



APDL – ADMINISTRAÇÃO DOS PORTOS DO DOURO E LEIXÕES, SA
(PORT AUTHORITY OF DOURO AND LEIXÕES)

MARITIME AND PORT SAFETY REGULATIONS

1. The Board of Directors of APDL – Administração dos Portos do Douro e Leixões, SA (Port Authority of Douro and Leixões), through decision No. 07, of 07-01-05, in line with its powers conferred by article 10, line d) of the statutes outlined in Decree-Law no. 335/98 of 3 November, articles 2 and 4 of Decree-Law 46/2002 of 2 March and Rule 1, line b), of the International Regulations for Prevention of Collisions at Sea – 1972 (RIEAM – 72), has approved the MARITIME AND SAFETY REGULATIONS OF THE PORT OF LEIXÕES.

2. Access, entrance, staying and departure of vessels at the Port of Leixões shall comply with these regulations and successive alterations issued by this Port Authority.

3. Breach of these regulations, regardless of breakdowns and personal accidents, the responsibility for which may lie with third parties, will be punished in accordance with penal law in line with the infringement regime approved by Decree-Law 49/2002 of 2 March.

4. These Regulations come into effect on 1st of April 2005

Chairman of the Board of Directors

INDEX

CHAPTER 1	4
GENERAL INSTRUCTIONS	4
1) PREAMBLE.	4
2) COMMUNICATIONS.	4
3) SOUND, LIGHT AND VISUAL SIGNALS.	5
4) SPEED LIMITS.	5
5) PROCEDURES FOR ENTERING AND DEPARTING FROM THE PORT.	5
6) PROCEDURES AND SPECIAL RULES FOR NAVIGATION AT THE PORT OF LEIXÕES.	7
7) ANCHORAGE.	8
8) DANGERS.	8
9) PILOTAGE.	9
10) DUMPING OF DIRTY WATER, RUBBISH OR POLLUTANTS INTO THE WATERS OF THE PORT OF LEIXÕES.	9
11) AIR POLLUTION.	9
12) BALLAST WATERS.	9
13) REFUELLING AND TRANSFER OF LIQUID CARGO.	10
14) HAZARDOUS SUBSTANCES, LOADING, UNLOADING AND TRANSIT.	11
15) WASTE.	13
16) SHIP REPAIRS.	14
17) PROCEDURES DURING CALL AT THE PORT OF LEIXÕES.	16
18) METEOROLOGY AND NAVIGATION WARNINGS.	18
19) WATER SPORTS.	18
CHAPTER II	20
SPECIAL INSTRUCTIONS FOR THE FISHING FLEET	20
1) PREAMBLE.	20
2) SCOPE.	20
3) SPECIAL PROCEDURES AND RULES FOR NAVIGATION IN THE FISHING HARBOUR.	20
4) SPECIAL PROCEDURES FOR NAVIGATION IN THE ACCESS CHANNELS OF THE PORT OF LEIXÕES.	21
5) PROCEDURES DURING CALL AT THE PORT.	21
CHAPTER III	22
RECREATIONAL VESSELS – STAYING AT AND USING THE YACHT MARINA	22
1) PREAMBLE.	22
2) LIMITS OF MARINA.	22
3) VESSELS AUTHORISED TO USE THE YACHT MARINA.	22
4) FIXED MOORING BERTHS.	23
5) SPECIAL PROCEDURES AND RULES FOR NAVIGATION AND STAYING AT THE YACHT MARINA.	23
6) SPEED LIMITS.	23
7) PROCEDURES FOR VESSELS THAT MAY PUT PORT SAFETY AT RISK.	24
8) SPEEDBOATS.	24

APPENDIX A	25
PORT AREA OF THE PORT OF LEIXÕES	25
APPENDIX B	26
FISHING HARBOUR	26
APPENDIX C	27
Communications - Services and authorised users	27
APPENDIX D	29
Maritime Mobile Service	29
Communications Plan of the Ports of Douro and Leixões (a)	29
APPENDIX E	33
Bad Weather Warning Signals	33
APPENDIX F	35
Port Closed and Special Signals	35

CHAPTER I

GENERAL INSTRUCTIONS

1) Preamble.

- a. These instructions apply to all ships and vessels in the Leixões port area, as defined in line b) of no. 1 of art. 7 of Decree-Law no. 335/98 of 3 November and outlined in Appendix A.
- b. These instructions are in accordance with the International Regulations for Preventing Collisions at Sea (IRPCS).
- c. At the Port of Leixões the vessels with the following characteristics are considered restricted in ability to manoeuvre, in addition to those named in line g) of rule no. 3 of the IRPCS:
 - (1) Length overall over 150 metres;
 - (2) Breadth over 30 metres;
 - (3) Draught over 7.5 metres.

2) Communications.

- a. VHF watch is mandatory for all vessels when in the port area, especially those:
 - (1) Transporting hazardous cargo;
 - (2) Navigating in fog or bad weather conditions;
 - (3) At anchor;
 - (4) Tugging or being tugged by other ships.
- b. When there is fog or poor visibility, the following special procedures should be adopted:
 - (1) Ships or vessels navigating in fog in the port area or at the access to the Port of Leixões must keep permanent watch on VHF channel 16. When the onboard VHF installed equipment allows dual watch, they must also listen to channel 12.
 - (2) Pilots on board must strictly comply with the regulations on radio watches.

- c. At the Port of Leixões interconnection between the services, the entities that can use VHF communications and the usable channels are outlined in Appendix C.
- d. Appendix D contains the table outlining the national VHF communication plan.

3) Sound, light and visual signals.

- a. The Port of Leixões stipulates that all vessels with a length equal to or over 12 metres must possess adequate equipment to emit sound signals, as outlined in part D of the IRPCS.
- b. At the Port of Leixões the foghorns have the following codes:
 - (1) **Breakwater Beacon:** 5-second horn/15-second silence;
 - (2) **South Wharf Beacon:** 10-second horn/20 second silence.

4) Speed limits.

