

Order №019

Of the Director of the Maritime Transport Agency

Of the Ministry of Economy and Sustainable Development of Georgia

August 31, 2012

Batumi

On Approval of “The Port Rules”

According to the Law of Georgia on “Normative Acts” article 25, paragraph 1, subparagraph “b”; “The Maritime Code of Georgia” article 86; the Law of Georgia on “Management and Regulation of Transport Field” article 7, paragraph 4, subparagraph “c” and article 10, paragraph 3; Decree №676 of the President of Georgia December 20, 1999 “On Approval of The State Border Regime and Protection Rule”; Decree №380 of the President of Georgia June 1, 2007 “On Establishment of Vessel Traffic Divisor Scheme, Sea Corridors and Special Maritime Areas in the Territorial Sea of Georgia”; proved Charter article 4, subparagraph “d” and article 9 of The Order №1-1/585 of the Minister of Economy and Sustainable Development of Georgia April 14, 2011 “On Approval of the Charter of the Legal Entity of Public Law the Maritime Transport Agency”, I hereby order:

Article 1.

Approval of the attached “Port Rules”.

Article 2.

On entering into force of this Order, the Order №75, of the Head of the United Transport Administration of the Ministry of The Regional Development and Infrastructure of Georgia June 15, 2009 “On Approval of The Technical Regulations of “The Port Rules”, will be declared invalid.

Article 3.

This Order shall enter into force from September 17, 2012.

Director of the Maritime Transport

Agency

Mamuka Akhaladze

Port Rules

Part 1.

General

Chapter 1.

General Provisions

Article 1. Scope.

1. "Port Rules" (hereinafter referred to as the "Rules") establishes terms and conditions of a vessel entry, parking, freight and passenger transportation performance, seeing the pilotage, a vessel leaving the port and safe navigation in the inner waters of the harbour in the Maritime Ports of Georgia (hereinafter – Port).

2. "Rules" apply to the harbour, all the vessels (except the vessels referred to in paragraph 3 of this article), regardless of the flag state and the form of ownership to the master and physical and legal persons who have been or are implementing activities in the port waters and its territory.

3. These "Rules" do not apply to military vessels and state vessels used for non-commercial purposes.

4. Provisions of the "Rules" Section I (General Part) and Section II (Customs of the Port) are common to all of the ports and the Section III (Special Part) determines specific Port characteristics and applies only to it.

Article 2. Definitions of Terms.

1. Terms and concepts used in these "Rules" have the following meanings:

a) Vessel – all kinds of floating objects including non-displacement vessels and hydroplanes which are used or could be used as a means of transportation on water;

b) A Fishing Vessel – any vessel used for fishing or other variety of maritime crafts. Handicraft instrument is an integral part of the fishing vessel;

b¹) A fish processing vessel – a vessel which processes fish or/and seafood and outputs different products.

b²) A fish feedstock and processing transport ship – a vessel which receives fish feedstock or other products from fishing boats and fish processing vessels and transport it from fishing zones to ports or from another state's fishing zone to another state's port.

c) The Ship Administration – master, chief engineer, first mate, second engineer, assistant watchman, watchman mechanic;

- d) Drift – a movement of free-standing vessel (has no movement relatively to water and does not stay anchored) in undetermined direction upon the influence of wind or water flow;
- e) Cable – a unit of length used in the maritimnavigation (about 185,2 meters.);
- f) Nautical mile – a unit of length used in maritimnavigation (one mile is equal to 10(ten) cable, approximately 1852 meters.);
- g) Knot – a unit of speed determined by nautical miles per hour;
- h) Large Tonnage Ship – for the purpose of this Rule ships with 15000 (fifteen thousand) tons or more total capacity;
- i) Small Tonnage Ship – for the purpose of this Rule ships with less than 15000 (fifteen thousand) tons total capacity;
- j) Small-Sized Ship – for the purpose of this “Rule” ships with 7 (seven) meters and less in length;
- k) Oil – crude oil, petroleum products produced from it (including liquid gas), waste and water and oil admixture;
- l) Dangerous Cargo – cargo (substance, material, product) that can endanger human life and health, harm the environment and natural resources, damage or destroy material assets with its special qualities and characteristics while transportation;
- m) Surveyor – individual possessing the proper license/certificate who implements inspection service specified by this license/certificate;
- n) Auxiliary Fleet of the Port – boats assigned to this port and used for the operation of the port;
- o) Terminal – separate area of the port where the operations of cargo/passenger service are produced;
- p) Inflammable Cargo – cargo that in certain conditions can easily cause ignition;
- q) “A Good maritimePractice” – traditions and habits generated while navigating;
- r) Free pratique– the right of the ship come from abroad to implement cargo, passenger and other operations, which it obtains via crossing custom border, passing through sanitary – quarantine, veterinary and phytosanitary border – quarantine procedures;
- s) Port Administration – port governor or corresponding unit of the port;
- t) Kanji (Lifeboat) – floating boat without deck that is the integral part of the ship (equipment);
- u) Roadstead – naval district within the port area or outside for anchoring the ship;

- v) Fairway – water corridor for safe navigation;
- w) Flagstaff – flag handle of stern;
- x) Rope – trailer cable;
- y) Agency – Legal Entity of Public Law “Maritime Transport Agency” within the Ministry of Economy and Sustainable Development of Georgia;
- z) The Harbour Master – the Head of the Port State Supervision and Control Department of the structural unit of the Agency, who within the framework of his authority provides state supervision and control of safe navigation in the port waters;
- z¹) Duty Officer – officer of the Port State Supervision and Control Department of the structural unit of the Agency, who provides state supervision and control of safe navigation in the port waters within the framework of his authority;
- z²) Port State Control Inspector – employee of the Port State Supervision and Control Department who provides checking up the ships entered the port and their compliance with the international conventions, as well as implementing other duties imposed on him by the law;
- z³) Coast Guard – Coast Guard Department of the Border Police – A State Subordinate Agency of the Ministry of Internal Affairs;

2. Abbreviations used in the “Rules” have the following meanings:

- a) IMO – International Maritime Organization;
- b) UTC – Coordinated Universal Time;
- c) CBL – Cable;
- d) IMDG CODE – International Maritime Dangerous Goods Code;
- e) ISGOTT – International Safety Guide for Oil Tankers and Terminals;
- f) ICS/INTERCO – International Code of Signals;
- g) SPM – Single Point Mooring;
- h) COLREG-72 – Convention on the International Regulations for Preventing Collisions at Sea, 1972;
- i) ISPS CODE – International Ship and Port Facility Security Code;
- j) SOLAS 74 – International Convention for the Safety of Life at Sea;
- k) BSM – The Black Sea Memorandum of Understanding on Port State Control

1) VTS – Vessel Traffic Service;

3. Other terms and concepts used in this “Rule” have the meaning defined by Maritime Code of Georgia and International Treaties of Georgia.

(Order №13 – website, 13.08.2013. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9, 2013.)

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 3. Port State Control and Supervision

1. According to IMO resolution A787(19) (amended by Resolution A 882(21)), Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on Port State Control and Maritime Code of Georgia V¹, Port State Control and Supervision is carried out by the Harbour Master.

2. To follow the requirements established by Port State Control Service, Port Administration and the Control Bodies of the legal regime protection of Georgian maritime space within the frames of their competence to ensure the safety of navigation and maintenance of port orders are mandatory for all individual/legal persons and vessels.

3. The Agency maintains the Port/Terminal Security Plan drawn out by the Port according to Georgian legislation.

(Order №08 – website, 08.11.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia November 07, 2016.)

Article 4. The Rights and Liabilities of the Port State Supervision and Control Service.

1. The registration of the ship entry in the port and departure from the port is carried out by the Port State Supervision and Control Service.

2. The ship produces the documents provided by the Appendix №1 of the „Rules” for verification to the Port State Supervision and Control Service while entering or leaving the port.

3. The Port State Supervision and Control Service defines the vessel anchorage site (point) and delivers the information to the Master .

4. The Harbour Master has the right of arresting a ship or cargo in the port, as well as other authorized state bodies in the case and manner as provided by Georgian Legislation. The arrest of the ship or cargo is fixed in the corresponding register.

5. The vessel traffic on the roadstead and in port water area is regulated by the Port State Supervision and Control Service according to the “Rules” and Georgian legislation.

6.The State Control Service has the power to close or open the port in case as provided by legislation.

7.Personnel authorized by the Agency are entitled to be in the port during 24 (twenty four) hours and climb aboard despite of the flag state while on official duties.

8.The Port State Supervision and Control Service reports about the emergency cases in the Port area, waters and on vessels to the specially authorized body for solving the problems related with the appropriate emergency situations.

9.The Harbour Master is designated to carry out:

a) The state supervision and control of safe navigation and following of international conventions, the laws of Georgia and the “Rules” by the ships standing in the port, including a fishing and special –purpose ships regardless of flag possession;

b) Inspection of the vessel documents and crew certificates;

c) Registration of documents of the ship entering – departing from the port and giving the vessel right (Harbour Master Clearance) of departure from the port (including fishing vessel);

d) Relationships with the Rescue – Coordination Centre and presents the coordinator operating in-place, if a rescue - investigation operation of the vessel at sea, human and aircraft or elimination of marine pollution after the crash resulted in the oil spill and hazardous substances are carried out in the port or within the 12 (twelve) nautical miles radius from the port;

e) Supervision of the proper loading of the vessel, control and verification of the final calculations of the ship stability;

f) Control of safe standing and giving consent of changing location of the floating objects in the sea port and surrounding areas.

10.To follow the instructions ordered by the Harbour Master within the framework of his competence to ensure the safety of navigation and maintenance of port orders are mandatory for all individual/legal persons and vessels.

11.The Harbour Master has the power:

a) Does not grant the vessel a right of departure from the port if:

a. a.)The vessel does not meet the seaworthiness criteria ;

a.b.)The requirements of loading, supplying, crew staffing are abolished and other disadvantages are found that threaten safe navigation of the ship, lives of the people on board and pollution;

a.c.) The vessel documents are not in order;

a.d.) Fixed fee or fine is not paid;

b) To detain a ship or cargo:

b.a.) If it is related with the overall accident, life – saving, contract of cargo transportation and collision of the ship, nonpayment of tax or other damage based on the application of individual or legal person;

b.b.) If the port facilities, other constructions in the port, other property and navigation equipment at the port are out of service by the Port Administration claim;

b.c.) Till the ship or cargo owner does not provide sufficient guarantee;

c) The responsibility for groundless detention of the vessel or cargo is amenability on the person whose claim caused the detention of the vessel or cargo;

d) The harbour master's order to detain a vessel or cargo is valid for three days and nights term. This term does not include rest days and public holidays statutory by Georgian law. In case the court does not make an award permitting the arrest of the vessel or cargo within this period it shall be the subject to immediate release;

e) The Harbour Master sets a navigation rules at the port and its surrounding waters, access to the sea port, entrance and exit;

f) The Harbour Master gives his consent to the pilot to board a vessel and see it off or lead it at the port.

12. The Officer on Duty of the Port State Supervision and Control Service:

a) Performs 24-(twenty four) hour duty. During a daily shift and on duty time provides supervision and control of vessel traffic at port, parking and requirements of safety of cargo operations. Provides supervised performance of the port rules by the vessels standing on roadstead and safety of their anchorage;

b) Gives timely information about the forecasted bad weather to the vessels standing at the port and on the roadstead and ensures safety of ships in bad weather;

c) Checks the documents of entering and departing ships submitted by the vessel agent;

d) Agrees the vessels leaving the port with the Coordination Centre, in order to control GEOREP sending from the vessels.

13. The Port State Control Inspector:

a) Is engaged in carrying out the port state control and inspection of ships entering the port of their conformity with international maritime conventions;

b) Makes a Vessel Inspection Report approved by the International Maritime Organization, agrees it with the Harbour Master and sends to the Maritime Safety Department of the Agency;

c) In case if the Port State Control Inspector has reported non-compliance of the vessel equipment, documents, crew members or other serious issues with the claims of the International Conventions, the Port State Control Inspector with the Harbour Master's agreement has the right to cease a departure of such vessel from the port, till the corresponding remarks will not be fully implemented and deficiencies rectified.

14. Before making the decision defined in subparagraph "b", paragraph 11 of this article the Harbour Master have to notify the Maritime Safety Department of the Agency about it.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013)

Article 5. The Rights and Duties of a Ship Master

1. While adopting a free practice the Master of the vessel is obliged to submit documents provided by appendix №1, of the „Rules” to the ship agent, besides specific cases defined under paragraph 5 and 6 of the article 4.

2. While the ship being in the Port of Georgia the ship master is responsible for safe standing of the ship and cargo security.

3. While being in the port of Georgia the ship master is under obligation to bring the person involved in the offence defined under criminal law to the local authority.

4. The ship master/owner is responsible for the readiness of the ship to take a trip.

Article 6. The Rights and Duties of the Port.

1. The port provides readiness of a port area and waters for safe navigation.

2. With the help of its structural unit the Agency ensures the service of ships' traffic, in accordance with Chapter V, the 1974 International Convention for the Safety of Life at Sea, together with 1988 Protocol, as amended; 3. The Sea Port allocates port area, wharf, or separate district in waters as well as machinery and equipment to the individuals and legal entities to perform activities according the rules defined under Georgian legislation.

4. The Sea Port provides with free of charge appropriate area and creates a normal working conditions to tax, border – migration, sanitary as well as the relevant services of the Agency.

5. The Sea Port has no right to prevent activities of enterprise and organization at the port area, interfere with their economic work, except the cases defined by law of Georgia.

6. The enterprise and organization placed on the territory of the Sea Port are obliged to obey the “Rules”.

7.The Sea Port operates in accordance with the “Rules”, which were approved by the Agency. The Harbour participates in elaboration of the “Rules” within the frames of its competency.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 7. General Requirements to the Port

1.The Port Oil/Gas terminals operation is implemented according the Oil/Gas terminals Rules of operation developed by the above-mentioned Oil/Gas terminals and agreed with the LEPL Maritime Transport Agency (hereinafter – Agency) of the Ministry of Economy and Sustainable Development of Georgia.

2. The Port Administration shall notify the Port State Supervision and Control Service, Ship Agent, or in other cases defined by the “Rules” directly the vessel Master about the place and date of the vessel wharf parking, loading – unloading and other activities at least 2 hours before the vessel enters in the port.

3. The Port Administration shall present documentation about Port’s technical data change to the Agency.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 8. Duties of the Ship’s Agent

1.The ship’s agent shall ensure that vessels entered the port have this “Rules” and updated maps of the seaside of Georgia, the updated map of the port waters where the vessel enters, updated version of the anchorage marks and as well as contact information of the Agency, the Port State Supervision and Control Service and Maritime Rescue Coordination Centre (hereinafter – Coordination Centre).

2.The ship agent provides registration of the vessel entering and departing the Port in the Port State Supervision and Control Service.

Chapter II

The Rule of the Vessel Port Entry and Departure

Article 9. The General Rule of the Vessel Entry or Departing the Port

1.While the vessel entry or leaving the port fishing, sports, passenger-walking and other floating objects have to be placed away from the ship sailing direction, do not block the ship movement and give it a possibility of free maneuvering.

2. During maneuvering at the port the preference is given to the vessel departing from the port.

3. The vessel entry/departure the port is registered by the postscripts on the corresponding application of the vessel about the rights of entry/departure and setting a stamp on it.

4. The statement of the vessel entry the port, as well as the decision of the Port State Supervision and Control Service concerning the ship entry or departure the port shall be transmitted by ultra short-wave radio telephone or visible communication means.

Article 10. The Vessel Entry in the Port

1. The rules and terms of providing information of the vessel entry in the port, adopting free practice are governed by the “Rules”.

2. The ship’s crew should be guided by “the International Regulations for the Prevention of Collisions at Sea” (COLREG – 72), British maritime “Black Sea Pilot” №24, maritime Pilots and navigational charts issued officially, this “Rules”, recommendations of navigation guidelines “Good Maritime Practice” and by Law of Georgia while approaching to the port, anchor or removing from the anchorage, operating in the waters and leaving the port.

3. The Ship entered in the port should have the “Rules” and charts of the sea coast of Georgia, as well as contact information of the Agency, The Port State Supervision and Control Service of the Agency and Maritime Rescue Coordination Centre (hereinafter – the Coordinating Centre), and the Department of Coast Guard.

4. According to the Rules 8-1(z⁷) of (SOLAS) 1974 International Convention “Safety of Life at Sea”, International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) protocol I, of the article 5(1) and circular of (GEOREP) SN/CIRC230 of IMO 20.03.2003 before entering the Search and Rescue region of Georgia all the vessel’s masters are obliged to inform about it the Coordination Centre beforehand.

5. The ship owner is obliged to notify the Agency and/or Coordination Centre in written form immediately concerning the ship maritime incident while being on outer roadstead of the harbour or performing loading/unloading operations.

6. Launches, boats, yachts, sport and fishing boats, as well as the Port floating facilities have the right to registration the port entry/departure without the agent directly with the Port Supervision and Control Service.

7. If the master and crew are present on the vessel towed into the port it provides the port entry formalities independently. In all other cases the entry of the towed caravan in the harbour is formalized by the tug-boat captain.

8. The water capacity of the vessel must correspond with the technical particulars of the port of entry.

9. The ships must enter or depart from the port with the following sequence:

- a) Passing ships due to the alarm or aid, emergency vessel;
- b) Military and the Coast Guard Vessels;
- c) Ships used for humanitarian purposes;
- d) Liner – passenger ship;
- e) Liner – cargo ship;
- f) Other vessels, in order of application.

10. All vessels approaching the port during the daylight period shall fly the Flag State of the registered country, the State Flag of Georgia and corresponding quarantine signal signs. The quarantine signal sign must comply with the requirements of ICS.

11. The statement of the vessel entry the port, as well as the decision of the Port State Supervision and Control Service concerning the ship entry or departure the port shall be transmitted by ultra-short-wave radio telephone or visible communication means.

12. The claim of right for port entry is carried out by sight contact, using the “sound signals” (transmitting).

13. The message of forbidding a port entry for unprepared wharf, undelivered cargo or any other reason should be transmitted timely by ultra-short wave radio phone.

14. The vessels banned from the port entry shall immediately be suspended, shall move from the fairway as possible, stand on the driftage or stand on the marked place for anchorage. In this case after the agreement with the Port State Supervision and Control Service, the ship agent shall inform the ship about the expected time of the port entry.

15. The sequence of the ships port entry determines the Port Administration with the agreement of the Port State Supervision and Control Service, foreseeing the ship standing on the roadstead defined order prescribed by paragraph 9, of this article, readiness of pier and cargo, hydro meteorological and other conditions.

15¹. The port administration, upon receiving prior notice of the probable date and time of the ship's port entry, shall report to the Head of Port State Supervision and Control Service – The harbor master, about the ships' port entry schedule.

16. The port entry of the vessel is carried out at any time of day and night period, except unfavorable hydro meteorological and other conditions for navigation then the port entry/departure of the vessel may be denied; which should be messaged in advance by ultra-short wave radio or other means of connection.

17. Before entering the port the ship master is responsible to balance the state of the ship hull towards the flatness of the water surface in the way that the vessel driving screw (propeller) will be completely covered with water and the Vessel Different (a difference between the

nose and stern on horizontal flatness) does not exceed 2,0 (two) percent of the maximum length of the vessel.

(The Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development August 9, 2013. website,13.08,2013.)

(The Order №07 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development December 29, 2014. website,29.12,2014.)

Article 11. The Ship's Departure from the Port.

1.The departure of the ship from the port shall be registered during the port working hours. The ship master shall inform the Port State Supervision and Control Service about the ship departing the port beforehand, no later than 6 (six) hours before departing the port, and if the time of the vessel standing at the port is less than 6 (six) hours – until no later than 4 (four) hours before departure.

2.If the vessel departs from the port by the reference of the Port State Supervision and Control Service caused by unfavorable hydro meteorological conditions for navigation, rescue of human lives and/or the vessel under the risk, or the need of elimination from the marine pollution the registering of the vessel departure from the port is not required. In such cases the ship master's duty is to inform the Port State Supervision and Control Service about the leaving time, which in turn gives this information to the Ministry of Internal Affairs of Georgia, Patrol Police of Georgia and the respective subunits of the Coast Guard.

3.The ship arbitrary departure from the port is prohibited. The Master's responsibility for violating the proscribed responsibility is defined under the Law of Georgia.

4.The ship Master/Owner is responsible for the readiness of the ship departure.

5.The ship before departing from the port , regardless of the flag state and the form of possession, should have to receive an appropriate written consent from the Port State Supervision and Control Department in advance (except the case provided by paragraph 4 of this article), which is valid 24 hours from the time of issue.

