulations, their wording in Portuguese will prevail.

### Article 55

#### Entry in force

These Safety Regulations take effect on the day following their publication in Portugal's Official Gazette.

## ANNEX 1 - PORT OF AVEIRO COMMUNICATIONS PLAN

### (Port of Aveiro Communications plan - VHF) (a)

Channel Number	Frequencies (MHz)		Function (b)
	Ship	Coastal	
1	156.050	160.650	Port Authority
6	156.300		Ship - Ship (c)
8	156.400	156.400	Ship - Ship; Ship manoeuvring *
9	156.450	156.450	Recreational navigation
10	156.500	156.500	Ship manoeuvring *
11	156.550	156.550	Communication with official entities
12	156.600	156.600	Common port call *
13	156.650	156.650	Safety of navigation *
14	156.700	156.700	Port Authority – Pilotage *
15	156.750	156.750	Internal communications onboard
16	156.800	156.800	Help, emergencies, safety and call (d) *
17	156.850	156.850	Internal communications onboard

18	156.900	161.500	Maritime traffic control - port VTS
19	156.950	161.550	Maritime Authority System
20	157.000	161.600	Port operations *
21	157.050	161.650	GNR – Coastal Control Unit
22	157.100	161.700	Maritime traffic control – VTS
24	157.200	161.800	Public correspondence
25	157.250	161.850	Public correspondence
26	157.300	161.900	Public correspondence
29	157.450	157.450	Working channel (APA, S.A.) *
60	156.025	160.625	Port Authority
64	156.225	160.825	Schools and nautical training entities
66	156.325	160.925	GNR - Coastal Control Unit
67	156.375	156.375	Search and rescue and anti-pollution operations *
70	156.525	156.525	Digital Selective Call (DSC) (e)
71	156.575	156.575	Ship manoeuvring *
72	156.625		Fishing (ship – ship)
74	156.725	156.725	Maritime traffic control - port VTS
78	156.925	161.525	Ship manoeuvring (ship - shore) *
80	157.025	161.625	Maritime traffic control - port VTS
81	157.075	161.675	Ship support activities
84	157.225	161.825	Ship support activities
85	157.275	161.875	Public correspondence
87	157.375	157.375	AIS System – Local
88	157.425	157.425	AIS System – Local
AIS1	161.975	161.975	AIS System – National
AIS2	162.025	162.025	AIS System – National

(a) – This plan only includes channels that support communications relating to activities carried out in the respective port areas, so we defer the national plan regarding the use of other channels.

(b) – The different functions are defined with reference to the national plan.

(c) – This channel may be used for communications between ships and aircraft participating in search and rescue activities.

(d) – In accordance with IMO Resolution MSC 77 (69), listening in on channel 16 is no longer obligatory after 1 February 2005.

(e) – This channel must be used for broadcasting ship-to-ship and ship-to-shore warning signals within area A1.

\* – Channels licenced to the APA, S.A. by ANACOM.