At the Port of Leixões, to the north of the line between the wharfs, the maximum speed limit permitted is 5 knots (4 knots in the Marina), unless the minimum manoeuvring speed is higher than this limit.

5) Procedures for entering and departing from the port.

- a. Identification and coordination of movements. All vessels that intend to enter, leave or move inside the Port of Leixões area, and which are equipped with VHF communication, should establish contact in advance with the Leixões VTS Station on channel 12 or 16, so as to send its identification and coordinate movements.

- b. Regulations.

- (1) The navigation should take into account that the stretch giving access to the Port of Leixões – Outer Channel – and the stretch giving access to the docks – Inner Channel – are considered Narrow Channels:

- (a) Outer Channel:

North Limit: line between the wharfs;

South Limit: Parallel 41°09.5' N;

East Limit: straight line from Leça Lighthouse – South Wharf Beacon (Zv=348°);

West Limit: straight line from Leça Lighthouse – Breakwater Beacon (Zv=353°);

- (b) Inner Channel: Channel located in the foreport, leading into the outer channel and demarcated by the following lines:

North Wharf Beacon – SW Corner of the North Container Terminal;

South Wharf Beacon – North corner of the front of quay no. 1 bridge of the fishing harbour;

Between the beacons of the North and South wharfs.

SW corner of the North Container Terminal – front of quay no. 1 bridge of the fishing harbour.

(2) Port Navigation Regulations:

- (a) Vessel movements within the compulsory pilotage area (an area demarcated by a circle with a radius of 2 miles, centred on the breakwater beacon) are coordinated by the Port Authority Pilotage Department and monitored by the VTS Station;
- (b) Vessels entering must make an approach so as to move straight into the outer port access channel (Leça Lighthouse 350.5°) in the position defined by the coordinates 41°09.7' N and 008°42.1' W (position marked with the letter "X" in Appendix A), provided that the wind and sea conditions do not make this unadvisable;
- (c) In any situation maintain the wide berth indicated in paragraph 8;
- (d) It is forbidden to move into the manoeuvring basin (foreport) without prior knowledge of the Port Authority;
- (e) Fishing vessels coming from or going to the fishing harbour must strictly comply with the instructions regarding navigation and staying in the fishing harbour (Chapter II);
- (f) Recreational vessels entering or leaving the port must strictly comply with the instructions for navigation and staying in the Yacht Marina as described in Chapter III. Inside the access channels (inner and outer), they must always navigate by their starboard side, giving priority to warships, commercial ships and ships restricted in their ability to manoeuvre.

(3) Ships and vessels that can put port operations and safety at risk.

- (a) It is compulsory for ships that are transporting hazardous cargo to notify the Port Authority of this fact. Furthermore, ships restricted in their ability to manoeuvre, which are in low stability condition, have incoming water or fire on board (especially when transporting explosive or inflammable substances), or which are liable to cause pollution, must also obtain authorisation from the Port Authority. The Authority shall provide the required human and material resources to carry out the

operation, and shall determine the most convenient mooring location in accordance with the state of the ship and the cargo.

Before ships enter the port, the Port Authority shall inform the Captaincy about the state of the ship and its cargo, as well as of any problems it is aware of.

- (b) For fishing or recreational vessels, the procedures outlined in Chapters II and III of these regulations must be complied with.

6) Procedures and special rules for navigation at the Port of Leixões.

- a. General stipulations. At the Port of Leixões all rules established in the IRPCS are in effect. Vessels must also:
- (1) In accordance with rule no. 3 of the IRPCS, account for the restricted manoeuvring possibilities of larger ships. This stipulation is to be applied, above all, to the local fishing and traffic vessels and to the recreational vessels, which must not hinder the movements of larger ships;
 - (2) At all times, but especially during bad weather, rough sea conditions or poor visibility, manoeuvres that compromise the safety of neighbouring vessels, port facilities, or any other items must not be carried out.
- b. In the area of the oil terminals.
- (1) For safety reasons, tankers must keep their stay at the Port of Leixões to the minimum required time for loading and unloading operations.
 - (2) During their stay at the Terminal, and also for safety reasons, Captains of the tankers must guarantee that they are ready to leave in case the Port Authority orders any emergency departure.
 - (3) Whenever a tanker is moored to one of the Terminal posts, all ships and vessels, regardless of their size, are forbidden from mooring to this ship or approach it within 50 metres. Exceptionally, vessels may be authorised to go alongside for waste collection or provision of supplies and spare parts, provided that the ship has facilities to keep the atmosphere of the tanks saturated with inert gas. This mooring shall be requested beforehand from the terminal manager, who shall exercise the respective control and inform the Port Authority.
 - (4) During the tanker's manoeuvres to approach and moor at Pier A of the Oil Terminal, the entrance and departure from the port may only take place when the Pilot onboard of the ship authorises so.
 - (5) Emergency departure. Whenever the weather or sea conditions do not allow continuation of the loading and unloading operations, these must be interrupted, immediately switching off the loading arms, and

starting the emergency departure procedures. The terminal manager shall inform the VTS Station and the Captain of the ship of its imminent departure. The VTS Station shall activate the necessary means for the ship's departure of.

c. Priorities inside the docks.

- (1) Crossing of ships in movement. Inside the commercial docks it is forbidden for ships or tugboats to move simultaneously in opposite directions.
- (2) Priority in ships movement. Departing Ships have priority over entering ships.
 - (a) Departure Priority. Ships in docks 4 and 2 have priority to depart.
 - (b) Entrance Priority. Ships destined for docks 4 and 2 have priority respectively.

7) Anchorage.