6.If the master and crew are present on the tug-boat then the master himself will provide the registration of departure. In all other cases the departure of the towed caravan from the harbour is registered by the tug-boat master.

7.If the vessel is delayed at the port over the validity time of the written consent as defined in the first paragraph of this article, the ship's master is obliged to notify the Port State Supervision and Control Service and the Port Administration about it. And to re-obtain the written consent from the Port State Supervision and Control Service for departing from the port.

8.The ship departing from the port abroad after registering the departure from the port at the Port State Supervision and Control Service passes through the Border Control by the rule defined under the Law of Georgia.

9.The port departure of the vessel is carried out at any time of day and night period, except unfavorable hydro meteorological and other conditions for navigation then the port entry/departure of the vessel may be denied; which should be messaged in advance by ultra-short wave radio or other means of connection.

(The Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development August 9, 2013. website,13.08,2013)

Article 12. Control of the Vessel Departing from the Port

1.To confirm a readiness of the vessel for departing from the port the ship's master is obliged to prepare the ship and crew for inspection as soon as the Port State Supervision and Control Service claims it.

2.Control of the vessel while leaving the port, which means inspection of the vessel's readiness for departing from the port and its navigation ability, is implemented in accordance the requirements defined by IMO November 23, 1995 A787(19) and November 25, 1999 A882(21) Resolutions ("Port State Control Procedures"). Departure of the vessel from the port is prohibited according to specific case(s) of these Resolutions.

3.According to the Rules 8-1(z⁷) of (SOLAS) 1974 International Convention "Safety of Life at Sea", International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) protocol I, of the article 5(1) and Circular of (GEOREP) SN/CIRC230 of IMO 20.03.2003 before leaving the port all the vessel's masters are obliged to inform about it the Coordination Centre beforehand.

4. The Master/Shipowner is responsible for the readiness of the vessel to take a trip.

Article 13. The Base for Prohibition of the Vessel Departing from the Port.

1.If the ship manning or technical conditions of the vessel has undergone a change/changes after signing the right of departure from the port, then before departure from the port the ship's Master will be obliged to inform about it the Port State Supervision and Control Service with its authority to leave the written consent of departing from the port in force or issue a new written consent.

2.If the Port State Supervision and Control Service, while inspecting the ship ready to depart, reveals discrepancies in actual data of the ship and crew, a ship documents and data given in the statement of departing right, or there would be revealed obstacles for the ship departure, the supervisor with the ship's Master's interaction will set the corresponding act describing the reasons preventing the vessel's departing from the port, and will cause detention of the ship at the port before eliminating these reason(s).

3.A copy of the Act referred to in paragraph 2 of this Article shall be sent to the competent body of the flag state, the shipowner, as well as to the classification society under which supervision is the ship.

4.In case if the ship departs from the port without the written consent of the Port State Supervision and Control Service, the Port State Supervision and Control Service will carry out appropriate measures to return the ship at the port. If the ship's Master, despite the warning, did not obey the instruction of the Port State Supervision and Control Service to return the ship at the port, the latter shall immediately inform the shipowner, and estimated port of entry of the ship, as well as the Security Department of the Agency and the police.

(The Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development August 9, 2013. website,13.08,2013.)

Article 14.Request for the Marine Pilot and Tug boat.

1.The Port Administration provides pick out of the tug and organize the ship mooring, in case of necessity it shall inform the Pilot Service and the Agency Companies about the ship entry in the port and its departure from the port. If the ship is at the berths of oil/gas terminals then there should be a responsible representative of the terminal, who should have an ultra-shortwave radio connection with the marine Pilot and the ship.

2.The vessel's Master (directly or through the ship agent) shall make a statement of calling the tug boat and the marine pilot 2 (two) hours before.

Chapter III

The Pilotage

Article 15. Call of the Marine Pilot.

1.The vessel calling for the marine pilot shall have to fly the appropriate flag ("G" – "I need a Pilot").

2.If during 30 (thirty) minutes after the marine Pilot's embarking aboard the ship would not be ready to implement the corresponding operation, the Pilot leaves the ship, makes an appropriate entry in the pilot's bill and informs the Port State Supervision and Control Service about it.

3.In the case defined in paragraph 2 of this article after making the ship ready the pilot should be re-called again for leading the corresponding operation of the ship.

Article 16. Call of the Marine Pilot (Pilotage).

1.The ship pilotage accompaniment is carried out at the port approach and in port waters, for providing navigation safety, prevention of maritime casualties and environmental protection.

2. Navigation without Pilotage is allowed for:

- a) Military – naval vessel;
- b) Vessels with 500 tons and less of the total capacity;
- c) Passenger Launches working on regular lines;
- d) Vessels performing a dredging activities.

3.The marine pilot's embarking and disembarking on the vessels entering the port is carried out at the specially – designated place.

4.Take up of the marine pilot on the roadstead is carried out in not more than 3 – beaufort scale wave conditions from the windback of the board. Receiving of marine pilot and operations of the ship entry/departure in/out the port are prohibited during heavy rains, fog, darkness, sea water evaporation, strong wind and limited visibility.

5.The vessel has to stop the main engine and suppress a vessel inertia for receiving a marine pilot. In case if this is impossible for unfavorable hydro meteorological conditions, then the vessel has to slow down the movement to a minimum and ensure the vessel handling.

6.The marine pilot's duty is to present the Pilot's Certificate and an acknowledgement of pilotage to the ship's Master while getting on the ship. The data prescribed by Part 2, Article 101 of the Maritime Code of Georgia and as well as created during the conditions of the vessel's pilotage accompaniment have to be filled in the pilot's bill.

7.During the marine pilot's being on the board the ship shall fly a relevant signaling flag "H" ("I have a pilot on the board").

8.In case if receiving of a marine pilot on the board on external roadstead is impossible because of unfavorable hydro meteorological conditions, then getting the pilot on board will be possible on internal roadstead, in conditions if the master will make agreement with the marine pilot about the issue and will sail in direction of internal roadstead by fairwater, fully following the pilot's instructions receiving from the ultra-short wave radio-station. The ship's Master shall have to inform the Port State Supervision and Control Service about the issue immediately.

9.The ship's master is authorized to assign the marine pilot to give instructions of navigation and the vessel maneuvering about the helm pilot directly. The transfer of this authority does not release the ship master from the responsibility for the results which may cause the transfer of authority managing the ship to another person.

10.During the pilotage leaving of the master's bridge by the marine pilot is permitted only with the captain's consent, which should replace the pilot or suspend the movement of the ship.

11.If the ship's master operates in contrast with the pilot's instructions after receiving the marine pilot on board, the pilot has the right to refuse later seeing the ship off with the presence of the third person. In this case the relevant record should be filled in the pilot's

acknowledgement and the ship register and shall inform the Port State Supervision and Control Service immediately.

12.If the pilot refuses the ship pilotage seeing off in accordance with the paragraph 11 of this article he is obliged to remain on the ship and provide the ship's master with the necessary data for safe navigation. In case if the ship's master requests the ship pilotage renewal, the pilot is obliged to proceed the vessel's pilotage.

13.If the ship's master makes doubt of the correctness of the pilot's instructions he has the right to refuse a pilot service with the presence of the third person and fill the relevant record in the pilot's bill, ship registry; to demand the replacement of the marine pilot with another one and shall inform the Port State Supervision and Control Service immediately. In addition, in areas where the pilotage is mandatory the ship's master should stop the ship movement till the arrival of another pilot aboard.

14.The marine pilot is not entitled to abandon the ship without the ship's master permission before the ship will stay at anchor, be at safe place or in such area of navigation where the pilotage is not obligatory or until another pilot will replace him.

15.The ship departing from the port takes the marine pilot at the port from the point of its staying. The ship's master is obliged to provide the pilot with all necessary information concerning the vessel.

16.The port is not responsible for delaying the vessel's stay at the berth, if :

- a) The ship's master does not inform the port in time about arrival on external roadstead;
- b) The fairway is busy at the port;
- c) The sending of a marine pilot on board is impossible because of storm or other unfavorable hydro meteorological conditions (wind more than 5 (five)points and wave more than 3 (three)points of beaufort scale).

Chapter IV

General Terms of Towing Service

Article 17. General Rules for the Vessel Towing

1.Towing is prohibited if the engine power and maneuvering characteristics of the tugboat can not provide safe driving of towing caravan considering wind and flow.

2.Towing is prohibited if the wind speed exceeds 17m/s.

3.The towing of the ship loaded with inflammable liquid oil, as well as towing several vessels loaded with liquid oil by one tugboat are prohibited.

4.While towing all outdoor opening (illuminations, throats, doors etc.) exit from receptacle to deck should be closed.

5. The person who together with the tugboat master leads towing is responsible for the presence of navigation lights on the tugboat.

6. Towing of the self-propelled vessel if a floating object is fixed on the board is prohibited.

7. The opportunity of immediately delivering (removing) a towing cable should be provided while towing with the aim to avoid turn over of the tugboat.

8. Towing line should not be delivered until:

a) A towing vessel will not be anchored or moored at the berth.

b) Relevant instruction is not issued by the head of the towing operation.

9. During a towing operation at the port and/or on external roadstead all the vessels should be guided by the rules of signals use between tugboats and towing vessels.

Article 18. Leading of Towing Operation

1. The safety of towing is guaranteed by the Head of the towing operation.

2. If towing is guided from the tugboat but several tugboats are involved in towing operation a leadership of the towing caravan is imposed on the master of the leading tugboat.

3. The ship master leading a towing is obliged to agree the conditions of towing operation with the masters of the vessels involved in towing before starting a towing operation.

4. If the towing requires providing of a marine pilot, the marine pilot who carries out a pilotage should participate in the discussion of the issue of towing operation. All questionable issue(s) related to this problem is solved by the Port Administration in agreement with the Port State Supervision and Control Service.

Article 19. The Vessel Towing and Formation of a Towing Caravan

1. A towing of one large vessel is allowed in the port waters.

2. If a caravan's length and width does not exceed the sizes prescribed by the Port Administration in agreement with the Port State Supervision and Control Service, synchronous towing of several non self-propelled vessels (barge, lichter etc.) is allowed.

3. A towing vessel do not have the right to remove from the anchor before attaching a towing cables, and after towing untie a towing cables before anchorage.

4. The master of a tugboat should be sure for the readiness of towing vessel for towing operation before starting a towing.

5. Tugboat anticipating to start a towing is not allowed to stay on board towards the floating object(s) stayed at the boards of the anchored ship.

6. Tugboat should wait for other ship's, bound to the board of the anchored ship, preparation for towing at the safe distance in drift or at anchor or at the vessel on buck stove.

Chapter V

The Ships Navigation in the Port Waters

Article 20. The Vessels Traffic Conditions

1. The several vessels simultaneity entry in the port or departure from the port is prohibited.
2. The vessels traffic in the port waters is allowed with the minimum acceptable speed of maneuvering for the purpose of avoiding damage of hydro-technical buildings and preventing damage of ships staying at the berth. Exception of the claim is allowed in special case when the ship can use its engines to avoid a crash.
3. A winged submarine should operate in the port areas and its surrounding waters with the minimum speed in the condition of displacement, that will provide adequate maneuvering.
4. Operation of the vessel engine, tied to the berth with the rope, is prohibited. At the same time it's allowed to start the engine for a short-term in order to prepare the vessel for departing from the port.
5. A sailing vessel with 100 (one hundred) tones and more of total capacity while entering in the port or departing from the port should operate with its own engine or with the help of tow.
6. The operation of oar boats under sail in the port waters, fairway or channels is prohibited.
7. All the vessels including towed vessels while operating in access channels, fairway and internal waters of the port are obliged to have the anchor ready for immediate anchorage. Dragging the anchor on the ground is prohibited.
8. A large training vessel should not use its own engines for maneuvering while departing from the port and should perform maneuvering by a tugboat. The use of main engines of the large training vessel is allowed in that region of the port waters where its maneuvering does not cause danger for the other vessels or/and hydro-technical constructions.
9. The ship master is obliged to inform immediately the shipowner and the Port State Supervision and Control Service about the maritime incident in the port waters. In case of damage it should immediately be drawn up an inspection report by interaction of the Port Administration, the Port State Supervision and Control Service and the shipmaster.

Article 21. The Draft of the Ship

1. The draft at the entrance of the port as well as while navigation in the port waters should not be exceeded the depths defined by the Port State Supervision and Control Service.

2. A safe under keel clearance (UKC) of the vessel despite the ship size and purposes should not be less than 0.50 meters.

3. In case of non-compliance of the conditions of the paragraphs 1 and 2 of this Article the marine Pilot has the right to refuse the pilotage of the vessel.

4. The maximum allowable working draft is determined on the basis of the data on the least depth by the Port State Supervision and Control Service. While determining the maximum working draft it should be foreseen the factors of reasonable variability of the water level on fairway, in channels and port waters, impact of flow, the storm result – accretion and etc.

5. According to the coordinates provided by LEPL the State Hydrographic Service of Georgia the Port State Supervision and Control Service determines the factual width of the port entrance channel, as well as factual depth of entrance channel and the wharf, factual depth of the fairway on the basis of assertion documents of carried out appropriate measurement.

6. It should be organized providing of information about factual depths for the ship Master in the port. The marine Pilot, while standing the vessel at the wharf, informs the ship Master about the port conditions and the depths along the wharf.

7. The ship Master provides observation of the vessel's draft while receiving cargo.

8. The vessel Administration provides the draft compliance with the 1966 Convention of "Load Lines". In the sea waters of Georgia acts Summer Load Line.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013)

Article 22. The Vessel Speed

1. The ship speed in the port waters must be safe.

2. For the purpose of providing a safety of navigation, protection of hydraulic structures, avoiding washed away of bottom and navigation channels (side off-airway), taking local conditions into account a safe speed of the vessel for the specific port is defined in Chapter III of the "Rules".

3. Despite of the vessel's safe speed prescribed in the Chapter III of the "Rules" for the purpose of avoiding formation of dangerous waves the ship operation speed should be reduced in advance in the following cases:

a) While passing by the towing caravans, small training vessels and small size vessels;

b) Passing by the floating cranes, dredgers, docks and wharves;

c) Passing by the places in the process of underwater, hydro-technical and other special types of work.

d) Passing by the rafts or/and kanji on which people are present, as well as on board/at the board or the personal working on the wharf;

e) Passing the anchored vessels or/and the ships at the shoal;

f) In the cases related in “Good maritime Practice”.

4.To provide the vessel handling it should sail to the wharves with the slowest speed, if necessary the maneuvering should be carried out by temporal stop of the main engine.

Article 23. The Vessel Traffic Regulation

The vessel sail on the roadstead and in waters are regulated by the Port State Supervision and Control Service in accordance with the “Rules” and Georgian Law.

Article 24. The Ship Movement in the Narrow waters

1.If the water depth does not allow the vessel to follow the right side of the narrow channel it will have the right to use entire width of the narrowness, including the axis and along the left side of the fairway . According to COLREG 72 such vessel must have the special signals.

2.A small simulator and small sized ships a rule should move out of the channel edge when it is safe and possible.

3.A deep draft vessel should move the way recommended to such case.

4.If several ships move in one direction of the narrow channel at the same time, then they should keep a safe distance.

Article 25. Navigation in the Conditions of Restricted Visibility

1.In the cases of restricted visibility – fog, darkness, snow, sea water evaporation, heavy rain and other navigation in the narrowness is carried out only with agreement of the Port State Supervision and Control Service and by the ship having the radio locations.

2.Sailing on the fairway of the winged submarine and in the channels with 20kbt and less visibility is allowed only in the case of displacement.

3.The dredger and/or vessels performing other special duties in the case of restricted visibility should not be in the narrow waters and fairways .

4.If the vessel having an defective radio location in the conditions of limited visibility appears in the narrow waters, then it should remove from the fairway (if it allows the water depth) and to be anchored till improved visibility.

Article 26. The Vessel Anchorage in Fairways and Channels

1.The anchorage of the vessel in fairways and channels is prohibited, except the cases, when:

- a) The ship could not move outside the channel edge or proceed the movement because of low visibility;
- b) The ship is forced to stop because of technical disorder, that hinders its further movement;
- c) The sharp strengthening of the wind causes the danger of casting the ship on the shoal outside the channel (fairway);
- d) The exit is blocked by the other anchored ship.

2. While forced anchorage in the channel or fairway the vessel should move off the axis of the channel or fairway to the edge as far as possible, in the direction of the ship course, on the right side of the board.

3. The anchorage place for the ship have to be chosen in that way as the ship hull does not cover navigation devices of other vessels sailing in the fairway .

4. It is forbidden the ship's stay and/or moor at the floating lighthouse, traffic light and other navigation devices.

5. The Master of the vessel stopped forcibly in the channel is obliged to inform about it the Port Administration and the Port State Supervision and Control Service immediately using all the means of communication. The notification must contain: the name of the vessel, an anchor due time, place and reason, as well as information about to what extent is complicated the movement in the anchorage area.

6. The Master of the vessel needed maintenance due to long-term anchorage is obliged to notify the Port Administration and the Port State Supervision and Control Service about the sort of the vessel damage and the terms of its elimination by the crew, or by the appropriate ordered maintenance service. The Port Administration in agreement with the Port Supervision and Control Service shall take a decision about the vessel departure from anchor or its towing in the port.

7. The Master , as soon as the opportunity to continue the voyage is possible, shall notify the Port Administration, the Port Supervision and Control Service and others interested and being aware of the vessel's forced stay, and remove the vessel from anchor upon accepting their agreement.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 27. General Requirements for Ships to Turn the Side.

1. Navigation in narrow water should be carried out according the requirements set by COLREG 72. While navigating in narrow water all the vessels are bound to catch that side of the channel/fairway which is located on the right side of the shipboard and turn aside the ships, sailing from the opposite direction, on the left side of the board.

2.The Port Administration have to notify all the vessels located in the narrow waters the movements of the deeply rooted vessels.

3.For the purpose of security a winged submarine while approaching the other vessel in the narrow water should move in the displacement condition in time.

4.The ship crossing the narrow water should not hinder a movement of the vessel along the narrow water.

Article 28. Overtaking.

1. Overtaking of the vessel in the port waters must be carried out only in extreme need in case of normal hydrometeorological conditions, if it determines safe maneuvering of the vessel and is considered in advance by the Master according COLREG 72.

2. The Vessel Overtaking is forbidden:

a) In fairways, channels and other narrow waters where there is no guarantees for safe maneuvering;

b) On turnings or fairway (channel) crossings or nearby;

c) In the sharp turnings of the narrow waters or at their access;

d) At the Port Entry;

e) In case of limited visibility;

f) Passing the counter ships;

g) If the fairway is blocked by the trucks loaded with timber or there is shipping of timber towed.

3. It is forbidden:

a) Overtaking maneuver of the ship which have to be overtaken by the other vessel (“double overtaking”);

b) Movement side by side of the vessel(s), which produces the dredging activity , hydrographic, underwater and/or other special operations.

Chapter VI

Fishing in the Port Waters

Article 30. General Provisions Concerning Fisheries.

1. Utilization of natural resources, setting of spills and other fishery nets, as well as banning of fishing with rods or other means from the wharfs in the port waters, fairways and places marked as anchorage and heavy traffic places on the nautical charts shall be regulated by the Order of the Agency Director in agreement with the Coast Guard and The Black Sea Service of LEPL Natural Resources Agency of the Ministry of Energy and Natural Resources.
2. The store of fishery facilities and their installation at the required place is provided by the Owner.
3. Cleaning, washing and drying of nets are allowed at the place allocated by the Port.

Article 31. Fishing in the Port Waters.

A fishing Vessel, which has no fishing license or consent specified by Georgian legislation, is granted with a written consent taking the sea only in case if the fishery equipments on the board are not in the appropriate condition of fishing.

Chapter VII

Ships' Disposal in the Port.

Article 32. General Provisions.