**ANNEX 2 - LIQUID BULK TERMINAL MANOEUVRING AREA**

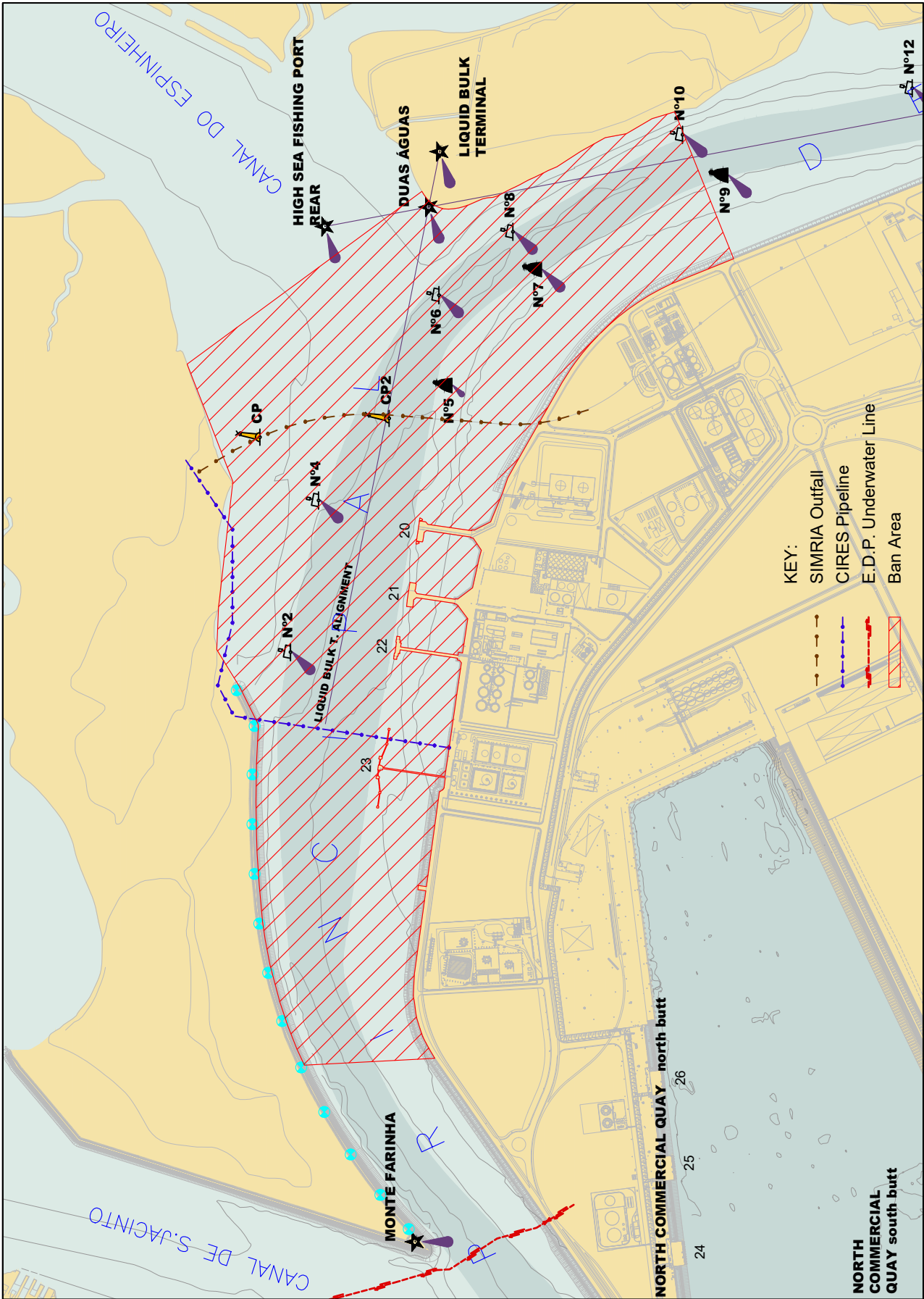
**PROHIBITION OF NAVIGATING AT SPEEDS GREATER THAN 5 KNOTS AND**

**PROHIBITION OF ANCHORING, MOORING OR FISHING**

(See article 6(1)(b) in the text)

