



**MINISTER OF TRANSPORT AND COMMUNICATIONS  
OF THE REPUBLIC OF LITHUANIA**

**ORDER  
ON APPROVAL OF THE KLAIPEDA STATE SEAPORT SHIPPING RULES**

10 September 2008 No 3-3-327

Vilnius

In accordance with Paragraph 2 of Article 8 of the Law on Klaipeda State Seaport of the Republic of Lithuania and Article 58<sup>1</sup> of the Law on Merchant Shipping of the Republic of Lithuania, in consideration of the submission of State Enterprise Klaipeda State Seaport Authority, and in order to ensure safe navigation in Klaipeda State Seaport Authority and to implement the provisions of Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims,

I hereby approve the Klaipeda State Seaport Shipping Rules (enclosed).”

Minister of Transport and Communications at interim

ALGIRDAS BUTKEVIČIUS

APPROVED BY

Order No. 3-327 of the Minister of Transport and Communications of the Republic of Lithuania of 10 September 2008

(Version of Order No 3-708 of the Minister of Transport and Communications of the Republic of Lithuania of 23 November 2020)

**KLAIPEDA STATE SEAPORT SHIPPING RULES**

**SECTION I  
GENERAL PROVISIONS**

1. The Klaipeda State Seaport Shipping Rules (hereinafter referred to as the Rules) shall establish the procedure and requirements of the ships' call to Klaipeda State Seaport (hereinafter referred to as the Seaport), their mooring, stay at quays and in harbour outer water area, sailing in the Seaport's water area, and departure from the Seaport.

2. The Rules shall be valid in the entire territory and water area of the Seaport, the limits of which are indicated in Annex 1 to the Rules.

3. The Rules are compulsory for all the persons listed in Paragraph 2 of Article 8 of the Law on Klaipeda State Seaport (hereinafter referred to as the natural and legal persons present in the Seaport).

4. In case of extreme situations or events, in breach of the requirements of the Rules, the persons and legal entities located in the Seaport shall immediately inform the port dispatcher-coordinator on-duty of the Seaport (hereinafter referred to as the Port dispatcher) of the Port Control Department (hereinafter referred to as the PCD) of the **Public limited liability company** Klaipeda State Seaport Authority (hereinafter referred to as the Seaport Authority) and the emergency services at the telephone number 112, as well as organize the actions for liquidation of extreme situations and their consequences.

5. The harbour master shall control supervision of fulfilment of the Rules through his subordinate staff of the units of Seaport Authority who are entitled to inspect the following:

5.1. the ship's cargo handling manual ship that must be approved by the competent authority of the flag state of the ship or its authorized ships classification company;

5.2. the logbooks of the ship;

5.3. the logbooks of mooring and maintenance of quays;

5.4. the certificates of mooring man;

5.5. the documents related to dangerous and/or polluting cargoes.

6. The decisions of the harbour master on the issues related to the enforcement of the Rules are mandatory and must be enforced immediately.

7. The concepts used in the Rules:

7.1. **Information System of Shipping Management in the Seaport** (hereinafter referred to as the LUVIS) means an electronic data processing and transmission information system designed for management of shipping processes, accounting of the port dues, and provision of electronic services for the ship owners (managers) and ship agents.

7.2. **Shipowners' liability insurance ship** means the measure applied to secure performance of the obligations of the ship manager with regard to the requirements that are subject to limitation of liability according to the International Convention on Limitation of Liability for Maritime Claims of 1976, and the Protocol of 1996 that amends the International Convention on Limitation of Liability for Maritime Claims of 1976.

7.3. **User of the Seaport's quay** means the user of the Seaport's land granted with the right to use the quay (its part) under the rental agreement of the Seaport's land.

7.4. Other concepts used in the Rules shall be understood according to the definitions provided in the Law on Klaipeda State Seaport of the Republic of Lithuania, the Law on Merchant Shipping of the Republic of Lithuania, Law on Safe Navigation of the Republic of Lithuania, Code of the Inland Waters Transport of the Republic of Lithuania, Law on the Basics of Transport Activity of the Republic of Lithuania, Law on Civil Protection of the Republic of Lithuania, Law on Fisheries of the Republic of Lithuania, Law on Protection of the Maritime Environment of the Republic of Lithuania, Law on Alternative Fuels of the Republic of Lithuania, and in the International Health Regulations (2005).

## **SECTION II PROCEDURE OF ENTRY AND DEPARTURE OF THE SHIPS FROM THE SEAPORT**

8. The master of the ship or another person authorized by the master or owner (manager) of the ship shall inform about arrival of the ship through the LUVIS at least 24 hours before the entry of the ship into the Seaport, also informing the terminals, whereto the ship is to call. If the voyage is shorter than 24 hours, the prior notification about the ship's arrival shall be submitted and the terminals shall be notified not later than before the ship's departure from the previous port. If the master of the ship or any other person authorised by the master or the owner (manager) of the ship has not notified the arrival of the ship in advance via LUVIS and informed the terminals within the prescribed time limits, the entry of the ship into port shall be delayed until such prior notification is given. When the prior notification referred to in this point is submitted by the ship's agent, the ship's agent certify that a ship's agency agreement has been concluded with the owner (manager) or the charterer for the provision of ship's agency services in the port and for the representation of the ship in the state authorities of the Republic of Lithuania.

9. If LUVIS is not working, the data of an advance notice shall be submitted to PCD by electronic method, and PCD shall notify the public authorities and institutions in charge of inspection of the Seaport about non-functioning of LUVIS.

10. The advance notice shall contain the following data:

10.1. the ship's identification data: name, call signs, the identification number assigned by the International Maritime Organization (IMO), or a Maritime Mobile Service Identity (MMSI) number of the ship;

10.2. the ship's flag;

10.3. port of the ship's registration;

10.4. main dimensions of the ship;

10.5. the ship's maximum draught in the fresh water;

10.6. information about the cargo;

10.7. total number of persons onboard;

10.8. information on safety (Annex 2 hereto);

10.9. purpose of arrival; a copy of the agreement entered into with the ship repair yard that will repair the ship if the ship calls for repair works or a written confirmation of the user of the Seaport's quay to whom the ship is calling should be submitted on the request of the harbour master;

10.10. information on available insurance against civil liability of the ship's manager and details on expiry of this insurance (this requirement shall not apply for the ships with the gross tonnage (hereinafter referred to as the GT) below 300, as well as for the warships, auxiliary ships of the navy, or other ships owned by the state or used by the state on other legitimate grounds for the purpose of provision of non-commercial public services);

10.11. a advance notification on waste present in the ship according to the Rules of Ship Waste Management Ship approved by Order No. 3-414/346 of the Minister of Transport and Communications of the Republic of Lithuania and the Minister of Environment of the Republic of Lithuania of 09 July 2003 “On Approval of Rules of Ship Waste Management” (hereinafter referred to as the Rules of Waste Management);

10.12. information on change of the ballast water, except where change of the ballast water is optional according to the International Convention for the Control and Management of Ships’ Ballast Water and Sediments of 2004;

10.13. expected date and time of the ship’s entry and departure from the Seaport;

10.14. the ship’s status (warship, commercial ship with the status of national ship) and the permit to enter the Seaport if it is necessary according to the Regulations of Entry and Stay of the Foreign Warships and Ships of the National Status in Klaipeda State Seaport approved by Resolution No. 277 of the Government of the Republic of Lithuania of 20 March 2006 “On Approval of the Regulations of Entry and Stay of the Foreign Warships and Ships of the National Status in Klaipeda State Seaport, Regulations for Submission and Examination of the Applications to Moor the Warships in Lithuania, and List of the Quays in non-Military Territory of Klaipeda State Seaport Reserved for the Lithuanian Warships on Duty and Foreign Warships with the Priority Right to get Moored and Stay”.

11. 2 hours before arrival, the master of the ship shall report to the Vessel Traffic Service (hereinafter referred to as VTS) of the Seaport Authority, the name, the actual draught of the ship, and provide the information on the working condition of the ships’ equipment though channel 9 of PCD (the call sign “Klaipeda radio-5”). After having reported, the master of the ship must keep continuously in touch with VTS, provide operational information on the peculiarities of navigation and follow the instructions given by VTS.

12. When the ship is arriving, the master of the ship or another person authorized by the master or owner (manager) of the ship shall order tugboats and mooring operators in the companies providing towing and mooring services, whereas a pilot shall be ordered through the Port dispatcher, indicating the mooring point of the ship agreed with the user of the Seaport’s quay, to whom the ship is calling, and names of the companies that will be providing mooring and towing services.

13. If no permission was granted for the ship to call at the Seaport, the VTS operator shall indicate anchorage.

14. The harbour master shall determine the longest length of the ships calling to the parts of the water area, where the manoeuvring conditions are difficult. The master of the ship, the length whereof exceeds 250 meters, or another person authorized by the master or owner (manager) must get an advance written (including electronic) permission of the harbour master to enter the Seaport.

15. When the ship is re-moored or leaving, the master of the ship or another person authorized by the master or owner (manager) of the ship, having arranged the operation with the user of the Seaport’s quay, to whom the ship has called, shall order tugboats and mooring operators in the companies providing towing and mooring services, and a pilot though the Port dispatcher, at least 2 hours beforehand, stating the point of the ship’s staying, names of the companies that will be providing mooring and towing services. If the master of the ship or another person authorized by the master or owner (manager) of the ship fails to order these services on time, any claims regarding downtime of the ship shall be addressed to the ship’s master, owner (manager) or the ship agent.