1. The Master of the vessel or his substitute person provides to follow the Port rules by the ship's crew and the personal on board while standing in Port.
2. From 8 (eight) o'clock in the morning till the sunset on the stern flagstaff of the vessel staying in port should be flown the ship's flag state, and on the grotto flagpole – the state flag of Georgia.
3. It is forbidden to set various illumination lights on the vessel and cranes in port, which could be considered as a navigation sign.
4. All the vessels at the pier, in changing hydrometeorological conditions, with the aim of taking the sea immediately, should have the main engine in perfect order, as well as to have the stock of cargo or ballast necessary for the vessel sustainability and maneuvering.
5. It is obligatory for all the vessels in Port and on the roadstead to follow the instructions of the Port State Supervision and Control Service and/or the Rescue – Coordination and Emergency Oil Spill Liquidation Centers while performing rescue operations.
6. The Ship Master with the Pilot's recommendations defines the number of cables for the safe stay of the vessel at the pier.
7. Every type of vessel while lying in the port, despite of its loading or unloading, with the ship's stability and security purposes, should have constantly common amount of cargo and/or ballast, not less than 30% equivalent of the vessel's summer dead weight.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013)

Article 33. Roadstead

1. In accordance with the requirements of the paragraph 3, Article 4 of the “Rules” staying of the anchored ship on outer and inner roadstead of the Port, is permitted only at the designated areas for anchorage.
2. Anchorage is prohibited on the fairways , in the areas of cables and pipelines disposition, as well as in the places where it is impossible free maneuvering.
3. The ship with less than 4 (four) meters draft, while busy pier could be anchored in the waters of inner roadstead. The anchorage is performed by the Master in agreement with the Port Administration in the place specified by this Service and the Master notifies the Port State Supervision and Control Service.
4. Taking into account the possible tearing of the anchor cables or losing the anchor the ship Master should be just aware of the vessel’s anchorage area, direction and length of a torn anchor cable. The Port Administration and the Port Supervision and Control Service should be immediately informed about the tearing.
5. It is mandatory the presence of at least 2/3 (two thirds) of the crew on the shipboard on roadstead, and in case of the Master and Chief Engineer’s absence – the presence of Chief Mate and Second Engineer.
6. The vessel on roadstead, attached to the floating trailer as well as the ship maneuvering in the Port waters and access places provide a connection with the Port Administration with ultra – short – wave station.
7. It is mandatory to keep a radio-watch on the 70th and 16th channels of the ultra – short – wave station for all vessels.
8. According COLREG – 72 signs and lights should be seen on the vessel anchored on roadstead.
9. From sunrise to sunset vessel should be lighted: boards, bow, stern. Below the deck up to the water surface.
10. With the lights and signs provided by COLREG 72 the ship with the stern anchors (verp), from the sunset till sunrise must have a white light , and on the daytime – a red flag down the stern, located at the anchor chain, up to the half of the board height.
11. According COLREG 72 in misty conditions, during a limited visibility voice signals should be switched on the vessel on roadstead.

12. During the roadstead, if there is of no need, arrow trucks, davits and ladders must not exceed the cross marker of the shipboard.

13. To ensure safety of the ship on roadstead its main engine must be in standby position for work.

14. It is forbidden for the ship on roadstead reception of other floating objects (except the Coast Guard floating objects) at the board, without the consent of the Port State Supervision and Control Service and the Coast Guard. It is also prohibited to receive a swimmer on the board, except the special circumstances defined by paragraph 15 of this article.

15. The ship's Master who receives a person(s) being in danger in the sea or finds out any foreigner(s) on board is obliged to notify immediately the Port State Supervision and Control Service and as well as the Coast Guard. And to handover the person(s) to the latter.

16. The Shipowner/the Master of the vessel shall ensure a safety of the ship being on roadstead or in the port, including fuel, oil and water storage and the presence of the crew on the shipboard.

Article 34. The Conditions for the Ship Anchorage

1. The vessel anchorage shall be prohibited:

a) In the areas declared as prohibited in charts, nautical manuals and notice to mariners;

b) At distance less than 1,5 kbt from fairways and axis;

c) In the depths which do not provide possibility of the ship's safe standing while its turn round;

d) In fairways and channels, except the cases defined by paragraph 1, of the Article 28 of this "Rules".

2. The vessels (tankers) loaded with oil as well as explosive and/or flammable cargo anchor at the certainly designated areas.

3. The anchorage of the vessel or changing the place of anchor in each particular case is performed only with the agreement of the Port State Supervision and Control Service.

4. The ship anchored without permission is obliged to change the place of anchor immediately by the claim of the Port Administration and the Port State Supervision and Control Service.

5. In case of emergency the Master has the authority to change the place of anchorage independently and immediately notify the Port State Supervision and Control Service and the Port Administration about it.

6. Changing the anchorage place according a drift method is prohibited.

7. During the anchorage the vessel must not block the exit, also must not perform turning in the dangerous distance with other vessels.

8. The distance between the ships at anchor must be at least 4 (four) kbt.

9. The vessel on roadstead must anchor in such a way that do not suspend the area of water traffic or fairway .

10. The anchored ship shall enjoy the agent service.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 35. The Use of Staff Floating Objects Existing on Aboard.

It is prohibited to launch the staff floating objects (cutter, kanji) from the vessel on roadstead, except the cases, when:

a) There is a need to inspect/examine these floating objects and their launching mechanisms, which should be agreed with the Port State Supervision and Control Service. In the case defined by this sub-paragraph – in a training alarm cases or by the claim of the Harbour Master of the State Supervision and Control Service the launching of a floating object is performed only up to the water surface; but maneuvering in water and removal from the ship hull is prohibited without the Coast Guard permission.

b) The implementation is related to human survival at sea and performance of rescue activities.

c) In the cases defined by safety requirements set by the State treaty.

Article 36. Landing of the Vessels at the Pier.

1.The safe distance between the vessels should not be less than 20(twenty) meters at the oil / gas terminal pier(s). The distance between the ships at dry cargo pier(s) should be:

a) No less than 15 (fifteen) meters – in spring and summer periods;

b) No less than 25 (twenty five) meters – in autumn and winter periods.

1¹. The safe space between ships must be perpendicularly no less than 25 (twenty five) meters in Berths №6, №7 and №8 of the Port of Poti.

2.For the purpose of landing at the pier the vessel should be placed taking into account the specifics of the wharf (as a rule in the direction of the port exit by the bow), and in some cases, the ship can cast an anchor by the Marine Pilot's recommendation.

3. While landing the ship at the oil / gas terminal pier, the Ship Master's duty is to cast an anchor in accordance that during a fire or emergency needs for the purpose of separation of

anchor chains conveniently, the hook of the anchor chain stick should be left on the deck. A steel fire cables of sufficient length and strength for towing should be cast from the bow and stern up to the water level. A steel fire cables will pass the deck and will be attached to the barrels. Emergency towing devices should be on the alert and the ship's rescue means on the sea side should be ready for immediate use.

4. It is prohibited discharge and maintenance of those mechanisms of the vessel anchored or landed at the pier which ensure a safe standing and movement of the vessel.

5. If an emergency situation of the vessel mechanisms endangers the ship's navigating ability, the Port State Supervision and Control Service will be authorized to grant a written consent based on the Master's request to perform an emergency repair works for a period no more than 24 (twenty four) hours. In this case, based on the ship Master's request, it should be provided with tow duty on the vessel's expense.

6. Upon receipt of the adverse weather forecast the ship Master takes all his efforts to ensure safe standing of the ship, strengthens the weather observation, uses the extra ropes and prohibits the crew landing on the shore.

7. The ship Master is responsible to organize cargo and ballast operations in such a way that the vessel shall be able to get a safe exit from the Port to navigate at any time, in unfavorable hydrometeorological conditions or to conduct a rescue operation.

8. The ship Master/the shipowner will be responsible for the damage of port facilities, wharves and/or the ships, if it is caused by non-fulfillment or delay of performance of the directive for a temporal withdrawal of the vessel from the port by the reason of unfavorable hydrometeorological or other conditions.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 37. The Vessels Disposition at the Wharves.

1. While making the vessels layouts at the pier the Port provides their safe standing and performance of cargo operations.

1¹. During the planning of ships' placement in berth of Poti Port, the port operator ensures the safe binding–untie of ships, docking and terminal operations.

2. The deployment of loaded or non–gas free tankers at the passenger or cargo wharves is prohibited.

3. Those vessels that are not carrying passengers, landing at the passenger wharves for the purpose of producing cargo operations or long term placement is permitted only in exceptional case, with the consent of the Port State Supervision and Control Service.

4. The disposition of two vessels board to board at the wharves shall be permitted, except the case defined in paragraph 5 of this article, only with getting the agreement with the Port Administration, the Port State Supervision and Control Service and the relevant units of the Ministry of Internal Affairs, with the consents of the both ships' Masters.

5. The disposition of two vessels board to board shall be prohibited if at least one of them is loaded with a flammable and/or explosive cargo, including oil. The exception to this claim shall be allowed only with the necessity of fuel and/or water supply, in accordance with the conditions specified in paragraph 4 of this article.

6. For the deployment place of a fuel -carrying ship in the port a specified wharf should be assigned with the agreement of the Port Fire Service.

7. It is prohibited mooring of the vessel of more than 200meter in length at the pier in the dark day-night periods or in conditions of limited visibility.

8. Giving consent to landing or board to board disposal at the wharves specified in the 3rd , 4th, 5th paragraphs of this article the Port State Supervision and Control Service will notify the Coast Guard at least 1(one) hour before performing landing/disposal.

9. The towing of ships in Poti Port berth, which draft surpasses the declared and allowed draft of the berth, is possible with pontoon in agreement with the port administration and with the consent of the Port State Supervision and Control Service. The Port operator and the shipmaster are responsible for the safe binding-untying of the ship and the safe conduction of operations during the ship's standing on the pontoon.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

(Order №08 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22. 2016. website, 25.07.2016.)

Article 38. Preparation of the Wharf for the Vessel's Disposal.

1. For the purpose of avoiding damage of the ship, port facilities and accidents the wharf owner shall ensure preparation of the wharf for the vessel acceptance and inform the Harbour Master and the Port Administration about the readiness of the wharf.

1¹. In the Poti Port, in order to avoid damage to port facilities or accident, the Port owner is obliged to ensure the preparation of the port to receive ships and to send information about the readiness of the port to the Harbor master and port administration.

2. It shall be prohibited the vessel's disposal at the wharf, if:

- a) The arrows of the Port crane are up to the wharf edges on the sea side;
- b) The port cranes do not have defined safe places;
- c) There are not the mooring men on the pier.

d) The place of the vessel disposal is not lighted sufficiently at night.

3. In the case if the cargo, loading – unloading cordage and other items, which causes delay of the vessel disposal at the pier and processing, are not carried out from the wharf the Port State Supervision and Control Service shall be entitled to put claims for the performance of appropriate measures to the Port (terminal).

4. All the vessels taking into account their draft and maneuvering conditions, should be defined the adequate space for the disposal at the pier in the port waters.

5. If access from the sea to the wharf is limited in such a way that the vessel's safe disposal at the wharf is dangerous, the vessels which block the entrances should be displaced or transferred to other wharves.

6. The Port State Supervision and Control Service and the Pilot (in case of accompanying with pilotage) should inform the ship Master about the conditions of the wharf, its size and the water depths along the wharf before attaching the ship to the wharf.

(Order №08 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22. 2016. website, 25.07.2016.)

Article 39. Layout of the Vessel Arrival and Disposal at the Wharves.

1. Leading or accompanying simultaneously two or more ships from the borderline wharves is prohibited.

2. The disposal of the vessel to the pier should be accompanied by the Port and/or Terminal representatives, who will give instructions to the marine Pilot or the Ship Master of the exact place for the ship's disposal.

3. According to the Appendix №2 of the „Rules” the Port will appoint mooring men, as well as tugboat(s) by the vessel length for performing the ship's mooring operations. The vessel equipped with its individual landing device may be assigned with one less tugboats.

4. The ship Master is obliged to ensure vessel disposal with durable and reliable ropes, as well as their fixing on the specially designated mooring devices of the wharf. It is prohibited fixing of mooring ropes on such facilities which are not intended for this purpose.

5. The vessel disposed at the pier should attach a reliable ship accommodation ladder on the shore, equipped with handrails or layers and guard net, as well as to have no less than 27.5 meters leen in length life vest.

6. It should be stretched a guard net under the ladder, in order to avoid human falling in the water.

7. In the darkness of day-night periods the accommodation ladder should be lighted.

8. During the ships board to board disposal the ship disposed from the sea side is responsible for the attachment of a ladder (gangplank) between the vessels.

Article 40. Light Signals of the Vessel Disposed at the Pier.

1. The vessel disposed (tied) to the pier should have illuminated the board directed to the sea from the sunset till sunrise.
2. From the sunset till sunrise:
 - a) One white light should be illuminated in the middle of the hull, on the outer side of the board on the ship with less than 45meters in length.
 - b) Two white lights should be illuminated in the areas of the bow and stern (sidelights and stern-lights) on the ship up to 45–100meters in length. And the third additional light – in the middle of the vessel, on the board level on the vessel of more than 100meter in length.
3. The lights visibility of the vessel disposed to the pier should be not less than 1(one) nautical mile.
4. During a cargo operations on the tankers streetlights (outside-lights), usually accepted on such vessels, should be illuminated instead of the board light directed towards the sea.
5. White lights should be illuminated only on the vessel from the sea side during a board to board disposal of two vessels of the identical length.
6. If the length of the vessel standing at the pier is more than 100(hundred) meters, and at its board from the sea the vessel's length is less than 45(forty five) meters, then the lights on the vessel at the pier should be illuminated in the areas of the bow and stern, while on the vessel at the board only one light, in the middle of the ship's hull, should be illuminated.
7. The vessel which handles hazardous cargo should have lighted a red circular light of visibility at least 1(one) nautical mile. In accordance with ISC flag "B" shall fly at daytime.

Article 41. Ensuring Safe Disposal .

1. For keeping watch on the vessel disposed at the wharf, ensuring safety and navigation capacity of the vessel, there should be present not less than $\frac{2}{3}$ – (two/thirds) of the crew members.
2. The ship at the pier should appoint a watchman at the accommodation ladder and the Port – the watchman of the watchmen service.
3. The ship's watch-keeping service must have contact phone numbers of the Port Administration, the Port State Supervision and Control Service, Fire and Medical Services, Administration of the Ministry of Internal Affairs of Georgia and the ship Agent.
4. The placement of cranes, arrows, traps, kanjis and other appliances to the board are prohibited for the ship landed at the pier.
5. The sailboat disposed at the pier should have shut the sails.

6. It is prohibited to come down in the water for swimming from the ship disposed in the Port.
7. The sign “Be Careful, Oar Screws” should be marked on the both boards, above the screws, on the vessel stern. And in English: “Warning, Propeller Shaft”. The caption should be illuminated in the day-night dark periods.
8. The people’s going on shore and embarkation aboard, as well as getting across from ship to ship during their board to board disposal is permitted only by the ladder.
9. During the cargo operations, in order of the vessel stability the assistant watchman of the ship Master should ensure normal tension of trailer cables.
10. Firefighting and Lifesaving Appliances should be maintained and ready to use in case of needed on the vessel disposed in the harbour.
11. In case of fire or any other hazards the vessel in close disposition is obliged to take all necessary measures to avoid danger, assist human, survive cargo and other property.
12. The ship’s crew and the Port personnel should provide immediate assistance to the victims, those fallen in water and according the accident quality inform the nearest Medical Service, the Port State Supervision and Control Service and the Port Administration about it.
13. During any accident occurred on the ship (accidents related with human beings, long absence of men, falling ill with infectious disease or more) the ship Master is obliged to notify immediately the Port State Supervision and Control Service, and in the cases of fire or explosion – call the Fire Service and take all the necessary measures to save people and cargo and liquidate the threat.
14. The ship Master and stevedore should not allow the ship’s dangerous slope during the performance and completion of cargo operations.
15. All the vessels disposed in the harbour before the port entry should be supplied with the sufficient amount of fuel, engine oil, fresh water and food by the shipowner.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 42. The Vessel Position Displacement.

- 1.The Port Administration, not less than 2(two) hours before dislocation, notifies the Port State Supervision and Control Service, the ship agent and the ship Master about the expected displacement of the vessel position, except the case defined by paragraph 3 of this article.
- 2.If the vessel’s displacement is scheduled from 17(seventeen) hours till 8(eight) hours next day, the notification should be made before 17(seventeen) hours . In accordance with the paragraph 1 of this article defining 2(two) hours prior time for reporting.

3.The ship Master should be informed about the vessel displacement or disposal of the other vessel to its board not less than 1(one) hour before. In case of emergency (fire, storm,etc.) the Port is authorized to carry out the ship's removal without giving advance notice to the ship Master.

4.It is permitted to move with mooring ropes along the wharf without the marine Pilot, but the presence of the Port Administration is obligatory being in agreement with the Port State Supervision and Control Service.

5.The displacement of the ship from one wharf to another one or its taking on roadstead will be allowed only if the Master or Chief officer is present on board.

6.The restrictions on the vessel displacement and removal are set by the Port State Supervision and Control Service, taking into account the hydrometeorological conditions in the Port.

7.The other vessels disposed on the same wharf should be warned about the displacement of the ship on the wharf.

Article 43. Action during Unfavorable Hydro meteorological Conditions for Navigation.

1.The Port State Supervision and Control Service is obliged to inform immediately all the vessels in the Port waters and its entry as soon as receiving data of expected unfavorable hydro meteorological conditions for navigation.

2.The Watch-keeping Officer of the ship Master is obliged, as soon as receiving the notification defined in the paragraph 1 of this article, to make the corresponding record in the ship's journal and certify the notification timing to the Port State Supervision and Control Service.

3.The ship Master is obliged to ensure the ship's safety in case of receiving the notification defined by paragraph 1 of this article or existing the apparent indications for worsening weather.

4.The vessels disposed in the port waters unprotected from wind and waves should immediately be brought in readiness to exit to the sea.

5.The Port State Supervision and Control Service as soon as receiving the notice of worsening hydro meteorological conditions (gale warning) should transmit the port the list of the vessels, which must temporarily leave the Port during unfavorable hydro meteorological conditions for navigation, the dislocation of remaining ships in the port and the list of those vessels, which are on roadstead, do not have enough fuel which causes its immediate entry to the Port.

6.Every vessel in technically good condition during unfavorable hydro meteorological conditions (storm) for navigation should at once depart from the Port as receiving a request of the Port State Supervision and Control Service.

Article 44. Dislocation of Small-training and Small-sized Vessels in the Harbour.

1.The Port Administration in agreement with the Port State Supervision and Control Service makes layouts of disposal of small-tonnage and small-sized vessels, floating cranes, barges and tugboats in the Harbour, including their temporary dislocation places in unfavorable hydro meteorological (storm) conditions for navigation.

2.While determining the place of disposal for small-training and small-sized vessels in the wind and wave conditions, for the purpose of ensuring the vessel safety, it should be taken into account its distance from fairway and the processing area of the large-training vessel.

3.The Master of a small-training and small-sized vessel should ensure the ship's safety at the place of dislocation.

4.It is prohibited to leave not self-propelled small-training and small-sized vessel without crew and tug on the roadstead.

5.The disposal of small-training and small-sized vessel near the Oil/Gas terminals and tanker's position is prohibited, if it does not have a spark-extinguishing device.

6.24 (twenty four) hour shift should be organized on the board of small-training and small-sized ship anchored in the Harbour or dislocated at the wharf.

7.The small-training and small-sized ship owner, if the ship is not equipped with the permanent presence of the crew, is obliged to ensure twenty-four-hour protection of the vessel and surveillance of its dislocation.

8.The Master of small-training and small-sized ship under the request of the Port Administration is obliged to provide its removal from the harbour or dislocation on the stated place.

9.As soon as receiving information for unfavorable hydro meteorological conditions small-training and small-sized vessel being on roadstead or at the shipboard is obliged to take shelter in the Port waters and take place according the dislocation layout.

10.The Master of the ship not having the permanent parking place in the harbour, during an unfavorable hydro meteorological conditions for navigation, is obliged to take place according the Port Administration's directions which should be agreed with the Port State Supervision and Control Service.

11.Considering the existing norms, small-training and small-sized vessels should be equipped with Emergency Fire Protection and Life-saving Appliances.

12.The small-training and small-sized ship Master is forbidden:

a) to transfer the ship to the pier or at the vessel on roadstead, as well as at the boards of moving small-tonnage or large-tonnage ship without the consent of the Port Administration.

b) to receive cargo, luggage and passengers on the board or transfer of cargo or luggage from the board, as well as take passengers without the consent of the Revenue Service.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 45. The Laid up Vessel's Standing in the Port.

1.The ship's lay up procedures and parking in the harbour is performed:

- a) Due to the limited navigation in autumn – winter (November – April) periods;
- b) Due to the performance of lay up;
- c) Due to the temporarily parking in accordance with the shipowner's decision;
- d) For the purpose of break up.

2.The Port makes a decision of the laid up vessel's parking in the harbour based on the

Shipowner's or the Master's application, which shall include:

- a) The vessel type, name, registration number, length, width and draft;
- b) The home Port;
- c) A desired place of disposal in the Port;
- d) The name and contact details of the ship Master and/or other responsible person;
- e) The list of the crew members who will stay on board during the vessel's disposal and the schedule of their Watchman Service;
- f) The address and contact information of the Shipowner.