ANNEX 2 - LIQUID BULK TERMINAL

PROHIBITION OF NAVIGATING AT SPEEDS GREATER THAN 5 KNOTS  
AND PROHIBITION OF ANCHORING, MOORING OR FISHING



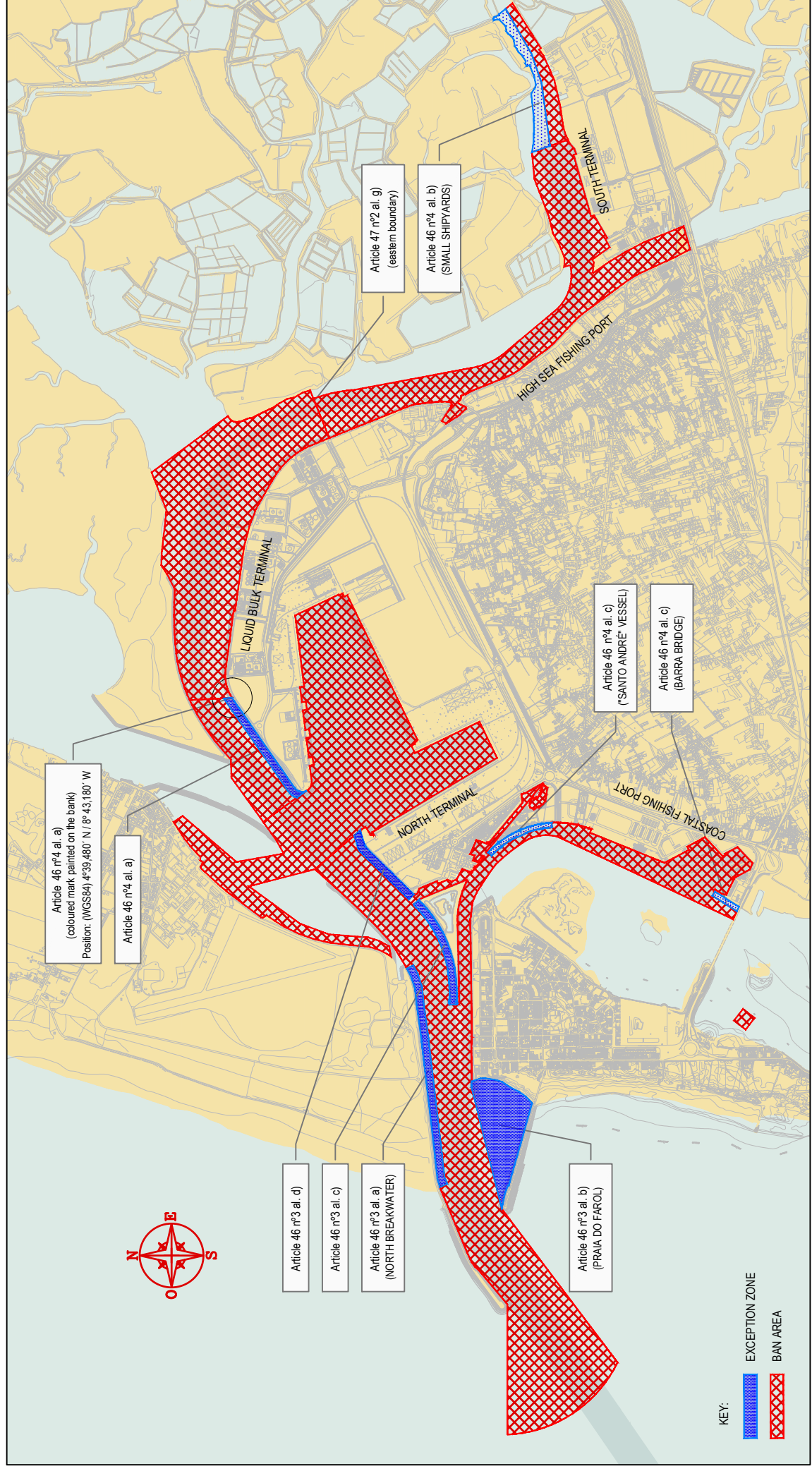
**ANNEX 3 - FISHING BAN**

**COMMERCIAL FISHING**

(See Article 46 and 47 in the text)