16. The documents before the call of the ship at the Seaport and its departure from the same shall be provided in accordance with the requirements of the Description of Fulfilment of Formalities of the Reporting applicable to the Ships Calling and Departing from the Seaports of the Republic of Lithuania approved by Order No. 3-592 of the Minister of Transport and Communications of the Republic of Lithuania of 19 November 2009 “On Approval of the Description of Fulfilment of Formalities of the Reporting applicable to the Ships Calling and Departing from the Seaports of the Republic of Lithuania”. The master of the ship or another person authorized by the master or owner

(manager) of the ship has to submit the documents listed in Clause 17 herein necessary to register the ship's arrival to the port through the LUVIS not later than within 2 hours after the ship has moored in the quay, and if the ship's stay in the Seaport is shorter, the documents have to be submitted immediately after the ship has been moored. The master of the ship or another person authorized by the master or owner (manager) of the ship has to submit the documents listed in Clause 18 herein necessary to register the ship's departure from the port, except for the ship's declaration, through the LUVIS before the border and customs inspection is ordered. The ship's declaration has to be submitted through the LUVIS not later than within 2 hours after the ship has unmoored from the quay.

17. The following documents have to be submitted through the LUVIS to register the ship's arrival to the port:

17.1. a copy of the International Tonnage Certificate;

17.2. a copy of the International Ship Security Certificate;

17.3. a copy of the Ship Load Line Certificate;

17.4. a copy of the Passenger Ship Safety Certificate;

17.5. a copy of an International Anti-Fouling System Certificate or other document certifying compliance with the requirements of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships of 2001;

17.6. the report of the ship's master about any incident or accident that undermines maritime security (e.g. failures that could impair mobility or suitability for navigation of the ship, the propulsion system or steering gear, as well as damages of navigation or communication equipment of power generation systems);

17.7. a copy of the certificate on the last disposal of ship generated waste;

17.8. a permit for a free practice in the Seaport issued by the National Public Health Centre under the Ministry of Health (for the ships registered in the Republic of Lithuania and abroad operating the international voyage);

17.9. a document (a copy) confirming insurance against civil liability of the ship's manager; this requirement shall not apply for the ships with the gross tonnage below 300, as well as for the warships, auxiliary ships of the navy, or other ships owned by the state or used by the state on other legitimate grounds for the purpose of provision of non-commercial public services);

17.10. a copy of the certificate that confirms the tanker's deadweight (multi load line).

18. The following documents have to be submitted additionally through the LUVIS to register the ship's departure:

18.1. confirmation of the ship's master about the ship's stability;

18.2. ship's declaration (Annex 3 hereto);

18.3. a receipt confirming the fact of disposal of the ship's waste in the Klaipeda Seaport if the waste disposal was not covered by sanitary dues.

19. The ship's agent, master of the ship or another person authorized by the master or owner (manager) of the ship, who does not submit a bank's guarantee or security issued by the insurance company, has to submit preliminary calculations of port dues of certain ship to the Seaport Authority (including electronic) together with a copy of payment order with information that the payment has been made and certified by the manager of the ship agency or other authorised representative of the company in accordance with the company's procedures.

20. The masters of the ships, who have entered the Seaport (save for the ships registered in the Republic of Lithuania) have the right to register new logbooks of the ships in PCD when the old logbooks expire.

21. The ships shall leave the Seaport after disposal of all ship waste provided in the Rules of Waste Management Ship and the Ship Waste Reception and Handling Plan in Klaipeda State Seaport approved by the Director General of the Seaport Authority. The master of the ship or another person authorized by the master or owner (manager) of the ship has to submit an order for delivery of oil polluted waters, garbage and other waste through the LUVIS not later than 12 hours before the

departure or after the ship has been moored if the ship's stay in the Seaport is shorter, and to dispose the waste indicated in the order before the ship's departure is registered.

22. The operator of cruise ship terminal has to submit a schedule of cruise ships' calling to the Seaport of the current year to the harbour master before the 25<sup>th</sup> of each March.

23. If it is planned to receive two or more cruise ships in the terminal at the same time, and the total length of these ships is longer than the quay, the agents of cruise ships have to submit a mooring scheme to the harbour master and written (including electronic) consents of the masters of those cruise ships to moor under the specified conditions.

24. A terminated sailing of the following ships registered in the Republic of Lithuania (until expiry of the documents issued by the authorized recognised organisation or until change of the ship's crew, but for the maximum period of 24 months) must be registered in PCD:

24.1. cargo ships with the GT up to 500 and that do not operate in the international voyages;

24.2. the fishing ships operating in the Baltic Sea with the GT to 300 and less, and that do not call at a foreign port during voyage;

24.3. inland sailing ships;

24.4. the seaport service ships.

24.5. recreational craft ship leaving to the sea, except sailing ships.

25. In order to register a terminated sailing described in Clause 24 herein, the masters of the specified ships have to submit the following documents to PCD:

25.1. general declaration;

25.2. ship's crew list;

25.3. documents (originals) confirming qualification of crew members (seafarers, inland waterway transport specialists, recreational craft navigators);

25.4. document certifying the registration of the ship and permission to use the ship's radio station;

25.5. one of the following document: a certificate of safe navigation of the ship, a certificate for navigation of an inland waterway craft, a simplified certificate of compliance for navigation of the inland waterway craft, or a valid technical inspection or a document certifying the ship's inspection.

26. After having registered a terminated sailing, the masters of the ships must notify PCD through the VHF channel 10 (the call sign "Klaipeda radio-32") when calling at (departing from) the Seaport:

26.1. the ship's name and its owner (manager);

26.2. the port of previous destination (the port of destination);

26.3. a number of the ship's crew members and passengers;

26.4. the quay's number and estimated time of mooring (unmooring);

26.5. special events occurred in the course of the voyage, when coming;

26.6. a time of validity of terminated sailing.

27. The terminated sailing may be revoked immediately when a case of non-conformity with the requirements of the Rules or safe navigation is determined, by the decision of the harbour master.

28. Prior to departure of the ship for the course trials, the master of the ship or another person authorized by the master or owner (manager) of the ship must submit the following documents through the LUVIS:

28.1. a permit to departure for the trials issued by the authorized recognised organization;

28.2. a list of the ship's crew members and specialists of ship repair yard;

28.3. ship's declaration (Annex 3 hereto).

29. If the ships do not have a document confirming civil liability insurance of the ship's manager, or if its validity has expired, or the decision has been made to deport the ship, such ships cannot enter the Seaport until the master of the ship or another person authorized by the master or owner (manager) of the ship submits a corresponding document.

**SECTION III  
ADDITIONAL REQUIREMENTS FOR THE SHIPS CARRYING DANGEROUS AND  
POLLUTING CARGOES**

30. The master of the ship or another person authorized by the master or owner (manager) of the ship carrying the cargoes of hazard class 6.2 or 7 has to get a written (including electronical) permit of the harbour master to enter the Seaport before the ship's departure from the port of loading, and if the cargoes of hazard class 1 are carried, the permit of the harbour master to unload the cargo has to be received.

31. Before the ship carrying dangerous or polluting cargoes calls at the Seaport and departs from the same, in addition to the documents specified in Clauses 17 or 18 of the Rules, the master of the ship or another person authorized by the master or owner (manager) of the ship has to submit the following documents through the LUVIS:

31.1. duly completed form of the document of intermodal transportation of dangerous cargo (Annex 5 hereto);

31.2. the International Oil Pollution Prevention Certificate (if the cargo consists of oil products);

31.3. the policy of insurance against civil liability or the certificate of other financial guarantee for oil pollution damage (where this is mandatory for the ships of such type).

32. The requirements of Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers shall not apply for oil tankers used exclusively in ports and that meet the minimum technical requirements posed for the ships sailing in inland waterways of the Republic of Lithuania.

**SECTION IV  
REQUIREMENTS FOR THE SHIPS STAYING IN THE SEAPORT'S HARBOUR OUTER  
WATER AREAS**

33. The coordinates of the regions intended for anchoring of the ships in the harbour outer water area (WGS 84):

1 <sup>st</sup> region:	55° 48' 00" N	20° 50' 00" E
	55° 48' 00" N	20° 53' 12" E
	55° 45' 48" N	20° 52' 12" E
	55° 45' 48" N	20° 50' 00" E
2 <sup>nd</sup> region:	55° 43' 42" N	20° 50' 00" E
	55° 43' 42" N	20° 52' 00" E
	55° 41' 48" N	20° 52' 00" E
	55° 41' 48" N	20° 50' 00" E
Region for ships Carrying LNG:	55° 48' 00" N	20° 45' 00" E
	55° 48' 00" N	20° 50' 00" E
	55° 45' 48" N	20° 50' 00" E
	55° 45' 48" N	20° 45' 00" E

34. In order to guarantee safety of the ship carrying liquefied natural gas (LNG), the protection area of 5 nautical miles is established westwards from the western boundary of the harbour outer water area.

35. The masters of the ships staying in the regions indicated in Clause 33 herein have to keep contact by VHF channels 16 and 9.

36. Upon receipt of the VTS about the wind exceeding 15 m/s, the masters of the ships staying in the areas indicated in Clause 33 herein have to weight anchor up and go to an open sea.

37. The responsibility for the property drowned in the harbour outer water area or inner water area (anchors, etc) due to the fault of the ship's master shall be assumed by the property's owner (manager). The drowned property shall be lifted or disposed in accordance with the Law on Klaipeda State Seaport.