- a. Prohibited Anchorage. It is forbidden to anchor in the outer and inner channels giving access to Dock no. 1, between the intake jetties of the fishing harbour and inside the docks.
- b. Authorised Anchorage.
 - (1) Anchorage is permitted in the foreport, to the North and South of the channel giving access to the Docks when expressly authorised by the Port Authority, in accordance with the pilots instructions and never at a distance less than 50 metres from the fronts of the intake jetties of the fishing harbour or of the tanker ship terminals.
 - (2) Recreational vessels. In the foreport to the North of the channel giving access to the docks, to the West of the West quay of the service/recreation port, up to the line defined by the Southern tip of this quay and to the North of pier C of the oil terminal, when there is no vacancy at the Yacht Marina (Area marked with the letter C in Appendix A).
 - (3) Fishing vessels. In the fishing harbour, between intake jetty no. 3 and the South wharf.
 - (4) Under bad weather conditions. In storm conditions (when duly signalled by the Captancy of the Port of Leixões), the Port Authority may allow recreational and fishing vessels to shelter in the quays that are vacant inside the Port of Leixões, in compliance with the instructions from the VTS Station.

8) Dangers.

All navigation must give a berth of 0.2 miles (370 metres) from the breakwater, in a 180° sector centred at the head of the breakwater, between Bearings 163° and 343°.

9) Pilotage.

- a. In accordance with that the Decree-Law no. 48/2002 of 2 March, pilotage is compulsory inside the Port of Leixões and up to an outer limit of 2 miles centred on the breakwater light. Pilots from the Pilotage Department of APDL, SA, exclusively carry out pilotage services.
- b. The following are considered piloting services: entrance and mooring, entrance and anchoring, unmooring and departure, weighing and departure, changing berth, moving along the quay or other mooring structures and testing services.
- c. Facilities for embarkation and disembarkation of pilots. The embarkation and disembarkation of pilots shall comply with the international regulations and the instructions given by the VTS Station.

10) Dumping of dirty water, rubbish or pollutants into the waters of the Port of Leixões.

- a. In compliance with national legislation, it is expressly forbidden to dump any noxious liquids or waste into the waters of the port, or any other substances that may pollute the waters, beaches or banks, such as oils or mixtures that contain oil.
Any breaches shall be punished with a fine, administered by the Captaincy of the Port of Leixões.
In addition to the fine, the offender shall also be responsible for expenses arising from the measures taken to combat the pollution caused.
- b. In order to prevent the accumulation of rubbish and debris in the waters of the Port of Leixões, which as well as soiling the waters can also constitute a danger, especially to small vessels, it is prohibited to dump any rubbish, debris, floating or non-floating objects into the water, either from vessels or from the Port access channels or banks, which may pollute or unnecessarily soil the waters or contribute to the build-up of silt in the port.
- c. In order to prevent the indiscriminate use of chemical means to fight pollution, which may lead to even more serious forms of pollution, the use of all dispersants is forbidden without prior authorisation from the Captaincy of the Port of Leixões.

11) Air pollution.

It is forbidden to emit black smoke, gases, dust and smells coming from any open air fire.

12) Ballast waters.

The Shipowner/Agent is bound by law to send the Port Authority the register of the movement of the ballast water, by filling in the respective questionnaire under the terms of Decree-Law no. 565 / 99 of 21 December and the IMO A. 868 (2) Regulation of 27 November 1997.

- a. Given the possibility that the port waters may be contaminated with pathogenic or alien organisms, the ballast water operations must be kept to an absolute minimum for safety of the ship.
- b. The final ballast for the journey must only be carried out in the quay when it does not prejudice third parties in any way or when the safety conditions for unmooring of the ship are not guaranteed, so as to prevent unnecessary risks after finishing the loading, unloading or fuelling operations.
- c. Non-segregated ballast may only be pumped into the waters of the port if it is not contaminated with any pollutant and after obtaining prior authorisation from the Port Authority.
- d. In the event of any doubt a sample of the ballast shall be requested, which must be sealed in the presence of a legal representative of the ship and the Port Authority.
- e. Whenever deemed convenient, the order to seal the base valves and to sound the ballast tanks may be given.

13) Refuelling and transfer of liquid cargo.

These regulations are drawn up to regulate the ship refuelling operations carried out by trucks, as well as operations for transfer of liquid cargo in bulk directly between the ship and the truck or vice-versa.

- a. Refuelling.
 - (1) For the purpose of these regulations, ship refuelling is understood as the transfer of oils or other fuel from a truck, which is used for propulsion of the ship or its auxiliaries.
 - (2) Ship fuelling must be communicated to the Port Authority in advance, which may recommend the adoption of special safety measures in accordance with the type and place of fuelling.
 - (3) The communication to the Port Authority must be sent via GCP - *Gestão Comercial Portuária* (Port Commercial Management) by the ship Agent.
 - (4) The fuelling companies must be duly authorised by the relevant bodies to transport the respective fuels supplied to the ships and must have trained staff and proper equipment to carry out the operation.

- (5) The transport, pumping and transfer equipment, and the cut-off and flow measurement devices must be duly certified by the relevant entity. It is recommended that the respective national and international regulations be complied with, in order to prevent mechanical or structural faults.
- (6) The fuel supplier is responsible for any spillage of products onto the ground or into the waters of the port, and must be duly prepared, in procedures and equipment, to contain any sizeable spillage.
- (7) The supplier must possess sufficient civil liability insurance to cover any risk of pollution caused by failings or accidents in its operation.
- (8) When applicable, the operations for hose connection, start, interruption or end of pumping, of fuel or the mooring of the refuelling vessel must be agreed in advance with the ship. The supplier must register the time spent on these operations.

b. Transfer of liquid cargo.

For the purpose of these regulations, transfer is understood as the transfer of liquid cargo in bulk from a ship to a truck or vice-versa.

- (1) The transfer of liquid cargo in bulk between ships and trucks is subject to authorisation from the Port Authority.
- (2) The moored ship must possess, installed at the bow and at the stern, on the outside deck, emergency wire cables, of suitable length and rupture stress.
- (3) Whenever deemed convenient by the Port Authority, and before connecting the hoses, floating barriers must be placed around the ship. The company responsible for the port operation is responsible for placement of this equipment.
- (4) The Port Authority may recommend additional safety measures for the transfer of liquid cargo in bulk between ship and truck, whenever the type or quantity of the load or site of the operation justifies so.
- (5) The transfer operation may be interrupted or may not begin if the ship or the company responsible for the port operation does not comply with the suitable safety measures.

c. **These regulations are applied notwithstanding other regulations or recommendations from other national or international entities or authorities regarding this matter.**

14) Hazardous substances, loading, unloading and transit.