3.The application should have appendix of the Fire Protection Service Report about fire protection measures taken on board.

4.If the Ship Master or the person with his granted authority leaves the Port area, he is obliged to notify the Port State Supervision and Control Service about the Person who will carry out his rights and responsibilities during his absence. The notification should be signed by the Captain/the Person entitled with his authority and the Person who will take responsibilities, as well as it should consist the latter's address and contact details.

Article 46. Arrangement of the Laid up Vessel's Disposal.

1.The Person responsible for disposal of the laid up vessel and the ship's crew are obliged to follow the instructions of the Port State Supervision and Control Service and the Port Administration concerning the safety of the vessel's disposal.

2.The Port State Supervision and Control Service has the right to claim the Shipowner, as well as the ship's and caravan's Masters a declination from the responsibilities of the person whose action endangers the safety of the vessel disposed.

3.The vessel inappropriate for the further use may be left at the pier/dock only with the Port agreement and appointed term.

Article 47. Preparation of the Vessel for Conservation.

1.Before the vessel lay up the Ship Master has to make up a plan of measures to ensure its viability during disposal period, to agree with the Port State Supervision and Control Service, the Port and to assert it with the Shipowner.

2.The laid up vessel should have a well operating water stream, fire protective and towed vehicles.

3.Before lay up the vessel shall be unloaded, cleaned with liquid fuel waste, fuel materials, excess inventory, performed degassing and taken corresponding measures for maintenance of Kingston hermetic condition.

4.Keeping of liquid fuel on the long term disposed vessel is allowed only with the agreement of the Port State Supervision and Control Service.

5.A protocol of cleaning the vessel tanks, bunkers and pumping units and keeping the fuel storage on board, which should not interfere with the production of open fire repair works is drawn up with participation of Fire Protection Service members and the ship Master.

6.The ship's all service and accommodation units (holds, the engine unite, cabins, containers, etc.) where there is no repair work carried out and do not live the crew members must be locked and sealed, and the electricity disconnected.

7.The Shipowner is responsible for the preparation of the vessel's lay up.

8.The following measures should be carried out to the laid up vessel, being left without the crew:

a) All the ship's containers must be locked;

b) All the outboard and waterproof openings (illuminations, doors, hatchways, throats, roofs and etc.) must be tightly enclosed;

c) The pipes, within the main waterproof parts, should be divided in autonomous sections, by blocking the valves and installing the stoppers;

d) A fire explosive cargo, ship supplies and materials should be removed from the ship;

e) The ship should be equipped with an emergency and fire-protective appliances well-arranged technically and required for the vessel's navigation capacity, which should be installed on their regular place.

Article 48. Disposition of the Laid up Vessel in the Port.

- 1.The disposal of the laid up vessel in the port should be defined considering that the other ships movement and/or performance of cargo operations would not be hindered.
- 2.The layout plan of the laid up vessel's disposal in the port and means of the vessel attachment must be agreed with the Port State Supervision and Control Service, the Port Administration, the Port Fire Protection Service and be asserted by the Shipowner.
- 3.The laid up vessels should be attached securely, maintaining an appropriate interval between, in accordance with the specific plan defined by paragraph 2 of this Article. In addition the Ships Captain should provide arrangement of mutual handles ladder (trap) and its systematic cleaning.
- 4.In case of necessity displacement of the laid up vessel shall be carried out by the Ship Master or his authorized entity as the Port claims. In conditions of non-compliance of this claim the ship's displacement should be produced by the Port forces and technical equipment on the Shipowner's expense.

Article 49. The Crew Living on the Laid up Vessel.

- 1.The living of crew members on the laid up vessel is allowed only in case if there is a possibility to ensure a normal living conditions on the board. It is prohibited living of foreigners, including the crew family members on the board of such vessels.
- 2.The temporary access of the persons not included in the crew members' list on the laid up vessel is performed on the basis of the Port permit system.
- 3.The use of electric heating appliances provided in the staff list on the laid up vessel is permitted only with the consent of the Port Fire Protection Service. Usage of electric heating unapproved in this list is prohibited.

Article 50. Watch Organization and Protection of the Vessel.

- 1.The crew is responsible for protection of the laid up vessel disposed in the Port.
- 2.The protection of small-training and small- sized caravans is laid on the watchmen appointed by the Master.
- 3.On each standing board to board vessels' group should be a twenty-four hour watch.
- 4.One watchman has the right to monitor no more than 5(five) small and small-sized ships.
- 5.The Shipowner and Master of the laid up vessel provide the ship's property protection, readiness of fire protection and emergency life-saving appliances for usage.
- 6.While the ships lying alarm schedule should be made for each ship or the ships' group.

7. Maritime training for maintenance of the ship's navigation capacity should be carried out before the ship's parking, then at least once a month.

8. If the crew is on the board of the stopped vessel in accordance with the Port Administration directions it will be essential to install corresponding lighted signs on the ship.

9. In the small and small-sized ships' group, if they are disposed board to board, it could be lighted only the ships lying aside towards the sea. In case of lack of electricity it is allowed to install the oil lantern of approved standard.

10. The Ship Master, Shipowner or his authorized Person is obliged immediately notify the Port State Supervision and Control Service and the Port Administration about each case of damage of the ship.

Chapter VIII

Cargo Operations in the Port

Article 51. General Provisions

1. The Harbour, considering the existed equipment, divides the wharves into cargo districts and terminals (by the processing goods' categories), notifies it to the Port State Supervision and Control Service and makes this information public.

2. It is prohibited processing of dangerous, inflammable and explosive cargo at the non-specialized wharf. According to the cargo specific, with the agreement of the Agency it is possible processing of dangerous, inflammable and explosive cargo (excluding oil and chemical liquid cargoes) on the non-specialized wharf.

3. It is prohibited processing of hazardous, dusty, chemical and having a strong smell cargoes on the piers and terminals intended for products of animal origin and food.

4. The harbour, the Ship's Administration, transport companies and the terminal operator, during transaction of cargo operations, must be guided by the IMO – IMDG CODE about “Packing of Cargo Transport Units”, Guidelines of IMO, the International Labor Organization and UN, as well as, IMO Recommendations on “ Safe Transportation of Hazardous Cargoes and Port District Related Activities”.

5. A Cargo Operations should be conducted according the technological schemes of loading – unloading operations of the individual cargo and corresponding the technical conditions, with defense of safe operational, environmental and fire protective norms.

6. The responsibilities in connection with human accidents or cargo damage during the cargo operations are imposed on:

a) The Shipowner – if the accident or cargo damage is caused by the failure of the ship's tackle, the ship's cargo and other equipment;

b) The Port/Terminal Operator – if the cargo operations were carried out using the Port/Terminal personnel and equipment.

7. Loading and unloading of food products, cattle, poultry, raw materials of animal origin and vegetable cargo are carried out in accordance with Georgian Law.

8. During the cargo fumigation the foreigners would not be allowed on the ship. In this case responsible for the ship's protection is the crew.

9. The Ship Master and the stevedore immediately notify the Port and the Port State Supervision and Control Service about all the cases of falling cargo into the water beyond the shipboard or at the pier.

10. It is prohibited stacking the cargo on the carriageway, exits, as well as near the railway tracks on 2(two) meters, and the edge of wharf on 3(three) meters, and blocking of oil wood wharf and fire access too.

11. If the cargo operations are stopped in connection with expected unfavorable weather, then it will be necessary to close the roof of the vessel hold hatch. In the given case to leave unattached the removable tie-beams and mechanical sections is prohibited.

12. It is prohibited washing and degassing of the vessel standing at the oil terminal in the harbour, except following the rule in force and washing the access tank, with further pumping on the cleaning constructions.

13. The cargo operations should be stopped and the vessels transferred on roadstead in case of oil spill or its discovery in the Port waters. The decision in this regard takes the Port State Supervision and Control Service in agreement with the Revenue Service.

14. Any legal person carrying out cargo operations, which operates in the Port areas, should have a technological scheme of producing cargo operations agreed with the Port.

15. All cargo operations in the harbour as a rule are carried out by the Port/Terminal strengths and technical means. In the case if a cargo operation is carried out by the strengths and technical means of the consignor/consignee with the Port consent, the responsibilities for functioning of these technical means hold on the consignor/consignee.

16. To perform the loading–unloading works and service of cargo transport vehicles is entitled 18(eighteen) years old person, who is considered as suitable for producing these works by the medical commission. The employer is required to give instructions in safety issues of working process before giving permits to conduct the loading–unloading work.

17. The existed equipment on the ship intended for conducting loading–unloading works should be held in well-operating technical conditions, which is provided by the Ship Master. In other cases, the owner ensures technical functionality of these equipment.

18. Producing the cargo operations with technical means defined by the 15th and 17th paragraphs of this Article is allowed after presenting a document confirming the vehicle technical functionality by the consignor/consignee or the Master.

19. The person carrying out the processing of the ship on roadstead is obliged to allocate a floating object or tugboat near the board of the processing vessel or on the back-stay on permanent duty for the purpose of ensuring the safety of operation.

20. Transportation of necessary supporting materials, means and pins (separation, mats installed of wood, fixing materials, tarpaulins, temporary equipment for special cargo, cattle, poultry etc.) for the cargo loading–unloading and transportation operations should provide the consignor/consignee at his own expense.

21. The consignor/consignee gives the Port specialized equipment at his own expense, if it is necessary for a specific or heavy cargo, which is episodic trait of the Port unloading operations.

22. Table – ramps and platforms installed for the purpose of unloading the ship should be firm and the size should ensure a safe distance between the workers and rising cargo (landing).

23. It is prohibited production of cargo operations if the cargo weight exceeds the cargo carrying capacity limit set by the device.

24. The Port crane and the truck axle should be equipped with anemometer, which will switch on the auto –siren, if the wind speed reaches the exclusion limit for the safe operation of the crane. In the wind conditions stronger than 6(six) points the operation of tower crane should be stopped, and in case of the wind stronger than 7(seven) points - all other types of cranes' work. Under these conditions the shore cranes must be installed on the grips and the floating cranes must be fixed with additional hooks at the quay or displaced to a safe place. Considering the local conditions and the cranes' construction, the Port is authorized to establish smaller settings of prohibitive wind power for safe operations of the cranes within its territory, than it is provided by this paragraph.

25. The Port Administration oversees the timely termination of the crane operations.

26. The decision of ceasing the loading/unloading operations performed by the vessel winches makes the authorized person of the cargo terminal in agreement with the Port Administration.

27. If the loading/unloading operation is produced by the crane, its operation, except the conditions defined in paragraph 24 of this Article, should be ceased, if:

a) The ship being processed by the crane is maneuvering (move to other pier, relocation, attachment, parking);

b) During the train maneuvering the crane arrow moves on the top of the train.

28.The ship's loading is carried out according the plan approved by the Ship Master in agreement with the Port, and in case of dangerous goods in addition with the Port Fire Protection and the Port State Supervision and Control Services.

29.The duration of the required time for the ship loading–unloading in the Port is determined by the Port Administration.

30.If the Port workers are involved in the process of opening–closing of cargo hatches, then the Ship's Administration shall be responsible for obeying the safety rules.

31.Opening–closing of hatches with mechanized (automated) equipments are carried out by the ship's crew.

32.If the Ship Master and the Shipowner have granted authority to perform the cargo operations by own strengths and technical means on the quay, then these individuals are required to complete the operations within the period specified by the Port. The cargo should be transferred in the terms established by the Port.

33.Before starting a cargo operations the stevedore is obliged to examine the devices (bridges, ladders, hanging nets, etc.) and ensure their suitability for usage.

34.It is prohibited usage of loading–unloading devices, if:

a) There is no stencil of test date, validity period, as well as allowable load capacity stuck on it;

b) The device has a substantial damage.

35.If a performance of cargo operations is defined by the Port crane, then before starting these works the Ship Master should avoid the ship equipment placed in the working space of the crane and being obstacles to the free movement of the crane. In addition, the ship's cargo arrows should not exceed the shipboard.

36.All rising goods should be fixed in a way as to avoid throwing or/and falling of cargo.

37.The vessel should be loaded in a way that the cargo mark of the ship established for this season of the year and navigation areas does not appear underwater.

38.It is prohibited to depart from the port by the overloaded or improperly loaded vessel.

39.The ship is considered as overloaded or improperly loaded, if:

a) The cargo line of the ship, which in the terms of lacking the ship's tilt corresponds to the largest loading, is covered with water;

b) The cargo is not fixed or is fastened improperly on the ship;

c) The ship under the loading has taken more than permissible tilt or its stability does not come in compliance with the ship's documents;

d) The ship loaded with loose or liquid cargo is not equipped with anti displacement or anti spilling means of the cargo during swinging;

e) The cargo is placed improperly, which endangers the ship and people on the board;

f) The rules of loading and shipping of goods/hazardous cargo are disobeyed.

40. Fulfillment of the Ship Administration's directives concerning with loading/disposal/attachment/separation and unloading of the vessel shall be binding upon the legal and/or physical persons, who are engaged in cargo operations.

41. In case of violation of the ship's cargo operations rules the ship's Administration is entitled to suspend the operations before eliminating the violation.

42. After finishing the cargo operations the arrows of the shore crane should turn back on the beach side and must not exceed the wharf edge. Elevator pipes should be raised and placed so, as not to prevent the ships parking (anchor) and removal. Takelage and loading facilities should be cleared and placed according the rules defined by the Port/Terminal.

43. The place of performing the cargo operations should be cleaned from the garbage immediately and be put in order, the responsibility lay on the head of the cargo operations. Herewith, it is prohibited to throw the garbage from the wharf into the sea and in the wharf drainage system.

44. It is prohibited to leave kanji(lifeboat), anchors, cables, machine parts and other equipment on the Port territory and wharf.

45. The head of the loading operations should inform the Port State Supervision and Control Service about any cargo drowned in the Port waters, which can delay or endanger the navigation.

46. During performing the cargo operation activities it should be protected the safety of production, fire protection and sanitary standards.

47. The cargo operation safety is provided by:

a) The person, who produces works in the Port areas and units;

b) Stevedore and the Ship Administration – on the board.

48. The place of cargo operation performance on the ship, wharf and storehouse, in the darkness of the day–night period, should be lighted according the applicable regulations. In addition, the lighting should not prevent navigation.

49. The Port provides illumination on the wharf and in terminal, but the ship Administration – on the ship.

50. Embarking and disembarking from the shore is allowed by the trap or the ladder installed with the security requirements.

51.The Ship Administration should be responsible for the technical condition of the ship's accommodation ladder, while the Port – for the port-owned trap and ladder, supplied from the shore to the ship – port.

52.The producer of the cargo operations in accordance with paragraph 51 of the Article should immediately notify the Port or Ship Administration about the displayed failure of trap and ladder during the exploitation process, while the latter is obliged to ensure elimination of the defect(s) of the damaged trap and ladder in time, or if the defect maintenance is impossible to remove them from exploitation.

53.It shall be prohibited at the place of cargo operations performance:

- a) Smoking, except the places allocated specially;
- b) Presence of the persons who have no official connection to the current cargo operation works.

54.The stevedore of the cargo operations, in the case of accident related with human health and life, should with the help of medical aid at the same time immediately notify the Port State Supervision and Control Service, the Port Administration and Terminal.

55.All the cargo operations, as a rule, should be carried out using complex mechanization in the Port. During mechanized loading auxiliary operations and some types of works' manually execution is permitted only in accordance with the safety regulations.

56.The heads of terminals, units, and services in order of security protection should devise instructions considering particular professions. In the case of existence of typical guidelines, they must be used as a basis for devised instructions made by studying the specifics of local Port.

57.Cargo operations which are being held during ship to ship unloading should come in compliance with the Ship to Ship – manual requirements and there should be the Master's permission on each specific case.

(Order №08 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22. 2016. website, 25.07.2016.)

Chapter IX

Vessel Loading, Unloading, Cargo Placement and Storage

Article 52. General Provisions.

1.Heavy weight cargo (more than 10 (ten) tons) and/or timber loading of the ship shall be conducted according the Ship's Loading Manuals.

2.The cargo placed on the deck, as a rule, should not exceed the ship board.

- 3.The loading or unloading of the ship with the heavy cargo should be carried out with the mandatory presence of the stevedore, shift engineer (if the work is performed with cranes) and First Mate.
- 4.Cargo, in compliance with the relevant regulations should be placed in containers, except the cases defined by the Law.
- 5.All holds should be properly prepared and checked by the cargo inspections prior loading.
- 6.The wharf , where the food loading–unloading is performed, should be cleaned.
- 7.The Port State Supervision and Control Service, for the purpose of providing navigation safety, controls the existence of cargo plan on the ship approved by the Master, its correctness and loading compliance with this plan.
- 8.Supervisor of the cargo operations shall arrange protection means (tarpaulins, takelage grid) for avoiding water failure of the loads.
- 9.During loading–unloading of inflammable cargo (cotton, including raw cotton, flax, noils and etc.) usage of metal shovels and grid is prohibited. The hatch batten cleats should be protected by tarpaulins and wooden shields, while metal bodied cargo cables should be bordered with canvas.
- 10.Vegetable and animal origin cargo stacking, storage and disinfection should be carried out in coordination with the relevant government departments.
- 11.The spoiled cargo should be immediately removed from the Port territory by the cargo owner.
- 12.It is allowed to carry black and /or non-ferrous metal scrap in the port if it is prepared for shipping by maritime transport, is neutralized from explosive, flammable, radioactive materials, is cleared from harmful chemical substances and has its confirming document(s) in compliance with the state standards.

Article 53. The Rules of Cargo Placement.

The cargo placement in the Port areas, storage, platforms and oil/gas terminals is prohibited:

- a) In the prohibited zone;
- b) Around the trailer pumps and bridles, lighting poles, geodesic net marks, roof, fire cranes, fire alarm and/or electrical plugs ,as well as drainage system wells (disposal of cargo in a stable manner is allowed at the places, defined by this sub-paragraph, with no less than 2 meters distance);
- c) At least in 4 (four) meters distance from the storage working perimeter and in exits set by standards between the different types of cargo in the warehouses;
- d) On the lines of water supply, transport and electrical power;

- e) In less than 2 meters away from the nearest rail gauge and/or less than near the 3 meters from the wharf shore;
- f) On the roads, pedestrian and transport exits, automatic fire pumps and etc;
- g) Under the electrical and high-voltage power lines and phone lines or telegraph network.

(Order №08 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22. 2016. website, 25.07.2016.)

Article 54. Banned Conditions of Bringing Shipping Cargo in the Port Territory.

It is prohibited in the Port area:

- a) To carry in the cargo placed in damaged and unmarked containers;
- b) Shipping of the cargo without containers, which transfer by the ship is permitted only in package.

Chapter X

Cargo Operations Related with Dangerous Goods

Article 55. General Provisions

- 1.Loading–unloading of dangerous goods is carried out in compliance with the claims of IMO – IMDG CODE and this “Rules”.
- 2.The consignor should submit the carrier an application form completed in a prescribed manner and attached documents of this cargo transportation by sea at least 7(seven) days prior to carrying the dangerous goods in the Port. If the voyage duration is less than 7(seven) days, the freight forwarder or/and carrier shall notify without delay the port administration and Port State Supervision and Control Service about the transportation of hazardous goods.
- 3.The application under paragraph 2 of this Article shall indicate to which class, category and group belong the dangerous goods, its technical name, number of places, gross weight and place of destination. Besides it should be noticed that the consignor is aware of IMO – IMDG CODE, and transporting cargo packaging, labeling (The “Rules” Appendix №4) and stencil of proving risks fully comply with the Rules of transporting dangerous goods.
- 4.The ship carrying a dangerous cargo in the Port, must be anchored before entering the Port, until obtaining the consent of unloading this cargo in the Port.
- 5.The Ship Master is obliged to notify the Port Administration and the Port State Supervision and Control Service of the existence of dangerous goods on board and obtain the Port Administration’s consent of unloading this cargo, with the indicated time and place of unloading.

6.It is prohibited to stop the ship loaded with dangerous goods aside the other vessel or to be at anchor near it.

7.Carrying the dangerous goods in the Port area for the purpose of its loading on the ship is permitted only on the basis of the written consent of the Port Administration.

8.The place of loading–unloading the dangerous cargo is defined by the Port, in agreement with Fire Protection Service, the Port Security Service, the Revenue Service and the Environment Protection Service.

9.Loading–unloading and sorting of dangerous goods are performed with the presence of the Port and/or cargo terminal representative.