## **SECTION V MANAGEMENT OF SHIP TRAFFIC**

38. The ship traffic in the entire water area of the Seaport shall be controlled by VTS. Any movements of the ships (save for the ones listed in Clause 54 herein) in the Seaport's water area is allowed only upon receipt of the VTS permission. VTS is working 24 hours per day, its call sign is "Klaipeda radio-5", VHF channel 9. VTS functions are the following:

- 38.1. radiolocation control of the ship's sailing;
- 38.2. radiolocation control of the ship's staying in the regions indicated in Clause 33 herein;
- 38.3. transmission of the information related to navigation, hydrometeorology or other sailing issues to the ships, users of Seaport's quays and services;
- 38.4. steering the ships with the help of radar.

39. In order to guarantee safety of the ship and the Seaport, regardless whether the pilot is present in the ship, VTS shall steer the ships with the help of radar in the following cases:

- 39.1. if visibility is smaller than 0,5 nautical mile;
- 39.2. the ships are carrying dangerous or polluting cargoes;
- 39.3. the ships with the maximum permissible draught;
- 39.4. in case of difficult navigation situation.

40. It is mandatory to carry out the following VTS instructions immediately:

- 40.1. regarding sequence of sailing;
- 40.2. regarding sailing route and speed;
- 40.3. regarding anchoring site;
- 40.4. in order to avoid danger.

41. The master of the ship using the VTS services shall ensure reliable communication with VTS by channel 9 (unless VTS indicates another channel). All the conversations between the ship and VTS and situations in the Seaport's water area shall be recorded. The audio and video records shall be saved for 30 days.

42. The services of ship traffic control provided by VTS shall not release the ship's master from the responsibility for safe navigation and the ship's protection.

## **SECTION VI ACTIVITY OF PILOTS**

43. The ships sailing in the Seaport water area must have a pilot, except for the cases specified in the Law on Safe Navigation. A pilot may guide a ship remotely using remote guidance equipment if the master of the ship agrees.

44. If the master of the ship or another person authorized by the master or owner (manager) of the ship orders a pilot, but a planned operation of the ship pilotage does not commence within 30



minutes from the timely arrival of the pilot due to the fault of the crew of the ship or other natural persons or legal entities, the pilot can leave the ship and the master has to sign the pilotage certificate.

45. The dock master shall take over the powers of the pilot during pilotage of the ship to the floating dock and after having taken the first mooring rope from the dock. The pilot shall take over the powers of the dock master when the ship is being piloted from the floating dock and after having given back all mooring ropes of the dock.

46. The pilots shall re-moor the ships from one quay in the Seaport to the another, except for the quays used by the companies of ship's building and repairing. The masters of such companies that have pilot certificates issued by Government authorised institution referred in the Law on Safe Navigation and performing the pilot's functions may moor the ships in these quays.

46. In a harbour, ships shall re-moored from one quay to another by pilots, except at quays of ships' building and repair companies, at which quays this may be done by masters of ship repair companies performing the pilot's functions and who hold pilot certificates issued by the Government authorised institution referred to in the Law on Safe Navigation.

47. If the pilot knows that something has broken in the ship or that the ship does not satisfy the set requirements, hence causing possible hazard to persons, tangibles or environment, the pilot shall notify VTS thereof without delay. VTS operator has to notify the Lithuanian Transport Safety Administration (hereinafter referred to as the Administration) thereof immediately and to transmit electronically the information about the ship (name, IMO identification number, call sign, flag), route (the last port of entry, port of destination), and description of the obvious defects of the ship. The VTS operator shall notify the harbour master thereof and prohibit such a ship from entering or leaving the port until the harbour master issues an appropriate order.

## **SECTION VII REQUIREMENTS FOR SHIPS UNDERWAY**

48. The permissible draught of the ships at zero water level shall be established by the order of the harbour master in accordance with the procedure approved by the Order of the Director General of the Seaport Authority.

49. The PCD inspectors and VTS pilots have to control the draught of the departing ships all the time in consideration to actual water level in the Seaport, and to control the maximum permissible draught of the ships.

50. The maximum speed of 8 knots of the ships is established throughout water area of the Seaport. When sailing through the places where the ship-generated waves may pose danger, it is mandatory to sail at the minimum speed allowing control of the ship. The maximum permissible speed of the ship may be changed by instruction of the on-duty operator of VTS to ensure the requirements of safe navigation.

51. After having determined that the ship will not be able to proceed at the speed of 8 knots or slower, the master of the ship shall immediately inform VTS and the VTS shall warn the users of the Seaport's quays where dangerous and (or) polluting cargoes are loaded and that will be passed by the ship to suspend loading of dangerous and (or) polluting cargoes temporarily.

52. No speed limitations shall apply for the ships proceeding for rescue purposes on instruction of the harbour master and the warships proceeding for a combat mission if this does not pose danger for human and property safety. Such ships shall have the right of priority to proceed in the water area of the Seaport and through the shipping canal.

53. A two-way ship traffic is permitted in the shipping canal of the Seaport, except the turning points of the shipping canal and entrance to Malku Bay.

54. The ships not longer than 24 meters may sail only beyond the shipping canal and cross it perpendicularly if this manoeuvre is finished not closer than 500 meters until the approaching ship.

Upon receipt of the VTS permit, these ships may sail on the outskirts of the shipping canal, without causing any hindrances to the ships that are able to sail only in the canal.

55. Under conditions of west wind with the speed exceeding 15 m/s, the ships facing danger of manoeuvring in the open sea according to the notification of the harbour master due to technical characteristics shall have the priority right to call at the Seaport.

56. Ships without radar shall not navigate in the Seaport when visibility is less than 0.5 nautical mile.

57. Under conditions of the wind with the speed exceeding 20 m/s, all ships prohibited to navigate in the harbour inner water area without the separate permission of the harbour master, except for the ships sailing in the harbour inner water area of the Seaport specified in Clause 54 of the rules, as well as mooring, unmooring and re-mooring.

58. All the ships have to sail within safe distance from the floating LNG storage facility and LNG carrying ship, unless provided otherwise in the mandatory instruction of the harbour master.

59. All the ships have to sail within minimum distance of 25 meters from the ships supplying LNG fuel, and at the minimum speed necessary to operate the ship.

60. The ships (with appropriate technical characteristics) shall be issued with the VTS instruction to sail in the places other than the shipping canal for the purposes of control of the ship traffic. The ship able to sail in the shipping canal shall have the right of priority in respect of other ships located outside the canal. The ships may cross the shipping canal perpendicularly if this manoeuvre is finished not closer than 500 meters until the approaching ship. All ships sailing in the places other than the shipping canal shall follow the requirements of the Convention on International Regulations for Preventing Collisions at Sea (1972) hereinafter referred to as the COLREG-72).

61. The organisers shall notify the Transport Safety Administration and the Maritime Rescue Coordination Centre of the Lithuanian Armed Forces no later than two days in advance of any recreational, sporting or sailing competitions, regattas and other celebrations to be held in the harbour area, after receiving a written (including electronic) permission from the harbour master..

62. It is forbidden for recreational crafts, sport crafts, sailboats, small and fishing ships:

62.1. to sail in the eastern part of the inner water area of the Seaport located between the lines of the shipping canal and the quays of the Seaport Authority, except in cases when a permit granted by the VTS is available; and to sail within the distance closer than 60 meters from quays No. 28-33 of the terminal of the warships and cruise ships;

62.2. to sail between the Kiaules Nugara island and quays No. 147–152;

62.3. to sail within the distance closer than 20 meters from quays No. 123–126 in the military area of the Seaport.

63. The ships with the length up to 24 m that are subject to border and customs formalities of arrival (departure) have to moor in the quay designated by the officers of Pagegiai Coast Guard Team of the State Border Guard Service. The masters of such ships have to notify the border and customs officers about their arrival and departure.

64. The Seaport Authority shall break the ice in the shipping channel of the Seaport at its own expenses. Tugboats of the Seaport with appropriate technical characteristics can be used as icebreakers.

### **SECTION VIII REQUIREMENTS FOR MOORING OF THE SHIPS**

65. Only persons with valid certificates of mooring operator are allowed to moor the ships in the Seaport. For mooring activities shall make entries in the logbook of mooring operations.

66. The user of the Seaport's quay, to whom the ship is calling, shall prepare the quay designed for mooring, staying and unmooring of the ship. The users of the Seaport's quay have to ensure safe and unobstructed access to mooring operators to the quays. No cranes, mechanisms,

structures that may be stumbled over by the ship may be present within the distance of 25 meters from the front or stern of the ship that is being moored (unmoored). The quay has to be adequately lighted during night hours. All the equipment used for mooring operation has to be prepared properly. No extraneous things that may interfere with timely and safe mooring can be present at mooring poles.

67. The user of the Seaport's quay shall ensure that the mooring team is ready to carry out mooring operations at least 10 minutes before the start of the vessel's mooring operations. The names and surnames of mooring operators performing the mooring operation must be entered in the logbook of mooring. The name of the ship, allocation of mooring operators (head or stern), the date and time of commencement and completion of the mooring operation, emergency events and accidents during mooring, if any, shall be also specified in the same logbook.

68. Every group of mooring operators must appoint their group leader.

69. The leader of the group of mooring operators must have a VHF radio station to be able to contact the ship. When performing mooring works, the mooring operators have to wear helmets, gloves and life vests with reflectors.

70. The leader of the group of mooring operators must:

70.1. immediately notify the ship without delay about the defects or lesions caused to the quay or infrastructure and noticed in the course of mooring operations if they may prevent from safe mooring of the ship;

70.2. immediately notify the user of the Seaport's quay about any damage to the berth or infrastructure and about any emergency occurring during the berthing operation;

70.3. upon completion of the mooring operations, notify the user of the Seaport's quay of the time of commencement and completion of the mooring operation and the progress of the mooring.