All ships that are transporting hazardous or polluting substances are obliged to present to the Port Authority a declaration outlining the loading, unloading or onboard storage of these products.

a. Presentation of the notification.

The notification for loading, unloading and onboard storage of specific dangerous goods of classes 1 to 9 of the IMO IMDG code must be presented by using the appropriate form of the Port Authority informatic system (GCP), in accordance with national and EU legislation covering this matter.

- (1) The notification of dangerous goods or pollutants must be duly filled in by the shipowner or his representative, complying with the deadlines established in the directive 2002/59/CE of 27/06/2002.
- (2) After assessing the type and quantity of dangerous goods or pollutants, listed in this declaration, the terminal where the ship is to be moored, the Captaincy of the Port of Leixões and the Emergency Services shall be informed.

b. Conditions.

- (1) It is forbidden for ships carrying ACRYLONITRILE (VINYL CYANIDE) – UN 1093, Class 3.1. to enter the Port of Leixões, as well as the transfer of liquefied petroleum gases (LPG).
- (2) At the Port of Leixões the entrance of nuclear powered ships requires authorisation from *IPTM – Instituto Portuário dos Transportes Marítimos* (Port Institute of Maritime Transport) and prior knowledge of the Nuclear and Technological Institute and it is subject to inspection from technicians of the latter.
- (3) The movement and onboard storage of radioactive hazardous goods (IMDG class 7) also requires prior authorisation from the Nuclear and Technological Institute and from the IPTM, whose statements will have to be presented to the Port Authority, in addition to the respective declaration.
- (4) Given the specific conditions of the Port of Leixões, the quantity of explosive dangerous goods (IMDG class 1) is limited to a maximum of 1 (one) tonne (1 000 kg) net weight, although it is allowed to remain on board, without movement, up to 3 000 kg net weight.
- (5) Ships that transport explosives (class 1) and organic peroxides (class 5.2) may only moor to the East of the drawbridge when authorised case-by-case, on exceptional cases and when special protection/inspection measures are established.
- (6) Goods of IMDG classes 1, 5.2 and 7 shall always be loaded/unloaded directly from the ship to the subsequent means of transport, or vice-versa. They may not be stored in the port area.

(7) In the movement of dangerous goods of classes 1, 5 and 7 the following prevention measures shall be observed:

- Prohibition of smoking or start a fire;
- Appropriate fencing around the operation zone;
- Provision of primary fire-fighting facilities, from the terminal or on the ship;

Whenever deemed necessary, the Port Authority may impose further preventative measures for the movement of dangerous goods or pollutants, of any class, as and when the circumstances demand.

(8) The measures mentioned in the two previous points are the responsibility of the port operator or the stowage transport company.

(9) The containers, tanks, packages and receptacles that contain dangerous commodities or pollutants must be marked and labelled under the terms of rule 4 of chapter VII of the SOLAS Convention, 1974, and respective corrections, and the IMDG code. Port operators and ship captains cannot provide for their entrance or loading into facilities or ships for which they are responsible, if the commodities are not in compliance with the aforementioned regulations.

(10) In the event of an accident involving dangerous goods or pollutants, namely with regard to packaging, spillages, leakage or fire, the shipowners, their representatives or port or stowage operators responsible for the port operation must immediately notify the Port Authority.

15) Waste.

- a. These regulations apply to collection of hydrocarbon mixtures and waste, solid waste and wastewater from vessels at the Port of Leixões, apart from recreational vessels with a capacity of less than 12 passengers that are in the marina and from fishing vessels moored in the fishing harbour.
- b. For the purposes of these regulations, the collection of waste generated in vessels is understood as the act of receiving, in a temporary deposit, waste from vessels, that is duly identified and coded, which can, after case-by-case analysis, be received and sent to an appropriate final destination, in compliance with the legislation in effect.
- c. Waste and hydrocarbon mixtures are understood as sludge, oily waters and oily mixtures.

- d. Solid waste is understood as substances, predominantly solid, that a ship needs to get rid off (excluding fresh fish and fish parts), produced during the normal functioning of the vessel and which are continually or periodically eliminated. It includes the following waste categories:
- (1) Domestic solid waste – comprising of food leftovers, paper, rags, glass, metal, plastic, porcelain and other similar waste;
 - (2) Cargo waste – comprising stowage wood, linings, packaging materials, rods, wooden boxes, etc;
 - (3) Other waste – e.g. batteries, ashes, chemical products, medical waste.
- e. Sanitary waters are understood as any liquid substance containing sizeable quantities of organic material, easily biodegradable and whose characteristics remain relatively stable over time, coming from sanitary facilities, kitchens, clothes-washing zones, compartments containing live animals and medical installations via washbasins, baths and scuppers.
- f. The need to collect waste generated by ships, and/or cargo waste, has to be communicated in advance by the Shipowner/Agent to the Port Authority, using the document Waste Declaration found in the GCP informatic system, under the terms of Appendix II of Decree-Law no. 165/2003 of 24 July 2003, transposed to directive no. 2000/59/CE.
- g. For each waste collection operation the ship will be provided with the respective registration form.

16) Ship repairs.

These rules apply to a set of preventive and safety requirements, which have to be complied with by the ship and repair company, whenever repairs are to be carried out in ships and vessels moored at the Port of Leixões.

- a. Definitions. The following definitions apply with regard to repairs in ships and vessels:
- (1) Ship categories
 - A – Tankers (Hydrocarbons, chemicals and gases)
 - B – Others
 - (2) Repair company: the shipyard, ship crew or any other entity (companies or private parties) who undertakes the repair.