10.The Port Administration prior to carrying the cargo in the Port notifies the relevant services: Fire Protection Service, Revenue Service and Environment Protection Service concerning any work expected recycling of dangerous goods.

11.Loading–unloading of dangerous goods should be carried out by secure means and methods of human life and health regarding the people involved in cargo operations. Including mandatory of keeping the ship’s accommodation, office and working spaces clean. While unloading the dangerous bulk goods it should be avoided pollution of working place and current territory.

12.It is prohibited fuel supply of the vessel involved in cargo operations related with the dangerous goods.

13.Cargo operations related with the dangerous goods should be carried out applying the technological map drawn up in regard with the cargo specificity. Technological map shall be agreed with the Agency, Fire Protection Service, Revenue Service, Environment Protection Service, Cargo Operator and be approved by the Port.

14.The dangerous goods, as a rule, should be loaded aboard after the all other cargoes and unloaded in the first place.

15.The Operator and cargo operation manager before starting the cargo operations should have the plan of property disposal, removals of vans, withdrawal of ships and means of transport in case of fire, explosion or other accidents.

16.It should be isolated a building (storage) of fire–resistant materials, with the same kind of floor and cover, separated with refractory walls for the dangerous goods’ placement. It is permitted to store a dangerous goods in the special basements and dugouts considering the cargo dispositions.

17.The place of dangerous goods should be permanently protected, should have a fire alarms and available phone connections with the security staff. The storage building of dangerous goods should have prohibiting and warning signs inside and outside: “Dangerous”, “Smoking is strictly prohibited”, and etc.

18.The store of dangerous goods in the Port warehouses, open platforms and vans should be agreed with the Fire Protection Body, the sanitation–quarantine measures – with the Revenue Service.

19.The forwarder and /or carriers (operator) who perform the dangerous goods’ operations should have the employees with the relevant license in the field of transportation of dangerous cargo.

20.While producing the cargo operations of dangerous goods (loading/unloading, sorting, storage, transportation in the Port and surrounding areas) it should be foreseen the local system of notification of the individuals living and personnel working in the possible damaged area.

(Order №08 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22. 2016. website, 25.07.2016.)

Article 56. Cargo Operations

1.Loading/unloading of inflammable liquids in tankers is performed at the specialized docks, at the pouring place or from the board – on roadstead, complying with ISGOTT ‘s requirements.

2.During producing of cargo operations measures should be taken for providing the tanker’s electrical grounding. Ground connection is provided by the operator of oil/gas terminal in accordance with the fire safety rules.

3.The cargo operations related with oil and easily inflammable liquid in the oil/gas terminals should be carried out within closed method complying with security requirements (the tube-line of coastal cargo hose should be connected to the tanker receiver cargo line tightly, in order to avoid leakage of easily inflammable liquids from the hose; All the deck openings of the tanker should be closed, except the tanker ventilation system).

4.The tankers’, having displacement of 20 000tons and more, cargo operations should be carried out in the conditions of inert tanks, the content of oxygen “O₂”in the tanks should not exceed 8%. Before loading the tanker the content of hydrogen sulfide “H₂S” should not exceed 5(five)ppm in order to avoid the environment pollution with these harmful substances during the loading process.

5.In order to avoid easily inflammable liquid and oil spills on the deck or in the sea, the tanker and fuel-carrying ship’s watchmen service should constantly supervise the closing valves and cargo hoses’ conditions and keep closed all openings of the vessel, as in the case of emergency spill of inflammable liquid to be avoided spilling of inflammable liquid and oil in the Port waters.

6.In case of inflammable liquid spill from the poured pipelines (sleeves, hoses, etc.) supports and lots should be placed at their joint location in order to fill inflammable liquids.

7. During the oil spill in the process of cargo or bunker operations, the ship's processing should be ceased, it should be announced alarm on the board and the on duty service of the Port oil station should take effective measures in order to clean the dirty areas in the Port waters and territory, as well as to call for Fire Protection Service and the Port State Supervision and Control Service to execute relevant documents.

8. If the shore and vessel pipeline connecting devices are not equipped with the special irreversible valves or other devices which eliminate the spill of inflammable liquids, then they should be emptied before their separation after the cargo operations. Existing hoses will need to be raised by cargo mounts, brackets and other means.

9. During the cargo operations the tankers are prohibited:

- a) Possession of explosive materials on board;
- b) Existence of other outdoor lights, except allowed for placement;
- c) Washing of the vessel tanks and production of degassing.

10. In addition to the requirements set forth in this Article, while unloading inflammable liquids on roadstead filling tow barge/lighter should comply with the following conditions:

- a) While the vessel anchored it should be submitted the instructions of parking place indicated by the Port State Supervision and Control Service.
- b) Parking of the barge/lighter on the tanker's board should be implemented with extreme caution, in order to avoid collision, friction or pressure;
- c) The boards of the tanker, barge/lighter should be provided with a soft hanging storage cushion;
- d) Easy inflammable liquids' loading/unloading on/from the barge/lighter should be produced only in a closed manner, through the relevant pipeline;
- e) In storm conditions the loading/unloading may be determined by the discretion of the tanker's Master. In this case the barge/lighter should be withdrawn from the tanker's board and stand at anchor;
- f) During performance of cargo operations on roadstead a towing boat equipped with fire protective means should stand on duty, due to fire to provide immediate assistance to the tanker;
- g) The barge should have electric light, that complies with the standards of Classification Societies established for this type of vessel.
- h) Performance of cargo operations during the vessel movement is prohibited, except the special case which should be agreed with the Port State Supervision and Control Service;

i) It is prohibited filling of two barges simultaneously with inflammable liquids of +230C less explosive temperature.

11. During cargo operations of easy inflammable liquids in the Port or on roadstead a red flag “B” (BRAVO) should be hoisted on the board at daytime, and a red circular light – at night.

Article 57. Processing of Easy-inflammable Liquids Placed in Containers.

1. For the purpose of receiving, loading and unloading of inflammable liquid placed in containers in the Port, it should be specially allocated/enclosed and equipped squares/piers with fire protection devices, which should be disposed in not less than 200 meters away from the processing places.

2. The owner supplies the Port for loading inflammable liquids of explosive temperature less than +600C just on the board of the vessel, and withdrawal of inflammable liquid from the Port is performed just then it is unloaded from the ship. Unloading of inflammable liquid from +230C to +610C explosive temperature (subclass 3.3.) is possible on the wharf in the exceptional cases, if there is a special defined place for it, in terms that the owner will remove the cargo from the Port not later than 24 (twenty-four) hours from its unloading.

3. It is prohibited spill of inflammable liquid in the Port areas.

4. Loading/unloading of inflammable liquids placed in containers should be carried out in accordance with this “Rules” and requirements set by Georgian law.

5. Transportation of inflammable liquids (as a shipment) are prohibited:

a) On the passenger ship;

b) On the cargo – passenger ship;

c) On the cargo ship if it takes passengers on board;

d) On the rail/passenger and automobile/passenger ferry-boats.

6. The vessel carrying 3.1 or/and 3.2 subclass inflammable liquids, is prohibited to perform any kinds of towing activities.

7. Performance of loading /unloading activities related to inflammable liquid or its container on the board and shore at night, as an exception, is allowed after informing the Port and the Port State Supervision and Control Service, on the following conditions:

a) Lighting of working places must be no less than 45 (forty five) lux;

b) The lighting level is provided by flood-lights, which are at a distance no less than 50 (fifty) meters from the workplace perimeter, as well as by portable lighting through the use of explosive safety lanterns.

8.Lift and drag of cargo containers during the cargo operations should be produced slowly, without pushing and hitting each other or the board by the cargo. It is necessary placement of fences and mats in the places where hitting are anticipated.

9.During 3.1. or 3.2. subclass - inflammable liquid filled barrels' cargo operations use of pair hooks is prohibited. For loading/unloading it is used a net made by hemp ropes or other materials .

10.Entrance in the holds of the vessel loaded with containers of inflammable liquid is allowed only after their ventilation, with the non-explosive handheld battery lantern and rubber shoes.

11.The consignor should clean empty container from the inflammable liquid before the shipping starts and should confirm this by signature on the cargo order (order of loading document) and maritime invoice. In such cases shipping of inflammable liquid containers is carried out in the same way as commonplace cargo.

12.In case if the container is not cleaned, the shipping should be carried out as of dangerous cargo.

13.In the cargo order and maritimeinvoice which are attached to the container in the column - "cargo name" in red is marked the name of cargo, which had been transported last by this container.

14.The responsibilities, to fulfill requirements set in 11, 12, 13 paragraphs of this Article, are held on the consignor.

Chapter XI

Passenger Transportation Operations

Article 58. General Provisions

1. Processing of passenger ships occurs only on the passenger wharves.

2.Passenger transfer in the waters and on roadstead is carried out by the Port floating objects intended for people transporting services.

3.It is forbidden to carry more amount of passengers on the board than it is allowable in the certificate issued by the Classification Society.

4.While parking the passenger vessel in the maritime passenger terminal, the terminal should release the area of trailer cables from the foreigners. Those meeting or seeing off the passenger ship should stay beyond the marked dividing line on the pier.

5.At the places of passengers' embarkation and disembarkation should be installed properly equipped checkpoints for assistance of those fallen into the water.

6. On the board of the passenger ship in the public area of the maritime passenger terminal should be posted embarking and disembarking rules for the passengers.

7. A watchman service should be arranged at the passengers embarkation /disembarkation places on the pier and at the ship's trap. The emergency devices should be on the alert for rendering assistance.

8. The crew and their family members' disembarkation on the shore from the ship lying on roadstead is performed by the passenger boat defined by the Port.

9. The Head of the maritime Passenger Terminal is responsible for organizing the passengers' embarkation /disembarkation on the shore, and the Ship Master – on the board. The shipowners who are providing carrying passengers, as well as, Coastal Passenger Terminal Holders are obliged to provide a convenient and safe embarkation /disembarkation of the passengers.

10. The maritime– passenger terminal should consist of the public, official, operational, service and household premises. It should provide opportunity for implementation of the border (during international trips), revenue service, as well as sanitary–quarantine, veterinary and phytosanitary border – quarantine control and supervision.

11. The passenger traffic schedule, as well as, information of operating hours of the box offices and the rules on purchasing tickets should be placed at the box-offices.

12. A special pointing inscriptions and signs should be placed in the maritime-passenger terminal's premises, on the roadsteads and wharves. The inquiry office should operate in the maritime-passenger terminal.

13. It should be enough light in the areas of passenger terminal during a day and night dark period. In addition the illumination shall not prevent the navigators in the vessel mooring operations.

14. The Passenger – Ship Master is obliged:

a) To ensure preparation of the ship timely for passengers' embarkation;

b) To prepare the passengers' receiving and servicing offices before starting the embarkation.

15. The maritime-passenger terminal/company, which performs sailing tickets, is obliged before boarding pass the document of sold tickets with indicating Ports of reference to the Ship Master. The copy of this document is also given to the Port State Supervision and Control Service.

16. Only people with tickets will be allowed on the board of the ship.

17. Embarkation/disembarkation of the passengers should be attended by the representatives of the passenger terminal.

18. Supervision and security control of the passengers' embarkation/disembarkation is provided by the terminal representative, who is entitled to give instructions to the person responsible for the passengers' embarkation/disembarkation in the port, as well as to the Master concerning the security of passengers' embarking/disembarking operations, in the case of necessity he could even stop it.

19. Passengers embarkation/disembarkation should be performed by a safe trap, the motion rules on the trap is regulated by the Assistant Captain.

Chapter XII

The Rules on Construction and Operation of Buildings, Port Facilities and Equipments, Hydro-technical Structures and Navigation Devices

Article 59. General Provisions

1. Constructing of buildings, Port facilities and equipment of hydro-technical structures and navigation devices (for the purpose of this Chapter (hereinafter –facilities) in the Port territory should be carried out in accordance with the Georgian law.

2. Legal or physical person (for the purpose of this Chapter, hereinafter – person), who leads facility on the Port territory, is prohibited:

a) To block the wharves, roadsteads, cargo platforms, fire access and checkpoints, coastal line and trailer equipment with the building materials, details, shapes, blocks and/or garbage;

b) Littering and soiling the Port waters.

3. The person who produces building of those facilities in the Port and other works, which data should be entered in the navigation manuals and noted on the maps, is obliged to hand over the Port State Supervision and Control Service the materials related to the implementation of construction and other activities defined by this paragraph, for further adjustment of navigation manuals.

4. The operation of facilities existed in the Port should be produced in compliance with their operational technical rules, which have been developed for particular types of buildings, structures, equipment or other objects.

Article 60. Measures to Prevent Damage of Hydro-technical, Wharves and other facilities.

1. The facilities should be in well arranged conditions and used in accordance with their technical operational rules.

2. Before the ship will approach the pier the protrudes should be taken away from the shipboards and fastened that way as to prevent injury of the wharf and its installed devices.

3. While mooring the ship to the pier the ship speed should not exceed 0,3m/sec and the approach angle to the pier should be at most close to zero.

4. In case, when it is impossible to fulfill the conditions set in paragraph 3 of this Article, the Ship Master will take all efforts to prevent the wharf damage and bottom-washing.

5. During producing the ship's mooring operation, measures shall be taken to avoid the ship's hull contact with the wharf structure, if the latter is not protected with preventing equipment and protective pads are not used properly.

6. The vessel with more than 5000 tons displacement is prohibited from attaching of more than two trailer cables on one pier foot.

7. During the vessel attaching on the piled pier it is prohibited the ship's slope on the outer side for the threat of piles' damage.

8. It is prohibited to produce the ship's trailer test with launched screws near hydraulic structures, if these facilities are not used for the purpose of performing the ship's trailer test.

9. In the case if the ship is leaving the pier without tug, the engines must work most slowly, until the ship's board will not remove at least 10 meters away from the pier.

10. If the vessel is unable to conduct maneuvering independently, then it should be definitely invited a tugboat.

11. The ship Master who had damaged the hydro-technical, pier parking and other facility is obliged immediately notify the Port State Supervision and Control Service about it.

12. In case of the wharf or other hydro-technical structure damages by the ship, the act should be drawn up in participation of the inspector appointed by the Port, the Port State Supervision and Control Service and the Shipowner.

13. The Ship Master is obliged to comply with the established requirements of protecting the facilities during navigating in the Port areas and on roadstead and the ship's parking.

Article 61. Navigation Facilities

1. Navigational facilities in appearance, color, light characteristics and sites should correspond with the requirements adopted by the Conference of International Association of Light Service in 1980 "United System of Enclosing the Navigational Danger with Floating Warning Signs" (left red "A").

2. Without agreement with the LEPL the State Hydrographic Service of Georgia and the Agency it is forbidden in the Port areas:

a) Installation, removal or relocation of navigational facilities;

b) Installation of lights in the action zone of illuminating coastal and floating navigational facilities;

c) Placement of cargo in the action zone of recognizable, harbour – navigational station signs.

3.Changing of navigational facilities or their technical characteristics should be immediately published in the mariners' notice.

4.The areas of taking out the obstacles to navigation, property drowned in the Port waters (vessels, floating objects and etc.) should be noted by navigational enclosures.

5.It is forbidden, without agreement of established rule with the Port and those organizations which produce dredging operations and installation of navigational facilities, building of bridges, air-cables, junctions, electrical and communication lines, pipelines in the Port access (channels) and the Port territory, as well as, building of radio-systems in the action zone of the coastal radio-navigational objects.

6.Any action delaying the navigational facilities is prohibited.

7.The ship is forbidden from staying at floating lighthouse, buoys and navigational facilities.

8.The person in case of finding out failure or dislocation of navigational facilities is obliged to notify immediately the Port State Supervision and Control Service about this.

9.In case of the damage of navigational facilities by the ship or person, the Ship Master, the organization responsible for navigation facilities and the Port State Supervision and Control Service will draw up a joint act on the damage.

Article 62. Cable and Pipeline Damage Prevention.

1.Conducting the operations concerning with building and removing of submarine and underground cables and pipelines should be agreed with the Port State Supervision and Control Service.

2.The submarine cables and pipelines, which planting depths cannot ensure their safety during anchor discharging, should be surrounded by well-visible warning signs at daytime, and in the darkness of day and night period – with illuminated signs by the owners.

3.The coast and water space line, where the pipelines and cables are laid and surrounded by warning signs, is the prohibited area.

4.It is forbidden on the prohibited areas:

a) An anchor discharge, fishing, coast approach, raft parking, timber slip and etc;

b) During a forced discharge of the anchor, its removal by means of the ship.

5.It is obligatory to notify immediately the Port State Supervision and Control Service about a forced discharge of the anchor, and the following actions should be carried out in compliance with the instructions of this Service.

6.The process of anchor removal should be attended by the representatives of the Port State Supervision and Control Service and the cable (pipeline) owner.

7.The divers' working activity in the Port waters is carried out only in agreement with the Port State Supervision and Control Service.

8.During the diving activities in the daytime period in accordance with ISC requirements the flag "A" (ALFA) ("I have a diver down, keep well clear at slow speed") should be hoisted on the board of the divers' vessel, in the visible place, And at night two visible green lights - all around across the horizon set in vertical position towards each. The same signals should be hoisted on the vessel, at which board diving activities take place.

9. The vessel, while passing through the place of diving activities, is bound to slow down the speed up to permissible limits in advance and use caution.

10. The anchorage is permitted at least less than 200meters from the place of performing diving activities.

11. The vessel's approach to the place of diving activities, its attachment to the divers' ship or aboard the ship where diving activities take place are prohibited.

12. The operation of oar screw on the ship, at which board diving activities take place is prohibited.

13.During the ship's displacement in the Port area where diving activities take place the Port is obliged to warn about it the diver ship in advance no later than 1(one) hour before.

14. By the claim of the Port Supervision and Control Service the diving activity should be ceased.

Article 63. The Rule on Usage of Radio-Connection Means in the Port Waters

1.The vessel is forbidden from using the medium and short wave radio equipments, except the ultra-short-wave radio station while entering the Port, navigating in the Port waters, parking or departing the Port. Prohibition defined by this paragraph do not apply to the following cases:

- a) When the ship is in danger or broadcasts the notification for the purpose of avoiding the disaster;
- b) If the vessel provides assistance to the other vessel in danger;
- c) In case of agreement with the Port State Supervision and Control Service.

2.The vessel equipped with the ultra-short-wave radio station, while navigating in the Port waters, is obliged to have it switched on in the receiving mode during 24(twenty four) hours and to have communication with the shore in the corresponding frequencies.

3. Ultra-short-wave radio stations should transmit in compliance with the radio communication Rules while navigating in the Port waters.

4. The coastal radio stations are obliged to control operations of the ships' radio stations in the Port waters.
5. The radio connection channels in the Port are defined by the "Rules" Appendix №5.

Chapter XIII

To Set up Order, Protection and Traffic in the Port Areas

Article 64. Permit System and the Port Protection.

1. The Port permit system and protection should comply with ISGOTT requirements.
2. The Port/terminal should have a protection plan developed in accordance with SOLAS 74, requirements of ISPS CODE part A and recommendations of ISPS CODE part B. The Port/terminal plan is approved by the Director of the Agency. The Agency shall issue corresponding certificate.

Article 65. Cargo Security

1. Leaving of cargo or any material values in the pier or Port area is allowed only in case if the referred cargo will be deposited in the Port in accordance with the established rules. Otherwise, the Port will not take responsibility for its protection.
2. The deposited cargo must be placed in the suitable containers, set in piles, in a way, it is possible to count the number of seats.
3. During processing of dangerous goods in the Port its protection should be organized specially by the Port Security Service.
4. The individual, who is willing to arrange the checkpoint for the purpose of defending his cargo, should obtain the Port written consent about it and to agree this, the checkpoint staff's instructions and the rules of permit implementation with the Port Security Service.

Article 66. The Vehicle Traffic and Pedestrians' Movement and Location in the Port

1. Movement and location of the vehicle traffic and pedestrians in the Port areas are carried out according the traffic rules.
2. The vehicle drivers should move only on the specially separated roadsteads. The Port area should be equipped with the appropriate traffic signs for ensuring the safe movement of pedestrians.
3. As a rule two-way movement should be arranged in the Port area.
4. The vehicle and pedestrians are allowed to cross the railways and crane tracks only on the special crossings. To block up the passages tightly with the wagons is prohibited. It is forbidden to arrange passages near the railway and roadstead crossing area.

5. The vehicle movement is permitted in the Port area at night only in case of proper lighting of the carriage-way.

6. There is following speed limit established for the vehicle movement in the Port area:

- a) For automobiles – 30km/h;
- b) For trucks – 20km/h;
- c) For trucking and other special types of vehicles during cargo operations – 6km/h;
- d) Rail transport – 5km/h.