## ANNEX 3 - FISHING BAN - COMMERCIAL FISHING (Articles 46 and 47)



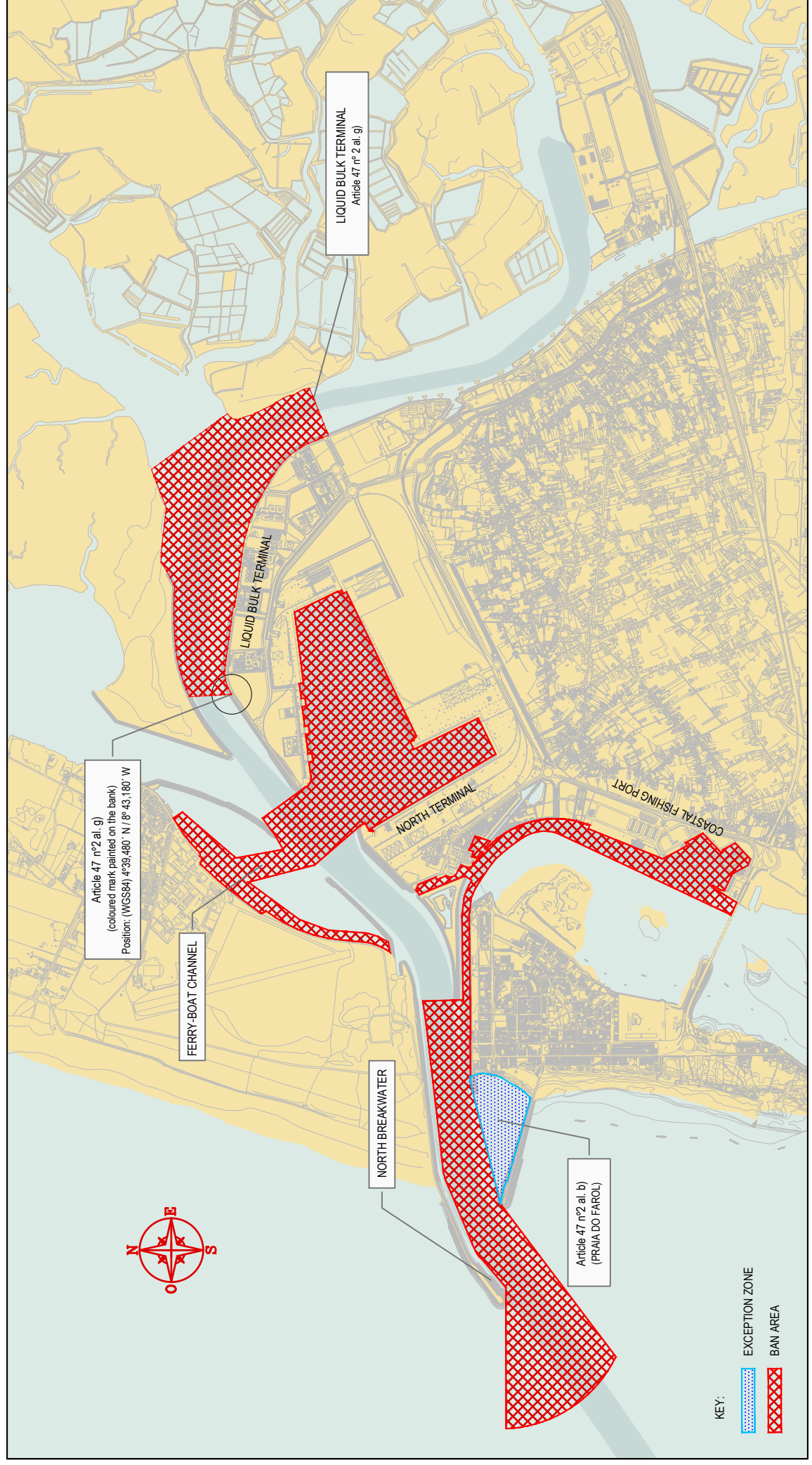


**ANNEX 4 - FISHING BAN**

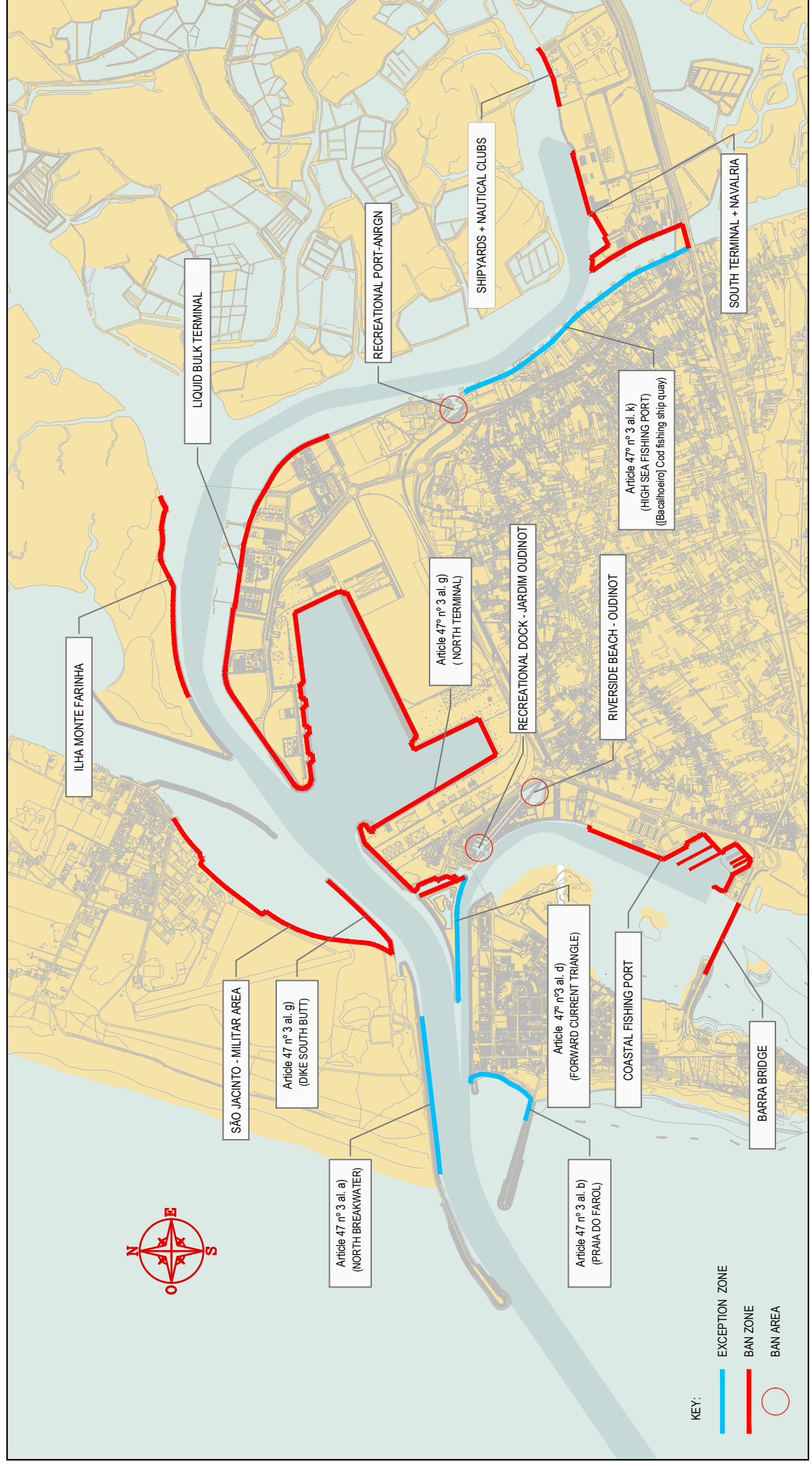
**RECREATIONAL FISHING**

(See Article 47 in the text)

# ANNEX 4A - RECREATIONAL FISHING SHIP BAN (Article 47) RECREATIONAL SHIP FISHING



# ANNEX 4B - RECREATIONAL FISHING BAN (Article 47) RECREATIONAL FISHING



## **ANNEX 5 - BOYAGE SYSTEM**



[illegible]