- (3) Responsible person or technician: person or technician nominated by the manager of a facility or by the captain of a ship, with powers to take all decisions and sign documents or certificates related to a specific function, possessing knowledge or experience for the purpose.
- b. Request procedure. Requests for authorisation to carry out works on board shall be presented to APDL, SA through the GCP informatic system by using the 'undertaking of works on board' document (RTB).
- (1) Only the requests that clearly outline the proposed repair works, the repair company or responsible technician, and the scheduled dates for the start and end of the repair shall be considered.
- (2) The kind of repair carried out may condition the mooring site or lead to its alteration.
- (3) The ships moored at the Oil Terminal of the Port of Leixões must obtain prior authorisation from the concessionaire, under the terms of specific terminal regulations.
- (4) Fishing vessels are not required to make a request to carry out repairs, although they are subject to all the other requirements and prohibitions.
- (5) Works carried out on board the ships or vessels by the crews are also subject to request.
- (6) Any changes to the repair works scheduled or further works shall lead to a new request for authorisation for repair.
- (7) In the event of failure to observe that determined in the previous points, the repair works may be suspended and the Maritime Authority will be informed immediately, for further action.
- c. Requirements.
- (1) It is compulsory to present to the Port Operations and Safety Department (DOPS) the gas free certificate and permission for open flame work, if the repair takes place in the following zones:
- (a) **Category A ships**
- i. All areas devoted to cargo transport;
 - ii. All piping for cargo, washbasin worktops or drainage;
 - iii. Pumps room;
 - iv. Cargo and/or fuel coils;
 - v. Zones devoted to ship fuel, as well as respective piping.

(b) **Category B ships**

All zones mentioned in (ii), (iii), (iv) and (v) for category A ships and also other confined zones that can transport asphyxiating, contaminating, toxic or explosive products.

- (2) The repair company must designate a safety, hygiene and occupational health officer, who shall be responsible for ensuring compliance with safety regulations and especially the use of individual protection equipment by company staff.
- (3) It is compulsory for the repair company to have close at hand the indispensable fire-fighting equipment for an efficient initial response in the event of fire.

d. Prohibitions.

- (1) It is forbidden to pour used oils, paints or other waste resulting from the repair works into the rainwater drainage system, to the waters of the port, to the ground or into public rubbish containers. The repair company must collect this waste and channel it to an appropriate final destination, in accordance with the specific regulations of APDL, SA regarding vessels' waste collection.
- (2) If the stipulations of the previous points are breached, APDL, SA shall clean the used areas and all expenses shall be charged to the company that carried out the repairs or to the ship owner.
- (3) It is forbidden to burn waste in the open air.

e. Work carried out by professional divers.

In order to ensure the physical safety of the workers, tasks carried out by professional divers are subject to prior authorisation from the Port Authority and respective licensing issued by the Captaincy of the Port of Leixões.

f. Responsibilities.

- (1) The repair company shall be responsible for any damage caused by accidents occurring during the repair work. The company must be suitably insured to cover these costs.
- (2) If the ship or vessel crew carries out the repair work, the respective captain shall be held responsible for any damage caused.

17) Procedures during call at the Port of Leixões.

During the ships' stay at the port the gangplanks and gangway steps must be protected with a mesh; a lifebuoy must be placed near the upper access point, with a Holmes light and a long rope, duly coiled and ready for use. At night the upper step of the gangplank/gangway must be properly lit up.

- a. Clamping of the propulsion equipment of the ship. Any action that leads to the clamping of the propulsion equipment of a ship moored at the Port of Leixões may only be carried out after authorisation from the Port Authority, requested by the Agent/Shipowner, by using the GCP informatic system – **works on board**, filling in the appropriate field.
- b. Crew on board for navigation and port safety purposes. The captains, masters or skippers and the ship or vessel owners must ensure that there are a sufficient number of qualified personnel on board to:
 - (1) Guarantee the safety of the vessel, load and people that are on board, especially in the event of collision, fire or water inundation.
 - (2) Strengthen the mooring ties, maintain the anchorage or change it if the circumstances dictate so.
 - (3) Avoid and provide for the combat against pollution of waters, namely caused by hydrocarbons or their derivatives.
- c. Use of cargo derricks and ship lifeboats.
 - (1) It is forbidden to keep cargo derricks protruding from the ship. Whenever for the operation of port cranes, is indispensable to keep the cargo equipment protruding from the ship, this shall only be authorised for the time period strictly necessary. An operator must stay on board in order to ensure immediate removal of protruding cargo equipment whenever required for safety reasons.
 - (2) Whenever the loading and unloading service is carried out for vessels alongside the ship, the cargo derricks must only be protruding from the vessels during the time that they are securely moored. The cargo derricks must be removed before the vessel is unmoored.
 - (3) Given the limited manoeuvring space inside the Port, for safety reasons it is only permitted to lower lifeboat from the ship to undertake compulsory training and periodic checks. Requests must be made by using the appropriate document of the GCP informatic system and shall be authorised case by case.
 - (4) Fishing prohibition. It is forbidden to carry out professional or leisure fishing, whatever tackle is used, in the entire wharf area to the North of the alignment between the breakwater beacon and the root of the south wharf.

18) Meteorology and navigation warnings.

a. Warning signals.

- (1) Bad weather signals. In the event of bad weather, the VTS Station shall transmit a warning in Portuguese and English on VHF channel 16, indicating the direction and strength of the wind and its forecast evolution, when necessary. Moreover, the Port Captaincy mast (41° 11' 008" N, 08° 42' 05" W) shall show the respective signals outlined in Appendix E (Decree-Law no. 283/87, of 25 July).
- (2) State of the harbour entrance signals. When the harbour has to be closed, the VTS Station shall communicate this fact on channel 16 in Portuguese and English.
- (3) Special signals of the Port of Leixões. Whenever the local sea and wind conditions justify the seeking of shelter for fishing and recreational boats inside the Port of Leixões, a warning will be transmitted on VHF channel 16 by Leixões Control Centre, and the special signal outlined in Appendix F shall be shown on the Captaincy mast, even if the Bad Weather Signal is not promulgated.

- ### b. Notices to Mariners.
- The VTS Station shall inform the ships that approach the port of the local Notices to Mariners in force. Whenever justified, the VTS Centre shall proceed with the issuing of notices of general interest, as often as deemed necessary.