6¹. There is following speed limit established for the vehicle movement in the Batumi Port area:

- a) For automobiles – 10km/h;
- b) For trucks – 10km/h;

6². There is following speed limit established for the vehicle movement in the Poti Port area:

- a) For automobiles – 30km/h;
- b) For trucks – 30km/h;
- c) For trucking and other special types of vehicles during cargo operations – 10km/h;
- d) Rail transport – 3km/h.

7. The speed limit defined in paragraph 6 of this Article should be reduced up to safe limits:

- a) On the pedestrians' crossings and the places of vehicles grouping;
- b) In the areas where there is a sign "slow-moving";
- c) At the place of performing roads maintenance;
- d) On the cross-roads;
- e) In poorly lit areas;
- f) In the conditions of bad weather (freeze, rain, fog, storm, etc.).

8. During transportation of loose, dusty cargo (thin coal, sand, cement, construction debris, flour, limestone, etc.) It must be stretched in the body, semitrailers and trailers and the cargo should be covered securely with the tarpaulins.

9. The parking of vehicle in the Port is permitted only in the specially designated places. Parking on the roads, crossings, fire access and in specially marked other sections of the road is prohibited.

10. In the area of Poti port, the movement of loaded or unloaded vehicles which overall height exceeds 5.15 meters is permissible only with the permission of the port administration.

(Order №08 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22. 2016. website, 25.07.2016.)

(Order №10 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia October 13. 2016. website, 27.10.2016.)

Article 67. General Requirements to Follow the Order in the Port Areas

1.It is forbidden in the Port area:

- a) Violation of public order in the Port area and service buildings;
- b) Smoking except for the designated areas;
- c) Use of open fire and performing welding works without the permission of the fire protection service.

2.To be integrated in the Port electricity, as well as water supply and heating system is permitted only with the Port consent.

3.Lifting and/or disposal of the vessel on the wharf or shore for maintenance or other purposes is permitted with the Port agreement.

4.Rescue rings and/or balls which rescue ropes' length should be at least 27, 5meters should be placed at the visible places of the wharf.

5.Swimming in the sea from the wharf, sward, walls of the Port is prohibited.

6.It is permitted staining of the ship disposed in the Port only after taking measures to avoid the wharf soiling.

7.Trade is allowed only in the merchants units of the Port area.

8.Excursion is permitted in the Port only with the consent of the Port.

9.Any person while being in the Port area is obliged to provide the documents that prove both his identity and his eligibility of being in the Port according the demand of the individual entitled by the Port.

Chapter XIV

Fire Protection Regime of the Port Oil/Gas Terminals

Article 68. The Organizational–Technical Basics of the Port Fire–Protection Regime.

- 1.The person in the Port areas and waters, for the purpose of providing the Port fire protection, is obliged to follow the fire protection rules defined by this “Rules” and Georgian Law.
- 2.The supervision over implementation of the fire protection rules by the crew is performed by the Port State Supervision and Control Service.
- 3.The head of the Port undertakes responsibility for the fire protection in the Port territory.
- 4.The Harbour is required to have a fire tugs or the tugboat which is installed with special high pressure fire extinguisher facilities.
- 5.The responsibilities of carry out the fire protection rules, within their competence, are imposed on the Ship Master , as well as, the heads of terminals, wharves, warehouses, units and premises disposed in the Port areas.

Article 69. Fire Safety Measures on the Coastal Facilities and the Vessels Disposed in the Port.

- 1.The person on the shipboard or in the Port area in case of fire should immediately notify the Fire Protection Service by any means of communication, indicate the fire place precisely and take every possible effort to extinguish the fire.
- 2.The vessel which catches fire in the Port area or on another ship is obliged to give alarm signal – frequent shots on the ship bell or frequent short signal by the ship whistle for a minute.
- 3.During the fire in the Port or on the ship all the ships prepare fire-fighting equipment and other life-saving appliances for immediate use and out to sea, also make ready the engines for the purpose of giving the other vessels’ aid.
- 4.The fire-fighting tug should arrive at the place of destination immediately, without call, and provide implementation of instructions given by the head of fire extinguishing operation.
- 5.It is forbidden parking of non-degassed ship or the ship loaded with oil and chemical products at the dry cargo wharf, also parking of dry cargo ship at the oil wharf.
- 6.Parking of oil vessels at the dry cargo wharf is allowed after perfect degassing of the vessel tanks. The Degassing Act is delivered to the Port State Supervision and Control Service.
- 7.Means of vehicle which performs transportation of inflammable cargo should comply with the established standards and be equipped according the rules defined by the Law. In case of non-compliance with the requirements the vehicle should not be permitted in the Port.
- 8.Usage of missiles and other means of signaling (flares) in the Port areas is prohibited except emergency cases.

9. During the flaming oil spill in the waters the ship, except the ships participating in fire extinguishing operation, departs from the Port to the safe place.

Article 70. Leading the Extinguishing Operations.

1. During set on fire in the Harbour the head of the unit leads extinguishing before the fire brigade's arrival.

2. The chief firefighter while arriving at fire is authorized to conduct extinguishing operation himself. The first instruction given in concern to extinguish is considered as the moment of transferring leadership of the operation.

3. From the set of fire till its final liquidation on the shipboard the leadership of extinguishing operation is carried out by the Master of this emergency ship or his substitute person. This person is obliged to sound a general fire alarm, give a fire alarm signal and to use forces and means aboard, also the forces of nearby disposed vessels and floating objects from the shore, in an organized manner with all strengths put out the fire.

4. The chief rank firefighter come at fire is considered as the consultant of the emergency ship Master (substitute captain) at the same time fulfills his immediate obligations, leads the subordinates' activities and usage of firefighting equipment during extinguishing operation.

5. In exceptional case on the basis of the Shipowner's decision or the emergency ship Master's (substitute person's) request the leadership of fire extinguishing should be imposed on the Chief Firefighter.

6. If the ship without crew is set on fire the leadership of extinguishing operation is performed by the chief firefighter come aboard of the emergency ship.

Article 71. Providing Fire Safety in the Port Area and Its Facilities.

1. To provide the fire prevention in the Harbour is possible in case of full compliance with transportation, placement, storage, processing of cargo set by law and the fire safety requirements in the Port areas and its facilities.

2. The fire safety instruction should be displayed in the visible places of the Port warehouses, service, administrative buildings and other facilities, drawn up in regards to the applicable rules and local specifics, as well as the name of the responsible person for fire prevention, the list of firefighting facilities and the Fire Service's phone number (this should be marked at each phone device in the Port). All operating personal – workers should be acknowledged with the instruction.

3. All the Port facilities referred to in paragraph 2 of this Article, in accordance with the claims of the Law, should be equipped with the firefighting devices – ready to operate and stored at the visible, easy-to-access location.

4. All fire access, exits, paths and cross-ways should be arranged, free of obstructions and snow, illuminated at night.
5. Fire water-line and fire taps, fire sleeves and barrels must be permanently well arranged, fire pool water and barrels should be full of water, and boxes scattered with sand.
6. The wharves should be equipped with arranged transitional connector (“shore”) of international standards at the vessels’ disposal places, which in case of fire provides its connection with the transitional connector (“ship”) of international standards for the purpose of water supply.
7. Production of all welding operations concerning open fire usage in the Port areas and its facilities is permitted only in case of written consent from the Fire Protection Service and in conditions that it should be followed the instructions of this Service and the Head of the given unit in order to ensure the fire safety.
8. The usage of open fire concerning the activities related to cargo attachment and/or the ship maintenance should be performed prior to starting the cargo operations and fuel supply by the ship.
9. The use of electrical devices, gas heater and other heating devices in the Port areas is allowed only with the consent of the Fire Protection Service.
10. The heater maintenance is performed by the person appointed by the Head of the Harbour, who had passed the corresponding training. Heating of the furnace should be ceased no later than 2(two) hours before the end of working hours.
11. The motor-ship fills the fuel with the Fire Protection Service agreement at the place specially designated for it.
12. It is permitted only electric lighting in the industrial, office and warehouse buildings.
13. Electric tool and equipment (external and internal) must meet the electric-technical standards and requirements.
14. The responsible persons, after completion of the work, should check following the fire protection safety conditions in all office and warehouse buildings daily.
15. The electric equipment should be switched off completely, the fire – put out in the furnace and water poured over it in the constructions which are locked and not checked after completing the work.
16. It is prohibited placement of empty tanks and cars destined for transportation of inflammable and liquid fuel, as well as other fire dangerous goods in the Port area without the consent of the Fire Protection Service.
17. It is permitted a welding work production on the board with the consents of the Port State Supervision and Control Service, the Fire Protection Service and under their supervision.

18.It is prohibited oxygen-gas cutting of black and non-ferrous scraps-iron in the Port area, except in specially designated areas , which safety demands rules are agreed by the port administration with the Agency

19.The qualification of the person performing electric and/or gas cutting-welding and metal treatment work with gas flame should comply with the requirements set under Georgian law.

(Order №08 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22. 2016. website, 25.07.2016.)

Article 72. Fire Protection System in Oil / Gas Terminals.

1.The fire protection system in the oil/gas terminal should be provided by following the fire safety requirements as in the terminal area and waters as well as on the vessels within its boundaries.

2.The oil terminal/gas terminal should be equipped with a fixed air mechanical foam extinguisher system.

3.In the oil/gas terminal:

a) There shall be fire watches, equipped and staffed with primary fire-fighting equipment in accordance with the standards set under the Law;

b) It is permitted only central (water) heating system;

c) It shall be applied only electrical lightning;

d) There should be a reliable phone connection and fire alarm. It should be displayed the phone number of the Fire Protection Service at the all telephone devices.

4.All the wharves of the oil/gas terminals should be equipped with not forged metal, wooden or rubber avoiding device.

5.The access line of the wharf should be arranged and should not have a metal protrudes.

6.It is prohibited in the oil/gas terminal:

a) Placement of any containers and equipment;

b) Operation of vehicle and rail transport if they do not have fire extinguishing and sparkle extinguishing equipment of proper construction.

c) Smoking except the places allocated specially;

d) An open-fire related activities in the whole area of the oil/gas terminals, and on the boards of ships at the pier.

e) Heating through the existing furnace;

f) Arrival at the piers of the vessels which do not take part in the oil loading/unloading operations in the oil/gas terminal waters.

g) For the purpose of ensuring the safety of fire, technical and service staffs, the surface of their access and exit evacuation central road and lightning should be technically well-arranged.

7.It should be displayed in a visible places of the oil/gas terminals clearly visible day and night warning inscriptions in Georgian and English languages: “ Do not smoke”, “Danger of fire”, “Do not use open-flames” and etc.

8.In order to start fire and explosive danger related cargo operations, all fire protection facilities (water and foam extinguishers, hoses should be installed aboard and at the wharf areas, it should be applied sparkle extinguisher and etc.) should be arranged in full alert at the piers of oil/gas terminal.

9.Oil / gas terminal area and waters should be cleaned.

10.Oil leak from the pipeline, connection, shields and other is not permitted. The cargo operations should be suspended as soon as leakage is discovered and the damage causing leakage should be immediately eliminated or the fault part will be off.

11.Spilled oil should be immediately cleaned off and sand should be spread over the spilled area.

12.The oil gathering facilities existed at the piers of oil terminal should be systematically cleaned of accumulated oil waste and kept in good conditions.

13.In case of fire in the oil/gas terminal all cargo operations on the vessels disposed in oil/gas terminals or in the Port should be ceased, hoses taken off, and the ship brought in full readiness out to sea.

Article 73. General Rules of Fire Safety on the Vessels Disposed in the Port.

1.Fire protection facilities existed and installed on the vessel entered in the Port should meet the requirements of SOLAS – 74 and the Classification Society.

2.The ship disposed in the Harbour should have fire protection facilities and life-saving appliances in full alert condition.

3.The Ship Master should ensure elimination of instructions of deficiencies identified during the inspection of fire protection condition by the Port State Supervision and Control Service. The ship, which has not performed the fire protection measures according the direction should not be released to sea.

4.The holds and other facilities loaded with inflammable cargo, as well as, empty space after unloading this cargo should be checked by lighting devices of portable safe-explosion construction.

5.Smoking aboard the ship is allowed only in the place designated by the Ship's Administration, where bins of water/sand shall be placed for cigarette butts and matches and posted an inscription "Smoking Place".

6.It is prohibited on the vessel which carries inflammable liquids of 3.1, 3.2 and 3.3 subclasses or on the ship on which deck are placed containers of inflammable liquids, also preparation of cargo tanks for loading (washing, cleaning, removal of cargo debris, degassing) after 3.1 and 3.2 subclasses inflammable liquids had been transported in them. It is allowed to use only the tools that as a result of hitting do not perform sparkles.

7.The pyrotechnic signaling equipment (flares) existed on the vessel should be stored in the special metal safes and hermetic boxes, which have to be installed on the open bridge. During the ship's disposal in the Harbour the closet should be locked. The responsibility for storage of these signaling means is imposed on the Ship Master.

8. Usage of signaling missiles is permitted only for disaster signal.

9.Prior to starting loading the Ship Administration should inspect the electrical lines in holds and make sure it is in order.

10.Oil truck-related operations should be performed with special caution, under the permanent supervision of the Assistant Captain specially appointed for it.

Article 74. Fire Safety for Processing of Oil Vessel (Tanker)

1.Access to the oil tanks, as well as, the ship holds and tanks after the crude oil transportation is allowed only after their pre-washing and degassing. In case of lightning necessity it should be used explosive safe lanterns.

2.The hose for loading inflammable liquids of 3.1 and 3.2 subclass should have:

a) Non-ferrous metal or non-ferrous metal finished edge lip;

b) Copper wire or plate, which edge should be welded to the mouth-lip, for creating a free static electric circuit.

3.The tanker's hull, cargo hoses and shore pipelines should be securely grounded.

4.The fluid, which temperature before filling up the tanker is 5degrees different from its explosive temperature, belongs to the 3.1 and 3.2 subclass inflammable liquid cargo and its loading should be performed in regards of appropriate conditions.

5.During loading/unloading of 3.1 and 3.2 subclasses inflammable liquids in the tanker it is prohibited:

a) Use of open-fire. Herewith it is permitted heating of boilers if they are used in cargo operations;

b) Use of portable electrical heating devices, also portable electric cables of the ship and coastal network.

6. It is prohibited movement of individuals not involved in the cargo operations on the cargo deck during cargo operations on the ship which carries 3.1 and 3.2 subclass inflammable liquids.

7. The movement on the cargo deck should be realized through the crossing bridges, which should be scattered with diaphragms and surrounded by railing. (layers).

8. The person, involved in cargo operations of filling up or pouring out inflammable liquids of 3.1 and 3.2 subclass on the cargo deck, should wear shoes not causing sparking danger and he is not allowed to have matches, lighters, phone, other electrical devices and metal objects fall down of which could make sparkles.

9. Loading/unloading operation performance of 3.1 and 3.2 subclasses inflammable liquids in hard meteorological (thunder-storm) conditions is prohibited. Tankers, holds and pipelines should be closed down at this time.

10. During tug serving the tanker identical firefighting mode should operate on the towed vessels and tugboats.

11. During transferring inflammable liquids from not-self-propelled oil barge to oil/gas terminals or ship, the tugboat should stay alert close to this barge. If necessary it should immediately remove the barge from the oil/gas terminals/ship.

Chapter XV

The Port Water Pollution Prevention

Article 75. Protection of Port Waters from Pollution.

1. The Port waters protection from pollution is regulated by the National Emergency Oil Spill Response Plan, Georgian Law on "Maritime Rescue Service", the Law of Georgia on "Maritime Area" and other legal acts.

2. The Ports and Oil terminals should mandatory have the I and II level oil spill liquidating technical installations, response plans and properly trained oil spill response teams.

3. Drying of holds should be performed in advance, before the ship's sailing to roadstead in the open sea.

4. Discharge of ballast water from the oil tank, oil-contaminated water absorption and cofferdam drying, as well as, the tanks' wash down flow into the sea is prohibited. The waste accumulated on the board should be deposited on the shore according the established rule.

5. Usage of chemical products for liquidation of oil spill, without the consents of the Ministry of Energy and Natural Resources of Georgia and Ministry of Environment Protection of Georgia is prohibited.

6. The vessel disposed on roadstead or at the wharf while noticing oil on the water surface, is obliged to immediately notify the Port State Supervision and Control Service.

7. If oil spill is discovered in the Port waters then the Port State Supervision and Control Service should inform the Coordination Center, Coast Guard Department and the Black Sea Service of LEPL Natural Resources Agency of the Ministry of Energy and Natural Resources of Georgia. But if there is a large amount of oil spill, in addition should be announced a general alert of the ship or alert with regards to pollution, the coordination center performs the coordination through the on site operating coordinator, which is presented by the Harbour Master, in order to prepare foam extinguishing station and firefighting facilities.

8. The Black Sea Service of the LEPL Natural Resources Agency of the Ministry of Energy and Natural Resources of Georgia creates the act of oil spill indicating the estimated amount of oil spilling.

9. The Ship Master provides:

a) Do not admit flow of oil and any oil concentrations, as well as, fecal waters, food waste, chemicals and contaminated water into the sea.

b) Sealing/closure of the valves and devices which can cause the sea pollution prior to entering the Georgian waters.

10. The vessel on roadstead or disposed at the wharf bound to the risk of marine pollution from their ship is obliged to immediately notify the Port State Supervision and Control Service and the Black Sea Service of the LEPL Natural Resources Agency of the Ministry of Energy and Natural Resources of Georgia.

Article 76. Fuel Supply in the Port.

1. The ship's fuel supply is carried out after its proper preparation, as evidenced by the information sent to the Port State Supervision and Control Service by the ship.

2. The ship's filling with fuel is carried out with the agreement of the Port State Supervision and Control Service.

3. The ship should have technological map of receiving (filling) fuel and the document of being ready to receive fuel signed by both parties.

4. It is allowed filling the ship with fuel during cargo operations with the specially equipped specialized bunkers (fuel supplier), if the cargo existed on the board is firesafe in terms of safety. In this case, there should not be an open fire out on the deck of the bunker and as well as, on the supplying (refueling) ship, while the exhaust and chimney tubes should be equipped with technically well-arranged sparkle extinguishers. In addition the bunkering vessel crew shall announce arrival of the bunker to its board via radio transmitter.

5. Filling of liquid fuel in the vessel is prohibited, if:

a) The preparation measures have not been taken by the bunkering and the bunker vessels.

- b) Any of the fire fighting fixed system is out of order;
- c) Welding activities are being produced on the ship.

Article 77. Complex Control of Maritime Ports of Georgia and Terminals' Labour Protection , Safety Technics, Industrial Sanitation, Fire and Navigation Safety and Environmental Conditions.

1. Complex inspection of Maritime Ports of Georgia and Terminals' Labour Protection , Safety Technics, Industrial Sanitation, Fire and Navigation Safety and Environmental Conditions is carried out by the Agency.

2. The Agency Director's order (disposal) is considered as the basis for conducting complex control. Complex inspection is conducted by the safety and security specialists of the department of this Agency under the leadership of the head of the Agency.

3. The direct participation during the complex inspection should take the Port or Terminal Administration, the head officials in accordance with their management, the individuals who perform supervision over the proper and safe operation and as well as the individuals who are responsible for labour protection conditions on the checking unit.

4. The Port or Terminal Administrations shall assign the relevant specialist under the Commission's disposal or invite him from other organization for the purpose of necessary measurements, calculations or specifying other technical issues.

5. According the results of complex inspection the Commission shall create the act in accordance with the prescribed form, which is signed by the individuals involved in the inspection from the sides of the Agency and the inspected organization.

6. The Act shall be made in 3(three) copies, 1(one) copy should be remained to the inspected organization.

7. The Port is always required to submit information on waste in accordance with the prescribed form by the Agency.

Part II

Ports Customs

Chapter XVI

Ports Customs

Article 78. General Provisions

Customs of the ports are used in one of the following cases defined by this article:

- a) It is not signed the maritime transfer–transportation contract;

b) The transfer–transportation contract or consignment (–bill of lading–shipping invoice) does not refer to the claims of this Chapter.

c) There is made an agreement of using the Port customs of Georgia in the contracts of maritime transfer–transportation and/or purchase agreements, as well as, other equivalent documents.

Article 79. The General Rule on Cargo Operation Production

The ship is bound during producing a cargo operations to take the location at the wharf indicated by the Port Administration, in terms that it should be permanently retained minimum under keel navigational depth stock.

Article 80. Information on the Vessel's Port Entry

1.The ship will be considered as entered in the Port if it had crossed the Port out roadstead border and anchored, and as departed – if it had crossed the Port waters or external roadstead border.