71. In the case provided in Clause 82 of the Rules, the ships shall be moored in accordance with the mooring scheme prepared by the user of the Seaport's quay that has to be coordinated with the ship's master and approved by the harbour master in advance. If the ship is moored in prejudice to the mooring schemes or if the mooring ropes are used incorrectly, the pilot shall notify VTS thereof.

72. The mooring operations must be performed by a sufficient number of mooring operators to ensure operative and safe mooring, but their number cannot be smaller than indicated in the table below:

Ship's length, m	Number of mooring operators	
	In the head of the ship	In the stern
50	1	1
51–120	2	2
121–200	3	3
201–250	4	4
251 and more	5	5

73. The master of the ship shall coordinate and lead mooring operations.

74. During mooring, the leader of the mooring team shall indicate (at night with a light) the required position of the fore or aft part of the vessel.

75. The mooring ropes shall be fastened on mooring poles in the way that allows loosening any rope without touching other ropes. The mooring ropes shall be fastened on mooring poles in a sequence specified by the ship's master; however, the prescribed loads of the mooring poles cannot be exceeded.

76. It is forbidden to fasten mooring ropes of two ships on one pole if there are free mooring poles nearby.

77. When unmooring the ship, the mooring ropes shall be taken off the mooring poles only under instruction of the master of the ship and this must be done properly to prevent falling of a rope into the water and its wrapping around a propeller of the ship.

78. The user of the Seaport's quay shall ensure immediate withdrawal of ropes disconnected during storms and other dangerous natural hydro meteorological disasters from the water, their taking off the mooring poles and removal from the quay.

## **SECTION IX REQUIREMENTS FOR THE SHIPS STAYING IN THE QUAYS OF THE SEAPORT**

79. The master of the ship and the user of the Seaport's quay, to whom the ship calls, shall be held responsible for safe stay of the ships in the quays.

80. Mooring lengths of the quays shall be specified in the orders of the harbour masters on permissible draught of the ships that are available on website *www.portofklaipeda.lt*.

81. On arrival to the Seaport, the foreign ships have to raise the flag of the Republic of Lithuania on the yard of front staff on the right. The flag shall be raised with the sunrise and lowered with the sunset. When the ship is entering, staying or leaving the Seaport, the flag of the Republic of Lithuania and the flag of the country of the ship's registration that complies with other provisions of the law on flags have to be raised.

82. The ships have to stay in the quays so that the distances between the ships staying along the quay or between the ship and any obstacle would not be smaller than 10% of the length of the bigger ship. The hull of the ships staying in the pier cannot protrude beyond the pier or the edge of the quay. If these requirements cannot be implemented because of any reasons and the ship is longer than the working length of the pier, a written (including electronic) permission of the harbour master to moor the ship has to be received, and the part of the ship protruding the pier has to be illuminated additionally during night hours.

83. An operating ladder with a protective net or a ramp have to be present by each ship. The ladder and the ramp have to be illuminated during night hours.

84. An anchor must be pulled to the hawse of the ship immediately after having moored in the quay, if the anchor was used for mooring, unless VTS has indicated otherwise.

85. The ship moored in the quay has to pour ballast water so that the flow of the ballast water would not disturb infrastructure of the quay and the Seaport.

86. If the ship staying in the quay uses the coastal engineering networks (power, water, heating, phone), the ship is allowed to connect to such networks at request of the master of the ship, when permission of owners (managers) of such networks is received.

87. If the ship's location is changed in absence of a pilot, the master of the ship or another person authorized by the master or owner (manager) of the ship have to get a permission of VTS and the Port dispatcher. It is allowed to pull the ship that is shorter than 185 meters along the quay within the distance that does not exceed the ship's length without a pilot, if the ship is not turned around; however, in other cases, the pilot is needed, unless the mandatory instruction of the harbour master provides otherwise.

88. The masters of the inner sailing ships, the seaport service ships and other ships that are not using the pilot's services have to notify the Port dispatcher before changing location of the ship.

89. Having received notification about dangerous hydro meteorological conditions, having analysed the situation, technical capacities of the ship, a degree of an imminent danger (a wind speed exceeds 20 m/s, heavy waves and strong draft in the water area, intensive ice-drift), the harbour master shall decide whether the ships may stay in the quays. He shall establish the requirements for assurance of security of the ships and the Seaport and shall demand the masters of the ships to comply with them. The masters of the ships shall be warned in person or through their agents. If the ship's location has to be changed or it has to be piloted to the sea under such conditions, it shall be done under mandatory instruction of the harbour master, at the expenses of the ship's owner (manager), and only if the master is present in the ship.

90. The ships are allowed to stay side by side only having agreed this in writing (including electronic) with the masters of such ships and the user of the Seaport's quay, upon receipt of the harbour master's permit (except for small, fishing, seaport service ships, recreational, sport crafts, sailboats and the ships staying in the quay of small fishing ships).

91. Readiness of propulsion and mechanisms of the ships staying in the quays and a number of their crew members must ensure the safety of the ship, other ships and the Seaport. The operation of propulsion, steering and anchoring equipment may be disabled only upon receipt of a written (including electronic) permit of the harbour master and the user of the Seaport's quay in accordance with the application of the ship's master. The reasons and the period of switching-off of these mechanisms have to be specified in the said application. In any case, the master shall be responsible for the safety of the ship. Before departure of such a ship, an PCD inspector shall have the right to require an assessment by the ship classification society and to require the submission of a certificate of assessment of the work carried out issued by it.

92. The masters of the ships carrying dangerous and/or polluting cargoes have to maintain a 2-hour preparedness of main engine and the crew.

93. Ships staying in the quays shall have permanently operational means of communication to ensure an uninterrupted communication with VTS and PCD, other ships and city's emergency services.

94. VTS shall notify the masters of the ships about dangerous hydro meteorological conditions through VHF channels 9 and 16, and the PCD shall inform the users of the Seaport's quay and ship agents.

95. Upon arrival to the Seaport, the ships have to keep the outboard shut-off valves closed and sealed. This provision shall not be applied to the ships that have cleaning devices. Having noticed that water in the water area is polluted, the master of the ship has to notify VTS thereof without delay and make appropriate entry in the ship's logbook.

96. The ship is staying in the Seaport may open sealed valves only when disposing the polluted water to special ships or coastal containers.

97. When the ship is staying in the Seaport's quay for more than a month, the ship agent or the ship's owner (manager), at the end of the month, the ship agent, the ship's owner(manager), the master of the ship or another person authorized by the master or owner (manager) of the ship shall submit an interim ship's declaration (Annex 4 hereto) to the PCD inspector. If the ship has undergone repair, the ship agent, the ship's owner(manager), the master of the ship or another person authorized by the master or owner (manager) of the ship shall provide a certificate on the repair works carried out in the ship (Annex 6 hereto).

98. If any persons present in the Seaport knows that the ships staying in the Seaport are defective or that they do not comply with the requirements of safe navigation, hence posing hazard to people, environment, or tangibles, they have to notify PCD thereof without delay. The PCD inspector shall notify the harbour master and the Administration. The PCD inspector shall notify Klaipeda Board of the Environmental Protection Department under the Ministry of Environment about the cases of probable hazard for environment.

99. The ship may be cut for scrapping in the Seaport's territory only when the ship's owner (manager) or the person authorized by him submits the ship's ownership documents to PCD, or the documents issued by foreign authorities (they have to be legalized or apostilled) confirming the ownership of the ship, together with the permit issued by Klaipeda territorial customs, and pays all the fees due to the Seaport Authority. Having cut the ship, the ship's owner (manager) or the person authorized by him shall provide the certificate confirming the fact of the ship being scrapped and not being a sailing craft any more to PCD.

100. The floating docks used in the Seaport's water area have to be registered in the ships Register of Inland Waters' of the Republic of Lithuania and have the valid registration documents issued by the Administration.

## **SECTION X FIRE SAFETY REQUIREMENTS**

101. The crew of a ship which notices a fire in a port or on board another ship shall sound a fire alarm, immediately notify the port dispatcher and the emergency services at the number 112, participate in the fire-fighting operations as directed by the harbour master of the port, and protect objects in the near neighbourhood of the source of fire. 102. Following the order of the harbour master, all the rescue boats and tugboats have to sail to the place of fire at the maximum speed and upon arrival, they have to execute instructions of the person supervising the fire-fighting operations.

103. Prohibited on board ships:

103.1. to use open flame, without the written permission (including electronic submission) of the berth user and PCD;

103.2. to use fire extinguishing equipment not for its intended purpose;

103.3. to cancel operation of fire-fighting system without having installed an alternative system that would meet the requirements established by the authorized ship classification company;

103.4. to stay in the Seaport without having degassed tanks after the oil products or other combustible substances had been unloaded;

103.5. to operate the ships when their fire-fighting equipment does not meet the requirements established by the authorized ship classification company;

103.6. to use open flame in the ships that are closer than within 100 meters from the ships that are carrying out any operations with flammable, combustible and explosive substances;

103.7. to carry out handling operations with flammable substances when it lightens, with the exception of gas transfer operations from floating LNG storage facility;

103.8. to tow the ship that carries flammable substances if fire alert has not been announced in tugboats.