19) Water sports.

- ### a. Swimming.
- It is forbidden to swim in the entire wharf area of the port to the North of the line between the beacons of the wharfs, in the outer channel giving access to the port and in the approach to the port, to the West of the channel.

b. Motorboats, Rowing boats, Sailing boats, Windsurfing and Surfing.

- (1) It is forbidden to hold Motorboat, Rowing, Sailing or Windsurfing Regattas in the port area to the North of the line between the wharfs. Depending on the sea conditions, weather and port movement, upon authorisation from the Port Authority, Nautical Clubs may carry out training for their members in the foreport.
 - (a) During these activities the clubs must guarantee that back-up vessels support the participants, ensuring permanent communication with the Leixões Control Centre (VTS), on channel 12.
 - (b) It is not permitted, under any circumstances, to practise water sports to the East of the line: Western Corner of the North container terminal and the End of the quay bridge no. 1 of the fishing harbour.

- (c) The Nautical Clubs must deliver to the Port Authority the programme of Regattas to be held in the approaches to the port area authorised by the Captaincy of the Port of Leixões, as well as any subsequent changes.
- (2) Diving and underwater hunting.
- (a) Non-professional Scuba diving is strictly forbidden in the whole area of the Port of Leixões, to the North of the line between the breakwater beacon and the root of the South wharf.
 - (b) Licensed divers may only carry out Professional Diving in the area mentioned above upon authorisation from APDL, SA.

CHAPTER II

SPECIAL INSTRUCTIONS FOR THE FISHING FLEET

1) Preamble.

All fishing vessels that enter the Port of Leixões must moor in the fishing harbour. Exceptions shall only be authorised in the following circumstances:

- a. In bad weather or storms, when authorised by the Port Authority and signalled on the Captaincy signals mast using the Special Signal (Appendix F), fishing vessels may seek shelter in the vacant quays of the Port Leixões, requesting instructions from the VTS Station on VHF channel 12.
- b. Vessels may moor to the specific water supply and/or fuel quay, provided that they have not undertaken fishing.
- c. Vessels may undertake works or operations that cannot be carried out in the fishing harbour, in sites designated by APDL, SA and upon acceptance of a written request.

2) Scope.

The fishing harbour is understood as the area described in Appendix B.

3) Special procedures and rules for navigation in the fishing harbour.

- a. In addition to complying with the International Regulations for Prevention of Collisions at Sea, fishing vessels must:
 - (1) Not undertake manoeuvres, on any occasions, that may put at risk their own safety, neighbouring vessels, port works, facilities or any other items;
 - (2) Before undertaking the mooring or unmooring manoeuvres, vessels must be sure that they can do so in absolute safety and that there are no other vessels carrying out manoeuvres in the vicinity.
- b. Vessels carrying out unmooring manoeuvres have priority over those that intend to moor.
- c. Between the quay bridges, vessels manoeuvring for departure have priority over those that intend to enter.
- d. Small vessels must avoid impairing the movements of larger vessels.
- e. It is forbidden to anchor in the fishing harbour, apart from in sites marked with letters A and B in Appendix A, provided that this does not interfere with navigation and fixed mooring pegs.

4) Special procedures for navigation in the access channels of the Port of Leixões.

- a. In addition to complying with the International Regulations for Prevention of Collisions at Sea and other instructions in these regulations, the master or skipper of any fishing vessel must also:
- (1) In approaching the Port of Leixões or leaving the Fishing Harbour communicate with the VTS Station, identifying itself and indicating its movement;
 - (2) In leaving the Fishing Harbour, steer North until the Inner Channel, subsequently steering as near as possible to the Northwest limit of this Channel;
 - (3) In entering the Port of Leixões, steer in the Outer Channel as near as possible to the East Limit of the Channel;
 - (4) In entering the Port of Leixões, straight after passing between the wharfs, head for the fishing harbour slewing to starboard towards the quay bridges;
 - (5) When navigating in the Outer and Inner Channels, give priority to war ships and commercial ships and ships or vessels restricted;
 - (6) Give a clearing range of 50 metres to tanker ships and ships transporting hazardous cargo (marked by day with a red flag and by night with a red light), especially when moored to the South wharf.
- b. It is expressly forbidden:
- (1) When departing, to pass between the wharfs next to the South wharf;
 - (2) To anchor or drift in the Inner or Outer Channels.

5) Procedures during call at the port.

In addition to the procedures defined in these regulations related to the above topic, the masters and skipper of the vessels, especially in bad weather or when exceptionally moored or anchored in places that are normally forbidden, must ensure that a sufficient number of qualified personnel remain on board in order to:

- a. Guarantee the safety of the vessel itself and prevent any accidents.
- b. Shift quay or anchorage when necessary.

CHAPTER III

RECREATIONAL VESSELS – STAYING AT AND USING THE YACHT MARINA

1) Preamble.

- a. All recreational vessels that enter the Port of Leixões must moor at the Yacht Marina. The following are authorised exceptions:
 - (1) Mooring at another quay under instructions from the Port Authority, for duly justified reasons;
 - (3) Anchoring in the foreport, in the area defined in 7.b.(2) of chapter I, only when there are no vacancies at the Yacht Marina and when the meteorological conditions do not make this a risk;
 - (4) Mooring at the specific water supply and/or fuelling quay.
- b. The owner, captain or person who is responsible for the vessel, especially in bad weather conditions or when exceptionally moored or anchored in sites that are usually forbidden, must ensure that a sufficient number of qualified personnel remains on board in order to guarantee the safety of the vessel itself, prevent any accident, or allow shift of the quay or anchorage when necessary.

2) Limits of marina.

The Yacht Marina (marked with the letter **M** in Appendix A) is the area comprised in the following limits:

- (1) Southwest: the pontoon rising from the quay giving access to the oil terminal (West Quay);
- (2) Northwest: the quay giving access to the oil terminal (North quay).
- (3) Northeast: the quay next to the Nautical Clubs (CNL, CVA, ICP and SCP), “Clubs quay”;
- (4) Southeast: tide gauge quay or clock quay (quay connected to the North Container Terminal).