2.The Master of a ship leading to the Port is responsible, either directly or through the vessel agent, up to 7(seven) days, and then 72, 48 and 24 hours prior to the Port entry to report (transmit radio-notice) the Port administration the approximate time and date of the Port entry, and 2(two) hours before the entry in addition to specify the time of Port entry with radio telephone.

3.If the vessel removal from one Port to another needs less than 48(forty–eight) hours, then not later than 1(one) hour after departure of the previous port, and 2(two) hours before the entrance to the second Port, the ship's Master is responsible to inform (transmit radio notice) the Ship Agent about the Port entry, or the Port adequate services and authorities in the case defined by paragraphs 5 and 6 of the Article 4, of the “Rules”.

4.The Ship Agent is obliged to give corresponding notification (radio notice) to the Port State Supervision and Control Service, the Port, the Revenue Service and the Border Bodies, as well as, other interested persons; and after the ship's disposal on roadstead a written notification should be transferred to the Terminal, consignee/consignor.

5.The Master of the fishing vessel prior to the Port entry sends a notification (radio notice) to the Port State Supervision and Control Service.

6.The Ship Master's first message (sent 7(seven) days prior) should include the following information:

a) The vessel name and flag;

b) The vessel IMO number;

c) The ship owner's identity;

d) The Port of departure (the last Port of call, where the ship stopped, craft region);

- e) The vessel draft on the prow and stern;
- f) The loading capacity, the vessel dimensions;
- g) The number of passengers;
- h) The cargo name, specific qualities, amount, weight of each party and their location on the deck, tween deck and holds (in case of through holds – in each hatch); above 8(eight) meter (unit size) or heavier than 10(ten) ton weight of cargo and placement; The ballast quantity, the place of ballast taking and de-ballasting time – for the tankers;
- i) The consignor/consignee's name and contact details;
- j) The demand for fuel (bunker), drinking water, supply, auxiliary operations.

7.The Shipowner is responsible for the ship being delayed, anticipating its disposal at the wharf or being delayed its processing due to the lack of relevant information or incomplete or late delivery of this information by the ship Master . All about above mentioned should be noticed in the Port vessels registration documents (Time Sheet).

8.The Ship Master is obliged, in order to avoid violation of the approximate time of the ship's entry in the Port, directly or through the ship agent, to immediately notify (send a radio notice) the Port. In case of late delivery of this notification (radio-notice), not delivery or late or incorrect delivery of other information defined under this Article by the ship Master , the stall time should be increased with 24(twenty four) hours.

Article 81. Getting Free Practice

1.The vessel gets the right of free pratiqueafter its parking to the wharf, in special cases – on roadstead, after implementation of border, Revenue Service, sanitary-quarantine, veterinary and phyto-sanitary border-quarantine formalities. From this moment it is measured a starting time determined for cargo operations (stall time).

2.The Ship Master is obliged during 12(twelve) hours after receiving the free pratique directly or through the ship agent to notify the Port State Supervision and Control Service.

3.The Port State Supervision and Control Service on the basis of the ship documents and the Master's application on the vessel's entry in the Port, carries out the official registration of the ship's Port entry, which includes registering of the vessel Port entry, as well as, the ship Master's application on the ship's entry in the Port and the stamp on the crew list of the ship, indicating the time of getting freepratique. The ship Master should be given the Port entry approving document – written consent.

Article 82. The Ship's Readiness for Cargo Operation

1.The ship Master directly or through the agent should refer a written notice (Notice of Readiness) about the ship's readiness for loading/unloading to the Port and consignee/consignor after completion of the Revenue Service procedures aboard and getting freepratique, during the Port working hours.

2.The ship cargo containers (holds) must be properly cleaned and equipped with all necessary facilities for loading the cargo, prior to the loading operations.

3.The written notice (radio notice) about the ship readiness for cargo operation should be considered as transmitted only after the factual evidence of the ship's relevant cargo containers (holds) and/or tanks' readiness for determined specific cargo loading/unloading.

4.The vessel should be considered as ready for loading bulk cargo in case if the ship "freight mark", according to which is determined the amount of cargo, is visible in compliance with the cargo scale.

5.Producing of cargo operations related with hazardous cargo are allowed only after submitting the certificate of "Transportation of Hazardous Cargo" to the Port State Supervision and Control Service, corresponding Cargo Terminal and relevant Port Administration by the Ship Master.

6.The claims of the paragraph 5 of this Article shall not apply to specialized ship, which was built for transportation of hazardous goods (tankers, chemical carriers, gas carriers, etc.).

Article 83. Measuring of Stall Time

1.In case if the written notice (radio notice) about the dry-cargo vessel readiness for cargo operation was transmitted by the Master till 12(twelve) o'clock, counting of stall time will start from 13(thirteen) o'clock of the same day, but if this notice (radio notice) is transmitted after 12(twelve) o'clock – from the next day 9(nine) o'clock.

2.Measure of stall time for tankers starts after 6(six) hours from the delivery of written notice (radio notice) of the vessel, despite of whether the ship is at wharf.

3.The determined working hour of the Port is considered the time from 9 till 18 o'clock, including Sundays and holidays.

4.During measuring the stall time it should be considered,that:

a) The day preceding the Sunday or holiday, will be considered as working day;

b) On Sundays and the next days of the holidays counting of stall hours starts from 8(eight) o'clock in the morning.

Article 84. Distribution of the Port Expense

1.In accordance with the Ship Master's application movement of the ship in the Port, as well as, receiving of bunker, stock, food and material, maintenance and etc. are carried out at the ship's expense.

2.Every removal of the vessel from one pier to another, which is not considered in the Ship Master's application, is provided at the expense of the Port or customer.

Article 85. Time and Returns of the Cargo Operations Production

1.The Ship Master is obliged to maintain the vessel loading/unloading all day long, as well as, on Sundays and Holidays.

2.During delaying the cargo loading or unloading operations, also in wind, rain and snow the vessel hatches should be closed.

3.During the cargo operations the delayed time caused by the crew or the ship is subtracted from the stall time, under certain conditions prescribed in Maritime Code of Georgia, Articles 131 and 132.

Article 86. The Cargo Operations Standards

1.The ship loading/unloading minimal standard for the “good weather working day” (day – night) is determined by the Port Administration.

2.The minimal norm of the ship loading/unloading in the Port do not apply to the general cargo and cargo placed in containers, if the cargo weight to each unit exceeds 10(ten) tons and/or length – 8(eight) meters.

3.The pipes binding–untie operations while fueling are produced by the Terminal, at the consignor/consignee’s expense, unless otherwise is not provided in the contract.

Article 87. Cargo Separation

1.The vessel, with the consignor’s reference, has the right to deliver the Port a separation cargo, transferred by the consignor (freighter) and the cargo fixing devices.

2.The ship is obliged to provide the heavy deck cargo with the special inventory and (staples, steel cables) and other fastening means.

3.Installation of fixings bars for cargo reception on the deck and the cargo fastening are carried out in agreement with the consignor (freighter), at the consignor’s expense and his responsibility, regardless of who performs the work (the ship’s crew, consignor or his forwarder).

4.Equipment of linear ships with separation and fixings means provides the Shipowner.

5.The Ship Master ensures navigation safety with distribution and placement of cargo in the ship’s containers (holds). This requirement applies even in the case when the ship loading, cargo placement, arrangement or trimming (remove) are performed by the cargo owner/forwarder.

Article 88. Conditions of Processing Moisture Dangerous Cargo

1.During Processing Cargo Possessing Moisture Danger:

a) The Ship Master/Port/Cargo Terminal does not have the right to demand the ship loading/unloading for cargo operations or in disadvantage hydro-meteorological conditions (rain, snow, storm, thunderstorm, etc.) and during 2 hours after ceasing these natural

phenomena. However, these hours will be decreased from stall time caused by bad weather, if actually loading/unloading has not been produced.

b) Separate parts of timber should be marked in paints or other distinctive means by the consignor and at his expense.

2. During Processing the Bulk Cargo:

a) The ship should be considered as ready to perform loading/unloading in case, if there exists a clear mark concerning the ship draft on the bunches, and the ship's documents include the official "truck scale" and other documents, by which it is available to define the amount of cargo loaded on or unloaded from the ship through measuring the draft and calculation based on the data given in the documents.

b) During the process of cargo loading/unloading when the cargo weight is defined by the measurement of the vessel draft, the Ship Master is obliged to do not perform ballast pumping through, reception and pumping out, as well as, fuel and water supply related activities until has not notified the cargo inspector about starting of these operations. The exception of defined claims under this sub-paragraph is permissible in case of emergency;

c) If there would be discovered quantitative changes in the ballast during current cargo operations or after their completion, the quantity of loaded or unloaded cargo will be determined by the inspector, without the Ship Master, and all possible expense and compensation of loss should be imposed on the Ship;

d) The Ship Master is obliged, during determining the loaded or unloaded cargo weight through measuring the ship draft, to present to the Inspector in addition to the ship's required documents the data of existing stock on the ship as prior to cargo operations, as well as during the production of cargo operations and after their completion.

Article 89. Registration of Cargo Documentation

1. The consignor is obliged, no later than 4 (four) hours from loading, to submit the Ship Master the consignment (bill of lading)/shipping invoice and other documents related with cargo for signing.

2. The Ship Captain is responsible to deliver or receive cargo according the number of cargo places in compliance with the bill of lading/shipping invoice.

3. The cargo reception is acknowledged by the consignee or his representative's signature on the bill of lading/shipping invoice.

4. The Inspector's act or report is registered after finishing the vessel cargo operation, on the basis of the vessel displacement or tall-man (cargo counter) or other document, which is drawn up by the ship's crew, freight forwarder or authorized counting (tall-man's) company.

5. All parties involved in cargo operations are obliged to provide any Inspector appointed by the parties with the full cargo-related information.

Article 90. Cargo Operations and Countdown Timer Definitions

The following definitions connected with cargo operations and countdown have following meanings in the maritimetransportation contracts:

- a) "About (this or that) date" – deviation on either side of 5(five) days;
- b) "About the beginning of the month" – from the 1st to 10(ten) before;
- c) "Around the middle of the month" – from the 11th to 20(twenty) before;
- d) "About the end of the month" – from the 21st until the end of the month;
- e) " In the middle of the month" – on the 15^t(fifteen) day of the month;
- f) " The end of the month" – the last day of the month;
- g) " The end of the month or the beginning of the next month" – the last five days of the month or the first five days of the next month;
- h) " The first half of the month" – from the 1st until 15th;
- i) " The second half of the month" – from the 16th till the end of the month;
- j) " Equally during certain period of time" – call for the ship or cargo loading is performed equally during a specified period of time;
- k) "Sequenced days" – Stall time which is accounted according the calendar days, including bad weather, Sundays and holidays;
- l) "Successive days except Sundays and holidays" – Stall time which is counted according the calendar days consistently, with the exception of Sundays and holidays;
- m) " The vessel is free for loading charges" – loading of the ship is being provided in conditions, that the cargo delivery up to the edge of shipboard is produced at the consignor's expense, while loading from the edge of the shipboard in the holds and conducting hold operations at the expense of the vessel;
- n) " The vessel is free of loading charges including loading the hold" – loading of cargo from the shore to the hold and production of the hold activities are carried out at the expense of the consignor;
- o) " The ship is free of unloading costs including hold operations" – cargo transfer from the hold to the pier or/and railway wagons or on the vehicle is performed at the expense of consignee;
- p) " Loading or unloading including hold operations –on the ship's expense" – the cargo fitted delivery on the shipboard is a duty of the consignor. Loading of the hold and cargo disposal is a duty of the ship. While unloading, delivery of cargo from the hold to the boards is a duty of the ship. The consignee receives the cargo from the starboard at the shipboard;

- q) “ The cargo reception and delivery across the board” – the ship shall receive or deliver goods across the ship within the access of unloading means of the board;
- r) “Full load” – the freighter is obliged to use the ship as a whole according the cargo capacity or cargo carrying capacity, considering the draft, water bunker and other existed storage on the ship;
- s) “Regardless of whether the work was produced” – Stall time, which is accounted excluding Sunday and holidays, as well as, other exclusion period, irrespective of whether the cargo operations existed or not during these days/period;
- t) “ Sunday and holidays will be excluded, if the works are not produced in this period” – the actual time spent on performance of cargo operations on Sunday and holidays should be considered as a stall time;
- u) “ In the queue in common along the other vessels” – the vessel is let the wharf according to the common queue, equally with other vessels entered the Port;
- v) “To be at the wharf or not” – accounting of stall time starts after the Master has submitted a written notice confirming the ship’s readiness for operations, regardless of the ship’s disposal at the wharf;
- w) “Good day for working” – stall time which is defined excluding Sunday and holidays and bad weather days also.

Article 91. Application of the Ship’s Damage

The Ship Master, directly or through the agent, should submit the Port State Supervision and Control Service or/and the Port/Terminal an application concerning the ship damage caused by the Port/Terminal, which had happened to the ship while cargo or trailers operations, immediately after the accident, and in any case – no later than 4hours before leaving the Port.

PART III

A Special Section

Chapter XVII

Batumi Port

Article 92. The Scopes of Batumi Port

1.

Batumi Port is encompassed in the below geographical coordinates linking line, particularly:

- a) 41° 39,46´ North. latitude / 041° 38,37´ East. longitude (cape „Buruntubaia”);

- b) 41° 40,46' North. latitude / 041° 37,80' East. Longitude (North point);
- c) 41° 43,50' North. latitude / 041° 41,55' East. Longitude (North-East point);
- d) 41° 42,92' North. latitude / 041° 42,70' East. Longitude (point North of "Green Cape");
- e) 41° 39,95' North. latitude / 041° 40,96' East. Longitude ("korolistkali" river outfall);
- f) From the south by the coastline and by the main area of Batumi Port.

2. Batumi Port consists of: Main port (internal port, internal roadstead and fairwater), external roadstead (main anchorage area) and adjoining areas of the main port area ("cabotage port").

3. The Port of Batumi area is divided into a protected area (regime) and open parts, of which:

a) Protected (regime) part presents the wharves of the oil terminal mall №1, №2, №3 and multipurpose terminal №4/5 and the wharf areas №6, wharf areas №7, №8 , №9 of dry cargo area(outhrowth, general) and oil terminal wharfless tap (CBM) area.

b) The open part consists of №10 and №11 wharves and is used for the parking of passenger/cruise ships.

4. The main port's actual depths, wharves actual length and depth, the maximal allowed draft of ships near wharves, (which are related to changes of actual depths along the wharves) are declared every year by the harbor master by the end of autumn-winter in accordance with the control measurements made by appropriate body of the port and presented Bathymetric charts.

5. The length of the wharves and its access, are given in the Appendix №7 of this "Rules".

6. The maximum dimensions of the vessel entering Batumi Port must be 225 meters in length .The vessel more than 200 meter in length is permitted to stay (tie) at the pier in the light period of the day.

7. The Batumi Port waters are given in the Appendix №6 of this „Rules”.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 93. Batumi Port Area

1. The Batumi Port Area consists of the main port and internal roadstead..

a) The main port consists of :

a.a) internal port including its wharves, №1, №2 and №3 wharves oil/gas terminal, container and multipurpose terminal wharf №4/5 and wharves №7, №8 , №9 of dry cargo (outgrowth, general);

a.b) internal roadstead along with adjoining wharves: №10 and №11 wharves used for the parking of passenger/cruise ships and oil terminal wharfless tap (CBM) area used for loading operations of big size tankers.

2) The main Batumi port area does not include:

a) the coastline section between wharves №9 and №10;

b) "yacht club";

c) cabotage port and its wharves.

3. The Batumi port harborage is a water area, which is encompassed in the limits set in paragraph 1 of article 92 of this "rules", which consists of the main port area (internal port, internal roadstead and fairwater area) and the external roadstead water area.

a) the harborage of the internal port is a water area which consists of the southern part of Batumi bay area, which is located on the lighthouse on the end of the western oil terminal mall and on the south of the linking line (bearing from lighthouse 266⁰) on the commencement of wharf №10.

b) The internal roadstead is a water area located on the oil terminal northern mall, which is surrounded by parallels (coordinates 410 39,46' North. latitude / 0410 38,37' East. longitude) and the end of meridian along the cabotage mall (coordinates 410 39,14' North. latitude / 0410 39,52' East. Longitude). There is an anchorage located on the internal roadstead area for small sized ships. The anchorage area coordinates are presented in annex №8. No more than 4 small sized ships of 4 meter draft and 12 meters length can be anchored in the anchorage area. Ships can be anchored in this anchorage area only in good weather conditions (wind 3 points, wave agitation 2 points).

c) the external roadstead is a water area encompassed in isobathotherms of 10 and 50 meters depth, which begins from the central Batumi lighthouse bearing 027⁰, distance 7,5 cable and continues from this point to the traverse of the surroundings of the North-East of "Green Cape".

4. Batumi main Port harborage does not include:

a) cabotage port water area;

b) "yacht club" water area.

5. The cabotage port water area is encompassed by the parallel point along the 410 39,14' North. Latitude/ 0410 39,52' East. Longitude and by the meridian line point along the coast coordinates 410 39,14' North latitude / 0410 39,85' East. Longitude. The cabotage port area and its wharves are marked as low-depth bays, where ships' maximum draft is not more 2,5 meters.

6. As soon as getting information about unfavorable weather forecast, ships there shall immediately leave the cabotage port wharves and sail in open sea. The port administration may temporarily allocate places as safe haven for small sized ships in internal roadstead during storms.

7. The ship's entry and departure from Batumi Port is executed with the help of sea lane. This is a water surface, which is surrounded the axis lines along the sea lane on 150 meters and 240 meters of the western sea lane axis. The sea lanes axis are considered the outgoing latches (Leading Line) lines 58,80 - 338,80.

8. 12 anchorage points are allocated for anchored ships in Batumi port external roadstead. The coordinates of those points are given in annex №9.

9. The maximum speed for vessels in the Batumi main port area bay is 2 knots.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 94. Reciprocal Wave

There is a reciprocal wave-rolling ("taigun")(annex № 16) in Batumi Port. The ship's disposal in the Port while acting of reciprocal waves causes threat to the ship and wharf. The "taigun" is felt in the port especially during the south-west and north-west direction wind actions. As soon as getting the warning about storm, which leads to the origin of reciprocal waves, the Port State Supervision and Control Service shall inform the Masters of the vessels at wharf and on roadstead. All the ship main engines shall be under constant readiness from the moment of the first signs of an impending "taigun".

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 95. Wharfless Tap

1.The tankers' disposal, at the wharfless(CBM) tap located on the port's internal roadstead's north of the oil terminal mall, consists of a construction of 5 floating barrel, is carried out according to the following limits of their dimension: the tanker's minimum length 182meters/displacement 44 000tons and maximum 250meters/displacement 140 000 tons. During producing a trailer operations or/and standing period, the tanker should have at least 1/3(one-third) draft corresponding of the actual displacement. The tanker's motive propeller shall be wholly covered by water during the tankers' disposal at the wharfless tap, so in order according to the norms of maritime safety the propeller works at full efficiency and the maneouvrality of the tanker is effective.

2. Disposal of the vessel on the wharfless tap is carried out in the conditions of good vision and no more than 4 points (wind speed 6-7 m/s) of the wind and 3 points of the sea-storm (0,5 - 0,7 δ wave height).

3. The tanker attachment is produced with prow on 3 (three) barrel and stern on 1 (one) barrel, dropping the left anchor, anchor on the chain with 8-9 bows. At least 3 (three) trailer cables should be supplied and installed on each barrel. The tanker fastening ropes should be made of only synthetic material.

4. If the wind speed exceeds 8 m/s and the sea scale is higher than 0,8 meters and more weather deterioration is expected the cargo operations should be immediately ceased and:

a) A flexible cargo tubing should be unlinked and launched at the bottom of the sea in a properly preserved condition (starting position).

b) The ship Master should be warned in order to make the ship main engine and auxiliary equipment to alert, as in case of necessity the ship with the help of Pilot immediately leaves the wharfless tap.

5. If the wind speed exceeds 11 m/s and the sea scale is higher than 0,9 meters, in compliance with the sub-paragraph 'b' of the paragraph 4 of this Article, the ship on alert with the help of Pilot should immediately leave the wharfless tap and stay on roadstead before the weather improves.

6. In the event of an impending worsening weather after 12 hours since receiving the official forecast from State Hydrography Service of Georgia, which will equal or exceeds the limit set in paragraph 5 of this article, considering overall safety the docking of the tanker on the wharfless tap won't happen until the weather improves.