## **SECTION XI UNDERWATER TECHNICAL WORKS**

104. Underwater technical works in the water area of the Seaport shall be performed only upon receipt of the harbour master's permit, and having arranged the works with the users of the Seaport's quays, where the works are going to be performed. The companies that want to perform underground technical works in the seaports and in the sea have to satisfy the requirements of the Law on Safe Navigation.

105. Underwater technical works shall be immediately cancelled at the order of the harbour master.

106. During underwater operations, signal lights and signs complying with COLREG-72 shall be carried on board the vessel intended for underwater technical operations and on board the vessel to which such operations are carried out.

107. All ships have to pass the point of underwater works at the speed reduced in advance to permitted speed limits and they have to be especially careful.

108. Anchoring shall be permitted within 200 metres of the location of the underwater technical works 109. It is forbidden for the ships to sail to the point of underwater technical works and to moor at the ship designed for underwater technical works or at the ship next to which such works are performed, as well as to throw drowning items overboard.

110. It is forbidden for the ship next to which underwater technical works are performed and for the nearby ships to turn the ship motion propeller.

111. If the ships change their location in the area of underwater technical works, the on-duty VTS operator has to notify the ship that performs underwater technical works thereof at least one hour beforehand.

## **SECTION XII BUNKER OF OIL PRODUCTS OR ALTERNATIVE FUELS TO THE SHIP**

112. The master of the ship, the ship's owner (manager) or another person authorised by the master or the owner (manager) of the ship, after informing the user of the Seaport's quay, ship has to notify the Port dispatcher at least 2 hours beforehand about the planned operation of bunker of oil products or alternative fuels to the ship. The term "oil products" used in this section shall mean the oil products used as fuel or lubricants in the ship. Oil products or alternative fuels except electricity may be delivered to the ship after the customs clearance.

113. Oil products or alternative fuels may be bunkered to the ship during loading if flash point of the cargo of the ship and the oil products or alternative fuels except electricity intended for supply is higher than 60°C according to the requirements of the International Maritime Dangerous Goods (IMDG) Code, International Safety Guide for Oil Tankers and Terminals (ISGOTT) and relevant legislation of the European Union governing fuel quality.

114. It is permitted to bunker LNG as fuel during loading operations or boarding and/or disembarking of passengers if it was determined during the risk assessment that it is safe to carry out the operation of LNG fuel.

116. It is forbidden to bunker oil products or alternative fuels ship if:

116.1. fire extinguishing equipment of ship or of the ship bunkering oil products or alternative fuels is out of order or the crew is not ready to extinguish fire;

116.2. hot works are performed in the ship or in the ship bunkering oil products or alternative fuels;

116.3. oil products or alternative fuels are planned to be bunkered through the hull of the other ship;

116.4. the ship carrying oil products or alternative fuels does not comply with the specified type and purpose of the ship;

116.5. the equipment for bunker of oil products or alternative fuels does not comply with the requirements of the in Lithuanian and European standard.

116.6. liquid collectors have not been placed under piping connections;

116.7. additional precautionary fire safety precautions have not been applied during the bunkering of oil products or alternative fuels from vehicles to the ship (informational (alert) signs marking the place of bunkering fuel to the ship, signs prohibiting smoking have not been placed, an area of bunker of oil products or alternative fuels to the ship has not been fenced, etc.).

117. Bunkering ships that are providing bunkering services of oil products or alternative fuels to ships must have an automatic identification system AIS.

118. An employee in charge for bunker of oil products or alternative fuels to the ship has to notify the Port dispatcher about the beginning and end of these works.

119. The bunkering operations of alternative fuels may be carried out in the Seaport only with permit of the harbour master and having arranged this with the user of the Seaport's quay, by which the bunkering will be carried out.

120. The areas of safety, surveillance and protection of bunkering of LNG as fuel have to be arranged in accordance with the Guidelines for systems and installations for bunkering of LNG as fuel to ships ISO/TS 18683. The safety area for the operations of bunkering of LNG as fuel around the intended equipment, the ship's equipment for receipt of LNG as fuel, and transfer systems of LNG as fuel has to be smaller than 25 meters. The protection area for the bunkering operations of LNG as fuel around the safety area of bunkering of LNG as fuel has to be larger than the safety area in all the

cases. Only the qualified employees involved in bunkering operation of LNG as fuel may enter the safety area of bunkering operation. The continuous control of movement of the ships, transport, their employees, potential inflammation sources and other factors that may affect safe operation of bunkering of LNG as fuel has to be conducted in the protection area.

121. Bunkering operations of oil products or alternative fuels must be stopped if the wind speed exceeds 20 m/s.

122. It is permitted to bunker oil products or alternative fuels to the ships in the harbour outer water area, shall be permitted only after customs and border control and with the permission of the harbour master.

123. The signs in the Lithuanian and English languages “No smoking”, “Unauthorized entry is prohibited” and “Works of supply of ship fuel to the ship are in progress” have to be placed in visible places in the bunkering area of oil products or alternative fuels to the ship.

### **SECTION XIII PROCEDURE OF WORK OF DREDGERS**

124. When working in the shipping canal and in the harbour inner water area with a dredger, the signs and lights indicated in Rule 27 of COLREG-72 have to be used.

125. The hopper barges ships staying at the sides of a dredger must light up one white light at the head of the ship and one white light at the stern of the ship during night hours. The light must be visible within the distance of 3 nautical miles.

126. If auxiliary floating measures are used to mark the places of anchors, they must light a white light up during night hours. The light must be visible within the distance of 2 nautical miles.

127. If a dredger does not perform works according to its intended purpose and does not interfere with navigation, the dredger’s master has to raise relevant signs and lights according to the requirements of COLREG-72.

128. Despite the signalling signs of a dredger, the masters of the ships that want to pass a dredger have to receive a permit of the dredger’s master through VHF channel 9.

129. The dredger’s master has to provide an opportunity for the ships to pass the dredger within a safe distance.

130. It is forbidden to pass a dredger when the ship tows any items or underwater equipment.

131. When the dredge is not in operation or if visibility is worse than 500 meters, it is not allowed to stay in the shipping canal.

132. The masters of the dredgers operating in the harbour inner water area under the order of the Seaport Authority have to complete a PCD course and receive a permit of the harbour master to operate without a pilot.

133. Before moving the dredgers to another location, the masters of dredgers have to receive a permit of VTS and the Port dispatcher and to notify these services about completion of this operation.

134. Before starting the dredging works, the masters of dredgers have to notify VTS and the Port dispatcher thereof.

135. Before removal of soil to a special area for soil disposal, the masters of dredgers have to receive a permit of VTS and the Port dispatcher and to notify VTS about beginning, completion and coordinates of soil-disposal works.

### **SECTION XIV RESTRICTIONS**

136. It is forbidden in the Seaport’s water area:



- 136.1. to dispose out or throw waste overboard; garbage and food waste can be stored in the ship for the maximum period of 2 days if they are placed in closed and labelled containers;
- 136.2. to pollute the air with smoke and harmful gases, the concentration of which exceeds the maximum regulatory limits;
- 136.3. to keep valves unclosed and unsealed of tanks with sewage and oil-contaminated water;
- 136.4. to carry out operations with oil products without an entry in the ship oil record logbook, as well as to carry out operations with harmful substances without having made an entry in the harmful substances logbook of the ship;
- 136.5. to pollute the quay and the water area with oil products, garbage or waste;
- 136.6. to discharge out the contaminated water through ducts of the ship or to pump out contaminated ballast water;
- 136.7. to eliminate pollutants around the ship by the crew itself without having notified the on-duty Port dispatcher;
- 136.8. to conceal any overboard spill of pollutants;
- 136.9. to swim, to sail in rowing and personal boats;
- 136.10. to fish in the shipping canal;
- 136.11. to moor at floating navigation signs and in places other than those specially designed for mooring;
- 136.12. to damage hydro technical and navigational devices, to fasten mooring ropes to elements of such devices or to equipment designed not for this purpose;
- 136.13. to use VHF communication channels 9, 10, 16, 71 and 72 and other frequencies used pursuant to the valid licenses issued by the Communications Regulatory Authority of the Republic of Lithuania for the conversations not related to navigation;
- 136.14. inland sailing and seaport service ships to navigate and berth without working VHF radio station to communicate on maritime channels 9 and 16;
- 136.15. to wash the deck without complying with the established environmental protection requirements (hazardous chemical substances, detergents or other additives are used, also when bulk cargo residues or other hazardous-to-environment residues are on the deck), to paint the hull of the ship (with the exception of the ship's markings on hull, which are necessary for navigational safety) without informing (including electronically) the Klaipeda Board of the Environmental Protection Department under the Ministry of Environment and without having received the permit of the PCD;
- 136.16. to use sound signals in the Seaport without the necessity;
- 136.17. to use the signalling equipment not for their intended purpose;
- 136.18. to cross the shipping canal not in the way other than at the straight angle;
- 136.19. to load any items or install stationary equipment on the edge of the quay up to the first rail (at the distance of 2.5 meters from the edge of the quay if no rail is available), unless otherwise specified in the approved quay loading schemes;
- 136.20. to have the ship inclination of more than 5 degrees when ship is at the quay;
- 136.21. to moor or unmoor the ships in the quay without a permit of the Port dispatcher, VTS and the user of the Seaport's quay;
- 136.22. to illuminate the passing ships during night hours;
- 136.23. to conceal damage to hydro technical and navigational equipment caused by the ship or to interfere with execution of necessary documents;
- 136.24. to transfer cargoes and items from one ship to another when the ships are staying in the harbour outer water area without having agreed this with Pagegiai Coast Guard Team of the State Border Guard Service, Klaipeda territorial customs and without having obtained a permit of the Seaport Authority;
- 136.25. for the ship to sail under its own power without valid mandatory ship's documents;
- 136.26. to load the ship above its loading mark;