3) Vessels authorised to use the yacht marina.

The following vessels are authorised to use the Yacht Marina:

- a. Vessels with mooring sites attributed in advance. (Captaincy, the ISN, APDL, SA and CZMN vessels);
- b. Recreational vessels with mooring posts yielded by the Yacht Marina;
- c. Recreational vessels in transit in the Port of Leixões, with authorised mooring by the Yacht Marina;

- d. Speedboats under the terms of paragraph 8.

4) Fixed mooring berths.

- a. Fixed mooring berths may be authorised for national recreational vessels, in the anchorage mentioned in 7.b.(2). (Chapter I);
- b. The fixed mooring berths are licensed by APDL, SA, after inspection;
- c. The fixed berths, when moved or modified, shall be subject to a new inspection.

5) Special procedures and rules for navigation and staying at the yacht marina.

In addition to complying with the International Regulations for Prevention of Collisions at Sea, during their manoeuvres (mooring, unmooring, entering and leaving), vessels that use the Yacht Marina must take care of the following:

- a. Before beginning, it is crucial that vessels are sure they can undertake manoeuvres in safety, and that there are no other vessels manoeuvring in the vicinity;
- b. In manoeuvring, vessels must not compromise their own and other vessel's safety, the port works or facilities or any other items;
- c. Vessels unmooring have priority over those preparing to moor;
- d. Vessels manoeuvring to depart have priority over those that intend to enter;
- e. When navigating in the Outer and Inner Channels, priority is given to war ships, commercial ships and vessels with a low manoeuvring capacity;
- f. Vessels may not anchor or remain in the Outer and Inner Channels;
- g. It is forbidden to navigate side by side, apart from emergency situations and when possible with prior knowledge and authorisation from the Captaincy.

6) Speed limits.

- a. In addition to that stipulated under the same title in **Chapter I**, vessels that navigate or manoeuvre in Yacht Marina may not use machine regimes higher than "slow", or speeds over 4 knots.

- b. This speed limit can only be exceeded in emergency situations. The Port Captaincy shall judge whether the reasons are justifiable.

7) Procedures for vessels that may put port safety at risk.

- a. Vessels that may for any reason put port safety at risk (taking in water, fire on board, nets tangled in propellers or any other limitation to manoeuvrability), or which are liable of causing pollution, may only enter the port upon authorisation from the Port Captain and under the conditions defined by him.
- b. After authorisation for vessels to enter, a request must be made to the Captaincy for inspection, and documents on board shall be removed and withheld until the relevant experts confirm the safety conditions of the vessel.
- c. Whenever the conditions allow, sufficient personnel must remain on board to undertake the manoeuvres that become necessary.

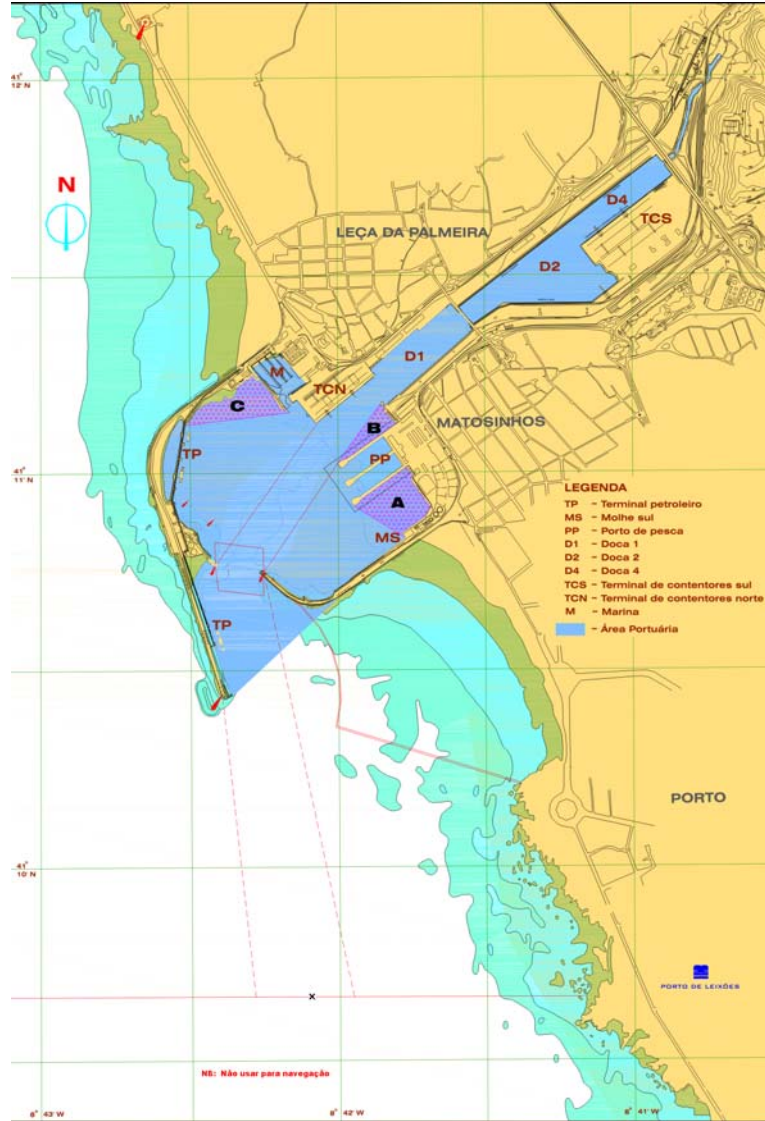
8) Speedboats.

The specific legislation regarding speedboats is established by Decree-Law no. 249/90, of 1 August and Decree-Law no. 274/93, of 4 August. Also under the terms of the same decree, speedboats are obliged to obtain the departure dispatch and to:

- a. Inform the Port Captain of the expected time of arrival at least two hours in advance;
- b. Communicate the arrival to the Port Captain within one hour after mooring;
- c. Remain moored in the Yacht Marina between 9.00pm and 7.00am local time;
- d. Request the Port Captain for authorisation to leave the port, at least two hours in advance.