- 136.27. to sail overloaded ships or to carry more persons (passengers) than specified in the documents of the ship;
  - 136.28. to command the ship or to navigate the ship being under influence of alcohol, narcotic, psychotropic or other psychoactive substances;
  - 136.29. to sail into the sea without having registered a terminated sailing in the PCD, if it is mandatory;
  - 136.30. to command, navigate the ship without documents confirming appropriate qualification of seamen;
  - 136.31. the master of the ship cannot delegate control of the ship to another person (including a pilot), except for the second officer;
  - 136.32. to use the national flag that does not meet the requirements;
  - 136.33. to perform ship engine running trials when staying by the quay without a permit of the harbour master;
  - 136.34. to launch and sail the boats of the ship without a permit of VTS.
  - 137. The following actions are forbidden without having agreed them with the harbour master in writing (including electronically):
    - 137.1. to perform hydrotechnical and hydrographic works;
    - 137.2. to perform underwater technical works;
    - 137.3. to organize yacht regattas, other sport or entertainment events;
    - 137.4. to land and take off for hydroplanes;
    - 137.5. to construct any floating or stationary navigational and hydrographic objects;
    - 137.6. to switch off, to change location or meaning of any navigational signs.
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Annex 1  
to the Klaipeda State Seaport  
Shipping Rules

**BOUNDARIES OF THE WATER AREA OF THE SEAPORT AND THE SEAPORT'S LAYOUT**

**SECTION I  
BOUNDARIES OF THE WATER AREA OF THE SEAPORT**

1. The inner water area of the Seaport is bound by:
  - 1.1. the southern line between points (WGS 84):  
55° 37'56,60" N 21° 08'04,26" E  
55° 38'01,69" N 21° 09'28,20" E
  - 1.2. in the West – in parallel to the line of the eastern shore of the Curonian Spit, except for a water stripe of 30 meters length along the shore;
  - 1.3. in the East – along the line of the shore;
  - 1.4. in the North – along the line connecting the ends of the old breakwaters of the Seaport.
2. The harbour outer water area of the Seaport is bound by the lines between points (WGS 84):

55° 48'00" N	20°45'00" E
55° 48'00" N	21°03'58" E
55° 43'31" N	21°04'59" E
55° 43'24" N	21°05'25" E
55° 43'19" N	21°05'38" E
55° 43'17" N	21°05'38" E
55° 43'19" N	21°05'01" E
55° 39'00" N	21°06'01" E
55° 40'28" N	20°50'00" E
55° 41'17" N	20°45'00" E
3. The shipping canal is marked with navigational signs according to the lateral system and with the section lines from buoy No 1 in the sea up to the southern part of the inner water area of the Seaport.

**SECTION II  
SEAPORT'S LAYOUT**



Annex 2 to the Klaipeda State  
Seaport Shipping Rules

**SHIP PRE-ARRIVAL SECURITY INFORMATION FORM**  
**FOR ALL SHIPS PRIOR TO ENTRY INTO THE PORT OF AN EU MEMBER STATE**  
**(SOLAS REGULATION XI-2/9 AND ARTICLE 6.3 OF REGULATION (EC) No 725/2004)**  
**TO BE SUBMITTED TO THE COMPETENT AUTHORITY FOR MARITIME SECURITY OF**  
**THE PORT OF ARRIVAL**

<i>Informacija apie laivą ir kontaktiniai duomenys</i> <i>Particulars of the ship and contact details</i>						
<i>TJO numeris</i> IMO number			<i>Laivo pavadinimas</i> Name of ship			
<i>Registracijos uostas</i> Port of registry			<i>Vėliavos valstybė</i> Flag State			
<i>Laivo tipas</i> Type of ship			<i>Šaukinys</i> Call Sign			
<i>Bendroji talpa</i> Gross Tonnage			<i>„Inmarsat“ palydovinio telefono ryšio numeriai (jei yra)</i> „Inmarsat“ call numbers (if available)			
<i>Įmonės pavadinimas</i> Name of Company			<i>Įmonės apsaugos pareigūno vardas, pavardė ir kontaktiniai duomenys ryšiui visą parą (telefono ryšio Nr., elektroninio pašto adresas)</i> CSO name & 24 hours contact details (phone No, email)			
<i>Atvykimo uostas</i> Port of arrival			<i>Atvykimo uosto įrenginys (terminalas) (jei žinoma)</i> Port facility of arrival (if known)			
<i>Informacija apie uostą ir uosto įrenginį (terminalą)</i> <i>Port and port facility information</i>						
<i>Laivo numatomo atvykimo į uostą data ir laikas (PLA)</i> Expected date and time of arrival of the ship in port (ETA)						
<i>Pagrindinis lankymosi uoste tikslas</i> Primary purpose of call						
<i>Pagal SOLAS XI-2 skyriaus 9.2.1 taisyklę privaloma informacija</i> <i>Information required by SOLAS regulation XI-2/9.2.1</i>						
<i>Ar laivas turi galiojantį Tarptautinį laivo apsaugos liudijimą (TLAL)?</i> Does the ship have a valid International Ship Security Certificate (ISSC)?	<b>TAIP</b> <b>YES</b>	<b>TLAL</b> <b>ISSC</b>	<b>NE – kodėl neturi?</b> <b>NO – why not?</b>	<b>Išdavė</b> <i>(administracijos ar PAO pavadinimas)</i> <b>Issued by</b> (name of Administration or RSO)	<b>Galioja iki</b> <i>(mmmm, mm, dd)</i> <b>Expiry date</b> <i>(dd/mm/yyyy)</i>	
<i>Ar laive yra patvirtintas laivo apsaugos planas?</i> Does the ship have an approved SSP on board?	<b>TAIP</b> <b>YES</b>	<b>NE</b> <b>NO</b>	<i>Apsaugos lygis, kuriuo laivas eksploatuojamas dabar</i> Security Level at which the ship is currently operating	<b>1 apsaugos lygis</b> <b>Security Level 1</b>	<b>2 apsaugos lygis</b> <b>Security Level 2</b>	<b>3 apsaugos lygis</b> <b>Security Level 3</b>

Laivo buvimo vieta rengiant šį pranešimą Location of ship at the time this report is made								
Chronologine tvarka (pradėdami paskutiniu lankymusi) išvardykite dešimt paskutinių lankymųsi uosto įrenginiuose (terminaluose): List the last 10 calls at port facilities in chronological order (most recent call first):								
Nr. No	Data nuo (mmmm, mm, dd) Date from (dd/mm/yyyy)	Data iki (mmmm, mm, dd) Date to (dd/mm/yyyy)	Uostas Port	Valstybė Country	JT nustatymo kodas (jei yra) UN/LOCODE (if available)	Uosto įrenginys (terminalas) Port facility	Apsaugos lygis Security Level	
1							AL= SL=	
2							AL= SL=	
3							AL= SL=	
4							AL= SL=	
5							AL= SL=	
6							AL= SL=	
7							AL= SL=	
8							AL= SL=	
9							AL= SL=	
10							AL= SL=	
Ar laive imtasi kitų specialių arba papildomų apsaugos priemonių, nei patvirtintame laivo apsaugos plane nurodytos priemonės? Jei TAIP, toliau išvardykite specialias arba papildomas apsaugos priemones, kurių imtasi laive. Did the ship take any special or additional security measures, beyond those in the approved SSP? If the answer is YES, indicate below the special or additional security measures taken by the ship.							TAIP YES	NE NO
Nr. No (as above)	Specialios arba papildomos priemonės, kurių imtasi laive Special or additional security measures taken by the ship							
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
Chronologine tvarka (pradėdami paskutiniu) išvardykite krovos iš laivo į laivą darbus, atliktus per pirmiau išvardytus dešimt lankymųsi uosto įrenginiuose (terminaluose). Prireikus papildykite lentelę naujomis eilutėmis ar tęskite ją atskirame lape – įrašykite bendrą krovos iš laivo į laivą darbų skaičių. List the ship-to-ship activities, in chronological order (most recent first), which have been carried out during the period of the last ten calls at port facilities listed above. Expand table below or continue on separate page if necessary – insert total number of ship-to-ship activities.								

<p>Ar atliekant kiekvieną krovos iš laivo į laivą darbą laikytasi patvirtintame laivo apsaugos plane nurodytų apsaugos procedūrų?          Jei NE, toliau pateiktos lentelės paskutinėje skiltyje įrašykite, kokios alternatyvios apsaugos priemonės taikytos.          Have the ship security procedures specified in the approved SSP been maintained during each of these ship-to-ship activities?          If NO, provide details of the security measures applied in lieu in the final column below.</p>						<b>TAIP</b>	<b>NE</b>
						<b>YES</b>	<b>NO</b>
<b>Nr. No</b>	<b>Data nuo</b> (mmmm, mm, dd) <b>Date from</b> (dd/mm/yyyy)	<b>Data iki</b> (mmmm, mm, dd) <b>Date to</b> (dd/mm/yyyy)	<b>Vieta arba ilguma ir platuma</b> <b>Location or Longitude and Latitude</b>	<b>Krovos iš laivo į laivą darbas</b> <b>Ship-to-ship activity</b>	<b>Alternatyvios apsaugos priemonės</b> <b>Security measures applied in lieu</b>		
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
<b>Bendras laivo krovinių aprašas</b> General description of the cargo aboard the ship							
<p>Ar laivo krovinių sudaro pavojingos medžiagos, priskiriamos bet kuriai (1, 2.1, 2.3, 3, 4.1, 5.1, 6.1, 6.2, 7 ar 8) IMDG kodekso klasei?          Is the ship carrying any dangerous substances as cargo covered by any of Classes 1, 2.1, 2.3, 3, 4.1, 5.1, 6.1, 6.2, 7 or 8 of the IMDG Code?</p>				<b>TAIP</b> <b>YES</b>	<b>NE</b> <b>NO</b>	<p>Jei TAIP, patvirtinkite, ar pridėta Pavojingųjų krovinių deklaracija (arba susijęs išrašas)          If YES, confirm Dangerous Goods Manifest (or relevant extract) is attached</p>	
<p>Patvirtinkite, kad pridėtas laivo įgulos sąrašas          Confirm a copy of ship's crew list is attached</p>				<b>TAIP</b> <b>YES</b>	<p>Patvirtinkite, kad pridėtas laivo keleivių sąrašas          Confirm a copy of ship's passenger list is attached</p>	<b>TAIP</b> <b>YES</b>	
<b>Kita su apsauga susijusi informacija</b> Other security related information							
<p>Ar yra su apsauga susijusių dalykų, apie kuriuos norite pranešti?          Is there any security-related matter you wish to report?</p>				<b>TAIP</b> <b>YES</b>	<p>Išsamiai aprašykite:          Provide details:</p>		<b>NE</b> <b>NO</b>
<b>Laivo agentas numatytame atvykimo uoste</b> Agent of ship at intended port of arrival							
<p>Pavadinimas (vardas, pavardė):          Name:</p>			<p>Kontaktiniai duomenys (telefono ryšio Nr.):          Contact details (Phone No):</p>				
<b>Informaciją pateikusio asmens duomenys</b> Identification of person providing the information							
<p>Pareigos ar postas (nereikalinga išbraukti):          Kapitonas / LAP / KAP / (pirmiau minėtas)          laivo agentas          Title or Position (delete as appropriate):          Master / SSO / CSO / Ship's agent (as above)</p>			<p>Vardas, pavardė:          Name:</p>		<p>Parašas:          Signature:</p>		
<p>Pranešimo parengimo data, laikas, vieta          Date, time, place of completion of report</p>							

Annex 3 to the Klaipeda State  
Seaport Shipping Rules**LAIVO DEKLARACIJA**  
**SHIP'S DECLARATION**

Laivo pavadinimas Name of the ship		Šaukinys Call sign		Laivo vėliava Flag State of ship		Reg. Nr. Ref. No	
Laivo nuosavybės liudijimas (uostas, data, Nr.) Certificate of registry (Port, date, No)		Krovos darbų kompanija (-os) ..... Stevedoring Company (ies) .....				Uosto direkcijos Nr. Port Authority No	
TJO Nr. IMO No		Deklaravimo data ir laikas Date and time of declaration		Registracijos uostas Port of registry		Reiso Nr. Voyage No	
Laivo agentas (pavadinimas, adresas, telefono ryšio Nr., fakso Nr., elektroninio pašto adresas) Ship's agent (name, address, phone Nr., fax, email)						Kliento Nr. Customer No	
Laivybos linija (Licencijos Nr. ir galiojimo terminas) Shipping line (License No and date of expiry)							
Vienarūšių krovinių srautas (krovinių srauto pavadinimas ir operatorius) Flow of one-type cargo (title of the flow and the operator)							
Laivo savininkas (valdytojas) / Frachtuotojas Ship's owner / Charterer							
Keltas / Linijinis / Trampas Liner / Tramp Service	Laivo tipas Ship's type	Maksimalus ilgis (m) Length overall (m)	Maksimalus plotis (m) Width overall (m)	Vasaros grimzlė (m) Summer draught (m)	BT	GT	Dedv. (T) DW (T)
						NRT NRT	
<b>ATVYKIMAS</b> <b>ARRIVAL</b>	Igulos skaičius No of crew	Esama grimzlė (m) / Actual draught (m) Fwd. Aft.		Tikroji atvykimo data ir laikas Date and time of arrival		Krantinė: Berth:	Korpusas: Hull:
<b>MUITINĖ</b> <b>CUSTOMS</b>	Muitinės deklaracijos Nr. Customs Declaration No			Muitinės patikrinimo data ir laikas: Date and time of customs clearance:			
<b>DOKUMENTAI</b> <b>DOCUMENTS</b>	Krovinių deklaracija Cargo Declaration	Keleivių sąrašas Passenger List	Igulos sąrašas Crew List	Laivo atsargų sąrašas Ship's Store Declaration	Muitinės deklaracija Customs Declaration	Jūrinė sanitarinė deklaracija Maritime Declaration of Health	
Pradinis uostas Port of origin of cargo		Atvyko iš uosto Last port		Šalis Country		Krovos darbai / Cargo handling Operacijos pradėtos / Operations commenced	
Tarpiniai uostai (chronologine tvarka) Intermediate Ports (in chronological sequence)						Atvykimo tikslas / Purpose of arrival	
Krovinių rūšis (tekstas) Type of cargo (Text)		Kodas Code	Krovinių, perkrauto Klaipėdos valstybiniame jūrų uoste, kiekis Quantity of cargo handled in the State Seaport of Klaipeda			Keleiviai Passengers	
		Vienetai / Number of units	Bendras svoris (T), tūris (m <sup>3</sup> )				

		tuščias empty	pakrautas load	Gross Weight (T), Volume (m <sup>3</sup> )		
Perstatymas Shifting	nuo krantinės Nr. / from Berth No	data / date:	laikas / time:	prie krantinės Nr. / to Berth No	data / date:	laikas / time:
	nuo krantinės Nr. / from Berth No	data / date:	laikas / time:	prie krantinės Nr. / to Berth No	data / date:	laikas / time:
	nuo krantinės Nr. / from Berth No	data / date:	laikas / time:	prie krantinės Nr. / to Berth No	data / date:	laikas / time:
	nuo krantinės Nr. / from Berth No	data / date:	laikas / time:	prie krantinės Nr. / to Berth No	data / date:	laikas / time:
<b>IŠVYKIMAS</b> <b>DEPARTURE</b>	Įgulos skaičius No of crew	Esama grimzlė (m) / Actual draught (m) Fwd. Aft.		Tikroji išvykimo data ir laikas Date and time of departure	Krantinė: Berth:	Korpusas: Hull:
<b>MUITINĖ</b> <b>CUSTOMS</b>	Muitinės deklaracijos Nr. Customs Declaration No.			Muitinės patikrinimo data ir laikas: Date and time of customs clearance:		
<b>DOKUMENTAI</b> <b>DOCUMENTS</b>	Krovinio deklaracija Cargo Declaration	Keleivių sąrašas Passenger List	Įgulos sąrašas Crew List	Laivo atsargų sąrašas Ship's Store Declaration	Muitinės deklaracija Customs Declaration	Jūrinė deklaracija Maritime Declaration of Health
Paskyrimo uostas Port of destination	Kitas uostas Next port		Šalis Country			Krovos darbai / Cargo handling Operacijos baigtos / Operations completed
Tarpiniai uostai (chronologine tvarka) Intermediate Ports (in chronological sequence)						
Krovinio rūšis (tekstas) Type of cargo (text)	Kodas Code	Krovinio, perkrauto Klaipėdos valstybiniame jūrų uoste, kiekis Quantity of cargo handled in the State Seaport of Klaipėda			Keleiviai Passengers	Išplaukė: / Departure:
		Vienetai / Number of units		Bendras svoris (T), tūris (m <sup>3</sup> ) Gross Weight (T), Volume (m <sup>3</sup> )		
		tuščias empty	pakrautas load			
Pastabos: Pašalinių asmenų, ginklų, sprogmenų ir narkotikų nėra Remarks: No stowaways, guns, cartridges and drugs on board					UPS budintis PCD watchkeeper	
Oficialiai deleguoto kliento atstovo vardas, pavardė ir parašas / Customer's Official in charge name and signature				Kapitono, įgalioto agento arba karininko vardas, pavardė, data ir parašas / Master's, authorized agent's or officer's name, date and signature		



Annex 4 to the Klaipėda State  
Seaport Shipping Rules**TARPINĖ LAIVO DEKLARACIJA**  
**SHIP'S INTERIM DECLARATION**