APPENDIX A

PORT AREA OF THE PORT OF LEIXÕES



APPENDIX B

FISHING HARBOUR

Area encompassed by the following limits:

- a. North – line parallel to the distance of 30 metres from the north face of intake jetty no. 1. This line begins 170 metres West of the end of the South quay of Dock no. 1;
- b. South – parallel line and at a distance of 30 metres from the South face of jetty no. 3;
- c. West – perpendicular line to the axes of the intake jetties coinciding with the top edge of intake jetties no. 3;
- d. East – walls of the transversal quays and end of the South embankment of the intake jetty up to its intersection with the South limiting line. Perpendicular Line to intake jetty no. 1 at a distance of 170 metres from the South of dock no. 1.

APPENDIX C

Communications - Services and authorised users

Service	Channel Used	Authorised users – listening/attending conditions
Emergency, safety and call	16	Port of Leixões Captain Watch: 0800 – 2400 Leixões Radio Station permanent watch VTS Station permanent watch Note: this channel can only be used: for calling, safety messages and emergency communications.
Harbour common call	12	1. Authorised calls for ship or vessel with need to do port operations. 2. The following stations are authorised to receive calls on this channel: VTS Station permanent watch Drawbridge when on service Tugboats (APDL) when on service Launches (APDL) when on service Health Service Watch: 0730 – 2000
Harbour communications ship – ship	6	Ships and vessels at the Port of Leixões.
ship – ship (ship operations)	8	Note: As the name suggests, intended foreport communication between ships and vessels.
Search rescue and pollution fighting operations	67	In case of accident situations, the authorised users are: - Port Captain; - APDL; - Leixões Oil Terminal.
Harbour communications (ship – shore)	11 18 20 68	1. The authorized users are the ones that use the service Ship-Shore. 2. The following stations receive the calls on these channels: - Leixões Radio Station 11 - VTS Station 18, 20, 68. Note: these channels are used for communications between ships and APDL services. Channel 11 is also used by the Leixões Radio Station to broadcast local warnings to navigation.
Pilotage	14	1. The users are ships and vessels that need pilotage services. 2. Channel receiver: VTS Station permanent watch
Tugs (Tub-Towed)	10 71	1. Channels for communications between the tugs and ships. 2. Must be used in reduced power (less than 1 Watt)
Communications onboard	17 15	Restricted to equipment with maximum power less than 1 Watt.

Recreation vessels	9	The authorised users are recreational vessels: 1. Channel used for communications between recreational vessels. 2. Must be used in reduced power (less than 1 Watt).
Health Service	11 12 16	Work Normal call Emergency call
Matosinhos fishing	12 16 81 84	Call Help Call Work a) 06h00 – 21h00 from Monday to Friday b) Closed on Saturdays, Sundays and Holidays

APPENDIX D

Maritime Mobile Service

Communications Plan of the Ports of Douro and Leixões (a)










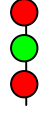




Channel number	Frequencies (MHz)		Function (b)
	Ship	Coast	
1	156.050	160.650	Port authority
5	156.250	160.850	Port authority
6	156.300		Ship-ship (c)
8	156.400	156.400	Ship-ship; Ship operations
9	156.450	156.450	Recreational navigation
10	156.500	156.500	Ship operations
11	156.550	156.550	Communications with official bodies
12	156.600	156.600	Harbour communications
13	156.650	156.650	Navigation safety
14	156.700	156.700	Port authority – Pilotage
15	156.750	156.750	Onboard communications
16	156.800	156.800	Help, emergencies, safety and call (d)
17	156.850	156.850	Onboard communications
18	156.900	161.500	Vessel Traffic Service Station – Port VTS
19	156.950	161.550	Maritime Authority System
20	157.000	161.600	Port operations
21	157.050	161.650	GNR – Fiscal brigade
22	157.100	161.700	Vessel Traffic Service Station – VTS
24	157.200	161.800	Public correspondence
25	157.250	161.850	Public correspondence
26	157.300	161.900	Public correspondence
28	157.400	162.000	Public correspondence
60	156.025	160.625	Port authority
64	156.225	160.825	Nautical training schools and entities
66	156.325	160.925	GNR –Fiscal brigade
67	156.375	156.375	Search, Rescue and pollution combat operations
68	156.425	156.425	Vessel Traffic Service Station – Port VTS
70	156.525	156.525	Digital Selective Call (DSC) (e)
71	156.575	156.575	Ship operations
72	156.625		Fishing (Ship-ship)
78	156.925	161.525	Ship operations (ship-land)
80	157.025	161.625	Vessel Traffic Service Station – Port VTS
81	157.075	161.675	Ship back-up activity
83	157.175	161.775	Public correspondence
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

Notes:

- (a) This plan only includes the channels used for communications concerning activities carried out in the respective port areas. Therefore other channels should be used at national level.
- (b) The definitions of the various functions are outlined in the national plan.
- (c) This channel can be used for communications between ships and aircraft that take part in search and rescue operations.
- (d) In accordance with Decision IMO MSC 77 (69), it is no longer compulsory to maintain permanent watch on channel 16 after February 2005.
- (e) This channel must be used to broadcast ship-ship and ship-land signals inside the A1 area.





APPENDIX E

Bad Weather Warning Signals

Signal no.	Wind force and direction	By Day	By Night
1	Wind of force 8 or higher, starting at the NW quadrant 		
2	Wind of force 8 or higher, starting at the SW quadrant 		
3	Wind of force 8 or higher, starting at the NE quadrant 		
4	Wind of force 8 or higher, starting at the SE quadrant 		
5	Wind of force 12 of any direction 		
6	Wind of force 7 of any direction 		
7	Wind according to the clock hands movement 		
8	Wind opposite to the clock hands movement 		

APPENDIX F

Port Closed and Special Signals

Port Closed Signals		Special signals: fishing vessels authorised to seek shelter inside the Port of Leixões	
 By Day		 By Day	
 By Night		 By Night	