Laivo pavadinimas Name of the ship			Saukinys Call sign	Laivo vėliava Flag State of ship	Reg. Nr. Ref. No
Laivo nuosavybės liudijimas (uostas, data, Nr.) Certificate of registry (Port, date, No)		Krovos darbų kompanija (-os) ----- Stevedoring Company (ies) -----			Uosto direkcijos Nr. Port Authority No
TJO Nr. IMO No	Deklaravimo data ir laikas Date and time of declaration		Registracijos uostas Port of registry	Reiso Nr. Voyage No	
Laivo agentas (pavadinimas, adresas, telefono ryšio Nr., fakso Nr., elektroninio pašto adresas) Ship's agent (name, address, phone, fax, email)					Kliento Nr. Customer No
Laivybos linija (Licencijos Nr. ir galiojimo terminas) Shipping line (License No and date of expiry)					Reg. Nr. Ref. No
Laivo savininkas (valdytojas) / Frachtuotojas Ship's owner / Charterer					Reg. Nr. Ref. No
Keltas / Linijinis / Trampas / Liner / Tramp Service	Laivo tipas Ship's Type	Maksimalus ilgis (m) Length overall (m)	Maksimalus plotis (m) Width overall (m)	Vasaros grimzlė (m) Summer draught (m)	BT GT NRT Dedv. (T) NRT DW (T)
<b>ATVYKIMAS</b> <b>ARRIVAL</b>	Įgulos skaičius No of crew	Esama grimzlė (m) / Actual draught (m) Fwd. Aft.		Tikroji atvykimo data ir laikas Date and time of arrival	Krantinė: Berth: Korpusas: Hull:
<b>MUITINĖ</b> <b>CUSTOMS</b>	Muitinės deklaracijos Nr. Customs Declaration No		Muitinės patikrinimo data ir laikas: Date and time of customs clearance:		
<b>DOKUMENTAI</b> <b>DOCUMENTS</b>	Krovinio deklaracija Cargo Declaration	Keleivių sąrašas Passenger List	Įgulos sąrašas Crew List	Laivo atsargų sąrašas Ship's Store Declaration	Muitinės deklaracija Customs Declaration Jūrinė sanitarinė deklaracija Maritime Declaration of Health
Pradinis uostas Port of origin of cargo		Atvyko iš uosto Last port of call		Šalis Country	Krovos darbai / Cargo handling Operacijos pradėtos / Operations commenced
Tarpiniai uostai (chronologine tvarka) Intermediate Ports (in chronological sequence)					
Krovinio rūšis (tekstas) Type of cargo (text)	Kodas Code	Krovinio, perkrauto Klaipėdos valstybiniame jūrų uoste, kiekis / Quantity of cargo handled in the State Seaport of Klaipėda		Keleiviai Passengers	Atvyko su kroviniu / Arrived with cargo nebus iškraunamas not to be discharged
		Vienetai / units	Bendras svoris (T), tūris (m <sup>3</sup> ) Gross Weight (T), Volume (m <sup>3</sup> )		visiškai iškraunamas completely to be discharged
		tuščias empty	pakrautas load		iš dalies iškraunamas partly discharged
					su balastu arba tuščias in ballast or empty

							remontas repair
Perstatymas Shifting	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	
	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	
	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	
	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	nuo krantinės Nr. (korpusas) / from Berth No (hull)	data / date:	laikas / time:	
Pastabos:						UPS budintis	
Remarks:						PCD watchkeeper	
Oficialiai deleguotas kliento atstovas (vardas, pavardė ir parašas) / Customer's Official in charge (name and signature)				Laivo kapitonas (vardas, pavardė, data, parašas) / Master (name, date and signature)			

Annex 5 to the Klaipėda State  
Seaport Shipping Rules**PAVOJINGŲJŲ KROVINIŲ ĮVAIRIARŪŠIO VEŽIMO DOKUMENTO FORMA**  
**MULTIMODAL DANGEROUS CARGO FORM**

Šią formą galima naudoti kaip pavojingojo krovinio deklaraciją, nes ji atitinka SOLAS 74 VII skyriaus 5 taisyklės ir MARPOL 73/78 III priedo 4 taisyklės reikalavimus.

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, chapter VII, regulation 5; MARPOL 73/78, Annex III, regulation 4.

1. Krovinio siuntėjas Shipper / Consignor / Sender		2. Transporto dokumento numeris Transport document number		3. 1 puslapis iš ___ puslapių Page 1 of ___ pages		4. Siuntėjo duomenys Shipper's reference		5. Ekspeditoriaus duomenys Freight forwarder's reference	
6. Krovinio gavėjas Consignee		7. Vežėjas (pildo vežėjas) Carrier (to be completed by the carrier)							
		<b>SIUNTĖJO DEKLARACIJA</b> Pareiškiau, kad šios siuntos turinį išsamiai ir tiksliai apibūdina žemiau nurodytas tinkamas siunčiamo krovinio pavadinimas, kad jis yra klasifikuotas, supakuotas, pažymėtas ir paženklintas ir kad jo būklė visais atžvilgiais yra tinkama vežti pagal galiojančias tarptautines ir nacionalines taisykles. <b>SHIPPER'S DECLARATION</b> I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labelled / placarded and are in all respects in proper condition for transport according to the applicable international and national government regulations.							
8. Šis krovinys atitinka apribojimus, numatytus: (netinkamus išbraukti) This shipment is within the limitations prescribed for: (delete non applicable)		9. Papildoma informacija apie krovinio apdorojimą Additional handling information							
KELEIVINIAMS IR KROVININIAMS LĖKTUVAMS PASSENGER AND CARGO AIRCRAFT		TIK KROVININIAMS LĖKTUVAMS CARGO AIRCRAFT ONLY							
10. Laivo reiso Nr. ir data Ship voyage No and date		11. Pakrovimo uostas / vieta Port / place of loading							
12. Iškvėtimo uostas / vieta Port / place of discharge		13. Paskirties vieta Destination							
14. Krovinio žymės Shipping marks		Pakuočių skaičius ir rūšis; krovinio aprašymas* Number and kind of packages; description of goods*		Bendroji masė (kg) Gross mass (kg)		Neto masė (kg) Net mass (kg)		Tūris (m <sup>3</sup> ) Cube (m <sup>3</sup> )	
15. Konteinerio identifikavimo Nr. / transporto priemonės registracijos Nr. Container identification No / vehicle registration No		16. Plombos Nr. Seal number(s)		17. Konteinerio / transporto priemonės dydis ir tipas Container / vehicle size and type		18. Taros svoris (kg) Tare mass (kg)		19. Bendroji masė (įskaitant taros svorį) (kg) Total gross (including tare) (kg)	

<p>KONTEINERIO / TRANSPORTO PRIEMONĖS PAKAVIMO PAŽYMĖJIMAS CONTAINER / VEHICLE PACKING CERTIFICATE</p> <p>Užtikrinu, kad aprašytas krovinys buvo supakuotas / pakrautas į nurodytą konteinerį / transporto priemonę, vadovaujantis nustatytais reikalavimais**</p> <p>I hereby declare that the goods described above have been packed / loaded into the container / vehicle identified above in accordance with the applicable provisions**</p> <p>TURI BŪTI SUDARYTAS VISIEMS KONTEINERIAMIS / TRANSPORTO PRIEMONĖMS IR PASIRAŠYTAS ASMENS, ATSAKINGO UŽ PAKAVIMĄ / PAKROVIMĄ.</p> <p><b>MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER / VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING / LOADING</b></p>	<p>21. GAUNANČIOS ORGANIZACIJOS PATVIRTINIMAS / RECEIVING ORGANIZATION RECEIPT</p> <p>Pirmiau nurodytos pakuotės / konteineriai / treileriai gauti tvarkingi ir geros būklės, išskyrus tuos, kurie išvardyti: Received the above number of packages / containers / trailers in apparent good under good condition, unless stated hereon:</p> <p>GAUNANČIOS ORGANIZACIJOS PASTABOS / RECEIVING ORGANISATION REMARKS:</p>	
<p>20. Kompanijos pavadinimas Name of company</p>	<p>Vežėjo pavadinimas Haulier's name</p>	<p>22. Kompanijos pavadinimas (SIUNTĖJO, PARENGUSIO ŠĮ DOKUMENTĄ) Name of company (OF SHIPPER PREPARING THIS NOTE)</p>
<p>Deklaraciją sudariusio asmens pavardė / pareigos Name / status of declarant</p>	<p>Transporto priemonės registracijos Nr. Vehicle reg. No</p>	<p>Deklaraciją sudariusio asmens pavardė / pareigos Name / status of declarant</p>
<p>Vieta ir data Place and date</p>	<p>Parašas ir data Signature and date</p>	<p>Vieta ir data Place and date</p>
<p>Deklaraciją sudariusio asmens parašas Signature of declarant</p>	<p>Vairuotojo parašas Driver's signature</p>	<p>Deklaraciją sudariusio asmens parašas Signature of declarant</p>

\* PAVOJINGASIS KROVINYS:

\* DANGEROUS CARGO:

Būtina teisingai nurodyti: JT Nr., tinkamą siunčiamo krovinio pavadinimą, pavojingumo klasę, pakuotės grupę (jei tokia priskirta), koks tai jūros teršalas, ir vadovautis privalomais nacionalinių ir tarptautinių taisyklių reikalavimais. Apie IMDG kodekso reikalavimus žr. šio kodekso 5.4.1.4 skirsnyje.

You must specify: UN No, proper shipping name, hazard class, packaging group (where assigned), marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purpose of the IMDG Code, see 5.4.1.4.

\*\* Apie IMDG kodekso reikalavimus žr. šio kodekso 5.4.2 skirsnyje.

\*\* For the purpose of the IMDG Code, see 5.4.2.

Annex 6 to the Klaipeda State  
Seaport Shipping Rules

**PAŽYMA APIE LAIVE VYKDOMUS REMONTO DARBUS  
STATEMENT OF SHIP REPAIR WORKS CARRIED OUT ON BOARD**

Laivo pavadinimas (Name of the ship)	
TJO Nr. (IMO No)	
Krantinės Nr. (Berth No)	
Remonto pradžia (Start date of repair works)	
Remonto pabaiga (End date of repair works)	
Remontą atliekančios įmonės pavadinimas (Repair Company)	

Laivo agentas (Ship`s agent):

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(pareigos, vardas, pavardė, parašas, data, antspaudas / title, name, surname, signature, date, stamp)

Remonto darbus atliekančios įmonės atstovo patvirtinimas, kad laive vykdomi remonto darbai  
(Confirmation by the representative of the repair company that the repair work is being carried out on board):

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(pareigos, vardas, pavardė, parašas, data, antspaudas / title, name, surname, signature, date, stamp)

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