7. The tanker should be disposed strictly along the axial latch (166,30-346,30), in the distance of 170 meters from the ship prow to the wall of the oil terminal mall.

8. During a favorable weather the docking/standing/withdrawing of tanker from the wharfless tap can be executed in 24 hours. In the day-night period the disposing and fixing operation on the wharfless tap is allowed if the both lights (permanent blue light) of the axial hatch are in a convenient and visible state.

9. In the day-night period the entry, fixing and/or disposing operation of a tanker on the wharfless tap is possible if every operation participant navigational aids, buoy, working lights of axial hatch and sections are in a convenient and visible state without any obstacles or impediments.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 95¹. Special Wharf №2 of gas tankers

1. Wharf №2 of Batumi internal Port used for natural gas loading is located in the middle of oil terminal mall on which maximum 119 meters long tanker can be anchored and Liquid Petroleum Gas can be loaded.
2. №2 wharf can receive gas tankers with the following specifications: length 119 meters, width 18,8 meters, draft with maximum capacity 7,0 meters.
3. The safety of a gas tanker anchored in port depends on the meteorological environment and its impact on the formation of a non-standart situation, the limited bay of the port, the neighboring wharves of the oil terminal, the caster gas technological and technical systems of the terminal and etc. Upon the entry of the gas tanker all the safety rules shall be observed by the tanker, all services and the terminal itself.
4. The gas tanker, during the towing operations and the period of anchoring, shall permanently have the tanker official summer deadweight no less than 30 % equivalent segregated ballast or cargo.
5. Considering the issue of overall safety the docking/withdrawal of gas tanker shall be ensured by two tugs of appropriate dimensions, each one shall have no less than 1800 hp power.
6. The docking of the gas tanker in wharf №2 shall be executed by its right board, its side to the port exit and without the use of its left anchor (the use of the anchor is allowed only in order to avoid an accident during the tanker's docking) in order to lead out the tanker from the port to the open sea with tugs' help unimpeded in unforeseen circumstances or in the event of an emergency.
7. The distance between a gas tanker in wharf №2 and an oil tanker in №2 shall be no less than 25 meters.
8. During the entry of a gas tanker and its docking in wharf №2 oil terminal wharf №3 shall be empty of any ships regardless of type or purpose.
9. Before the port entry and departure of gas tanker, the on duty officer of the harbor master service shall make the following warning special declaration on channel VHF-66: " A gas tanker is entering/leaving the port, all vessel shall make way to it and shall not impede its free movement". All the around vessels shall notify the on-duty officer of their affirmation and the officer shall make notes in his/her whatch journal.

10. The gas tanker when entering, leaving or docking has movement priority towards every type or any purpose vessel and no vessel has the right to overtake or cross over or impede the free movement of the tanker in the bay area or external roadstead.
11. During the standing period, the gas tanker's main engine and its mechanisms, considering its specifications and purpose (easily flammable and explosive) shall always be ready in order to use it any time.
12. The permanent presence of at least 2/3(two-thirds) of the crew on the board is mandatory.
13. During the anchoring period the gas tanker shall possess the contact information of all terrestrial emergency firefighting services'.The mentioned contact information shall be officially delivered by the maritime service representative to the ship master as soon as the ship is docked in the wharf
14. In the event of a non-standart situation or/and emergency, the ship master of the oil tanker anchored in port shall promptly contact the loading master, the port dispatcher, the service of the harbor master and the tug's on duty master. If the need arises, the EMERGENCY MANAGEMENT AGENCY shall be contacted.
15. The speed or inertia of the gas tanker with attached "bitings" tugs in the internal port bay area shall not exceed 1,5 knots.
16. The movement speed of the gas tanker's board cylinder part side shall not exceed 0,14 m/s in the moment of touch with rubber deterants of the wharf.
17. After the docking of the gas tanker in the wharf, the loading master and the ship master of the gas tanker shall produce a common inspection and action act "ship – bank" on safe cargo operations and other execution and conduction of procedures. One copy of this act shall be delivered to the harbor master office by the ship's agent before the commencement of cargo operations.
18. During the standing of a tanker in the port, the port entry of a ship longer than 150 meters is prohibited if the distance between the turning newly entered ships's tug gore and the hull of the gas tanker is less than 25 meters.
19. The loading operation of the gas tanker ends:
 - a) in the event any ships leaves or enters the interal bay are;
 - b) in the event of a thick mist (less than 100 m sight)
 - c) in the event of heavy rain, thunder-storm,
 - d) if the wind speed exceeds 17 m/s and sea scale(in the port) is 0,5 meters.
20. In the event of a taigun, if it's impossible to ensure the safety of cargo operations, the cargo operations end, the loading pipe is taken out and the ship shall sail to the sea

without any impediments. In this event, if the situation gives the opportunity the gas tanker has priority to sail to the towards other ships.

21. In the event of a fire on gas tanker, beside other communication tools, the ship can send an emergency signal with its main ship horn – intermittent signals for 30 seconds.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 95². Multi-purpose terminal wharf №4/5

1. Considering the safety of navigation in the port, the limitations of dimensions of a ship docking in the multi-purpose terminal wharf №4/5 shall be no more than 163 meters long any type of vessels (except oil/gas tanker) docking on wharves № 2,3 and 6 without any other limitation or procedures.
2. Considering the safety of navigation in the port, the docking a ships' limitations of dimensions in the multi-purpose terminal wharf №4/5 shall be any type of vessels (except oil/gas tanker) between 163 and 183 meters length on wharves №4/5 without any other limitation or procedures and the docking on the wharf is allowed with harbor master's agreement.
3. Considering overall safety, during the standing,entry or departure of ships', which limitation dimensions are between 184 meters and 198 meters length, in the multi-purpose terminal's wharf №4/5, the port's wharfs №3 and №6 shall be free of any types or purpose vessel. By way of an exception, considering the conditions and situation in the port (the number of occupied wharves, the dimensions of ships docked near the wharves, the ships' type and purposes and the specifics and nature of cargo operations and the weather forecast), the harbor master may issue a consent act on the docking of appropriate dimension ships in wharves №3 and №6, in the event if their cargo operations won't impede the safe navigation, timely exit and departure from port of the ship docked in wharf №4/5.
4. Considering the ships limitations on dimensions on the multi-purpose terminal's wharf №4/5, more than 199 meters but no more than 210 meters long ships and other type of vessel can be docked(excepts gas/oil tanker).During the episodic or/and unplanned entry, docking or departure of vessels the port's wharves №2, №3 and №6 shall be free from any types of vessels. The safe standing or entry of such dimensions ships in wharf №4/5 shall be discussed between the harbor master and any other

interested bodies. The harbor master of Batumi Port makes the final decision considering overall safety.

5. In the event that wharves №10 and №11 are occupied by military ships or /and cruise ships and the pre-planned entry of other types and purposes vessels (except gas/oil tanker) is going to take place, the port administration in agreement with the harbor master, considering the norms of safety of navigation and dimensions of other ships, can decide to allot №4/5. Such decision can be made, when wharves №2,3 and 6 will be free of any type of vessels by the port administration and other appropriate services and with the private consent of the ship master on the transfer.
6. During docking, standing and leaving of the ship cited in paragraphs 4 and 5 of this article in wharf №4/5, the wharves №2, №3 and №6 shall be free of any type or purpose vessels.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 96. Terms of Towed Service in the Port of Batumi

1. Towed service in Batumi Port is carried out in accordance with the Appendix №3 of this “Rules”.
2. Due to the safety standards of the Port and Environmental Protection it is obligatory to use 4(four) tugs in the removal/transfer operations of large-tonnage tankers on the wharfless tap with engines of no less than 9000 capacity hp .
3. The ship’s agent before the ship’s entry in Batumi roadstead for the purpose of the vessel service no later than 24(twenty four) hours in advance notifies the Ship Master about the mandatory number of tugs set by this “Rules”.
4. In case when the wind speed exceeds 11m/s, for the purpose of ensuring safety of the tanker standing at the wharfless tap, there are 2(two) tugs with engines of no less than 9000 hp capacity used immediately. The tanker should be ready in the shortest time out to sea and with the help of 4(four) tugs and the Pilot should leave the wharfless tap.
5. In case when the Ship Master, standing at the pier through his nominated agent, asks the Harbour Master for maintenance need of the ship’s main engine or other auxiliary devices (which disables the ship’s free movement), the Harbour Master taking into account all the necessary safety measures and after analyzing a long term prediction within bounds of possibilities enables the maintenance, but no longer than 8(eight) hours duration. In this case, one tug being constantly on alert takes duty at the shipboard up to the full end of the planned repairing works. After instant verification of the main engine (one short reverse) when the Ship Administration will be assured of the main engine’s well-functionality, the tug on duty with the consent of the Ship Administration gets free from the obligation imposed and returns to its initial position in the Port area.

6. The tug operation for the vessel entered Batumi Port starts from the traverse of “Burun Tabia” cape and ends at the same time as finishing the full fixation and attachment at the designated wharf. From the tug-boats serving the ship, generally from the traverse of “Burun Tabia” two tug-boats shall be attached to the ship with “bittings” in order to for the tugboats to react quickly in the event of an impending accident and to provide help to crush the ship’s inertia, in order to avoid damage to indispensable port facilities and to the ship. The end of towing operation is defined by the Pilot.

7. The towing operation for the vessel departing the Port begins 10(ten) minutes before the start of giving the ship’s binding strings and lasts until the vessel’s complete departure from the Port.

8. In the Port waters of Batumi and outside the Port surrounding area moving or even not-moving floating units change position with the help of tug, having a relevant power, till the end of the operation.

9. In case the port administration decides that it is inevitable to move the ship rectilinearly back and forward in the wharf, the approval of the harbor master is needed. Considering the ship’s dimensions, weather conditions and the pushing distance, the harbor master can demand on the port account one tug, two tugs or the pilot service and tow service in order of conducting safe operations. In the event of a ship transfer from one wharf to another, such operation shall be conducted with assistance of a pilot and a tug of appropriate capacity.

10. Considering the specific nature of Batumi port, in order to ensure the safe and appropriate binding of ships to the wharves every ship-master is obliged in any time of the year to tie the ship only with synthetic ropes with appropriate number and positioning, considering the ship’s dimensions.

11. The number of indispensable ship tow-ropes is given in appendix №15.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 97. The Limits of the Poti Port

1.The Poti Port includes southern and northern docks, internal pool, south, west and new north mall, entrance channel and external roadstead. The Poti Port area consists of protected (regime) and open parts. Waters of Poti Port are given in the Appendix №10 of this “Rules”.

2.Protected (regime) part presents south and west mall, general cargo districts and terminals including from №1 to №15 wharves, which from the north is separated from the LTD “Poti Shipbuilding” factory and other enterprises’ area by the wall, on the east up to the bridge through the Vakhtang Gorgasali street channel, in the west direction – via the channel up to its connection to the sea.

3.The data of the Poti Port wharves is given in the Appendix №11 of this “Rules”.

4.The maximum allowable dimensions of the vessels entering the Poti Port: length 240(2 hundred and forty) meters, width 35(thirty five) meters and draft 10,3meters. The Port administration is obliged to conduct the entrance channel depth measurement works on the quarterly basis or after every storm. As soon as implementation of measurement works and submitting the corresponding documents certifying the measurements are completed, there is the harbor master announcement of the safe water corridor width and permitted draft (working depth) of the wharves and entrance channel for navigation.

5.The entrance/departure of the vessel, more than 180(one hundred and eighty) meters in length and/or with more than 9,0meters draft, in the Poti Port is allowed only in the light period of the day.

5¹ The entry/departure from Poti port and tying is allowed day and night for railway, automobile and transport ferry, which is equipped with two main engines and two oar screw, also by front adjoining crafts, the maximum length of the ship shall be 195 meter and the draft 8 meter, in good hydrometeorological conditions and with the ship master’s approval, only in №2 railway ferry wharf.

6.During the wind strengthening 17(seventeen) m/s, and reduction of visibility less than 0,5 miles, as well as, heaving/waves exceeding 3(three) points at the entrance channel the Port access and exit from the Port are prohibited. The departure/entry of ships from the port during storm warning is decided by the Port State Supervision and Control Service considering factual weather conditions and with the agreement of the corresponding shipmaster and pilot.

6¹ The departure of a seiner from port in the fish processing region is allowed not far than 6 nautical miles from the coast, height of wave not more than 2 meters (IV points) or wind speed not more than 6 point (14 m/s), but shall not exceed specifications stated in ship registration documents granting navigation right.

7.The ferry traffic and mooring operations in the Port, as a rule, are conducted in the wind direction, which shall not exceed 10(ten) m/s.

8.The maximum safe speed of the vessel in the Poti Port is 5(five) knot.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

(The Order №07 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development December 29, 2014. website,29.12,2014.)

Article 98.

1. The Poti port water area is surrounded by the sea-shore, $\varphi= 42012'00''$ N parallel (outfall of Rioni River), $\varphi=42008'00''$ N parallel (channel of Rioni River), direct line from the sea, which goes to the point, which is aligned from two miles of the coast line of the above mentioned parallels and encompasses:

a) Northern dock – port water area, which is made by the sea area and is set between western mall, northern mall (№1 and №2 wharves and middle mall (№12 and №13 wharves);

b) southern dock- port sea area, which is surrounded by southern, western and middle mall.

c) internal bay – part of sea area, which is encompassed in the internal dock.

d) new port dock – sea area, which is surrounded by the northern mall, new northern mall and internal western mall. The coast guard base and LTD “Poti Shipbuilding” are sited in the new port dock.

e)the port entrance channel consists of two legs: the first leg width is 100 meters, depth 10,5 meters, axis direction 129^0-309^0 , length 5 cbl (926 meters), the other leg’s width is 50 meters, depth 10,5 meters, axis direction $158,9^0-338,9^0$, length -3,5 meters (648 meters).

c) external roadstead.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

(Order №10 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia October 13. 2016. website, 27.10.2016.)

Article 99. Vessel Anchorage Areas

1.Of the Vessel Anchorage:

a) The north district №200 – is intended for the disposal of only tankers and/or vessels loaded with dangerous goods;

b) The south district №300 – is intended for the vessels placement except the vessels defined by the sub-paragraph “a”, of this paragraph.

2.There are two anchorage points designated for the vessels to conduct a cargo operations while standing on roadstead: point №1 $\varphi = 42^{\circ}09,6' N$; $\lambda = 041^{\circ}38,0' E$ 16(sixteen) meters in depth and №2 $\varphi = 42^{\circ}09,6' N$; $\lambda = 041^{\circ}37,3' E$ 15meters in depth. The Naval Pilot performs the vessel disposal in the above-mentioned points by the claim of the Master.

2¹.The untying of bulk cargo is permissible during the ship standing on roadstead in Poti port with the help of a barge or any other floating object. Port State Supervision and Control Service determines the place of roadstead standing where the untying operations can take place. The use of a barge is allowed to 2 points (height of wave 0.75 meters) during sea agitation. If such operations are executed by other floating objects (small sized ships), it will require the permission of the Port State Supervision and Control Service.

3.There is a regular dredging work performance in the entrance channel of the Poti Port, as the composition of the channel's bottom soil, as well as, the north and south mooring wharves and inner basin consist of that kinds of silt and sand, which exclude the damage of underwater portion of the vessel hull while touching.

4.The Poti Port operates during day-night time, without weekend and holidays. The Pilotage and provision of a towed service for the vessel are mandatory, except the case defined by the paragraph 2 of Article 18 of this “Rules”.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 100. Terms on Towed Service in the Poti Port

1.The towed operations are carried out in the Poti Port in accordance with the Appendix №2 of this “Rules”.

2.The towing for the disposal of the ship on the wharf of LTD “Poti Shipbuilding” can be performed by the tugs of the LTD “Poti Shipbuilding” or/and other corresponding tugboats serving in the Port of Poti, in regards with the requirements of the Appendix №2 of this “Rules”.

3.It is prohibited producing of towed operations in the Poti Port, if the wind speed exceeds 17(seventeen) m/s. In the cases of a ship helm, anchor and the main engine failures towed operation performance is permitted, if the wind speed does not exceed 10(ten) m/s.

4.The vessel, which is operated out of the main engine or steering equipment, while producing towed operations in the Poti Port Waters, should have to provide the lights and signs prescribed by the COLREG 72.

5.During the existence of special conditions it is possible to provide anchorage of small-training and small-capacity vessels with less than 4(four) meters draft in the waters of inner roadstead in agreement with the Poti Port Administration.

Article 101. Cargo Operations in the Poti Port

1.The Port of Poti for processing the vessels possesses–I and II industrial districts, Container Terminal, the Ferry Terminal, Oil Terminal and the South Region (multipurpose terminal).

2.Of the Poti Port:

a) I Industrial region (№8-№10 wharves) produces processing of general cargo and bulk grain, as well as, vessels loaded with other kinds of goods;

b) II industrial region (№3 and №6 wharves) produces processing of the vessels loaded with general and bulk cargo, metal wares, scrap, chemicals;

c) Container terminal (№7 wharf) conducts processing of the vessels loaded with containers, machinery and other kinds of heavy weight cargo;

d) The wharf №2 conducts processing of oil tankers and rail ferry;

e) The oil terminal (№1 wharf) produces processing of oil products with more than 61°C ignition temperature. It is available processing of container cargo on these wharves in compliance with the technology map and safety requirements protection plan agreed with the Agency.

f) The cargo operations should be suspended on №1 and №2 wharves while conducting mooring operations of the ferry;

g) The wharf №11 of Poti is used for the placement of the Port supporting fleet;

h) The processing of passenger ships, car ferry and vessels loaded with general cargo is produced on the southern district (№12 – 13 wharves);

i) In the southern district (№14 wharf) is produced processing of general and bulk cargo, containers, equipments and vessels with other heavy weight cargo;

j) It is conducted processing of bulk grain and other general cargo on the №15 wharf of Poti Port .

3.(Repealed – 09.08.2013, N13).

4.The operation of cranes existing in the Poti Port should be ceased considering the technical specifications of the crane, but in case the minimum security limits are followed (less than 10 % of maximum allowed determined by technical specification.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

(The Order №07 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development December 29, 2014. website,29.12,2014.)

Chapter XIX

Port of Supsa

Article 102. Supsa Port Area

1.It is prohibited navigation of passenger ships in the waters of Supsa Port.

2.There is no restrictions set for the vessel draft in the waters of Supsa Port, except the tanker disposed at “SPM”, which draft shall not exceed 17,5 meters.

3.The Supsa Port waters present:

a) The water space, 500meters upstream of the river flow, from the confluence of the river Supsa.

b) The sea area which is bordered with the coordinates defined by the Appendix №12.

4.The water mainly flows towards the north-west parallel of the coast and its speed, as a rule, does not exceed 0,5 nautical miles per hour in the Port waters of Supsa. Wind is more common from the west, the strongest winds are in winter, when the wind speed reaches 30 (thirty) m/s.

5.There are two points designated for the vessel anchorage in the Supsa Port Waters:

a) Point 1 - $\varphi = 42^{\circ}02' 10''$ N; $\lambda = 41^{\circ}41'35''$;

b)Point 2 – $\varphi = 42^{\circ}02' 40''$ N; $\lambda = 41^{\circ}40' 50''$ E.

6.The vessel's safe speed in the Supsa Port, as a rule, is 5knot.

Article 103. Floating Wharf

1. "SPM" is yellow-colored, square-shaped welded construction, there is a fog-trumpet fixed on it directed in each sides, it sounds Morse-type voice (U) in each 30seconds and has 2.0 nautical mile coverage area, it has a white beacon signal, which illuminates continuously in every 15(fifteen) seconds and has 5.0nautical mile coverage area, as well as, radio beacon (RACON BEACON).

2. "SPM" coordinates: $\varphi = 42^{\circ}01,10.753$ N, $\lambda = 41^{\circ}42,39.875$ E.

3. The "SPM" cargo operator is the Pipeline Company of Georgia (hereinafter – GPC)

4. It is available the loading of following dimension tankers on the "SPM": length – minimum 240(two hundred forty) meters, maximum 290(two hundred ninety) meters; width – minimum 33(thirty three) meters, maximum 50(fifty) meters; displacement – from 60 000 tons to 164 000tons.

5. The sea space of 500(five hundred) meters radius from the "SPM" presents the zone of safe navigation, where sailing or/and the vessel anchorage are prohibited (navigation without anchorage is allowed only for tankers, which enter this zone for loading-unloading purposes; for the tugboats and other vessels, engaged in "SPM" exploitation services). Use of fishing nets/handicraft tools in the safe navigation area is prohibited.

6. "SPM" is linked to the shore with the underwater pipe, which azimuth is $240^{\circ} - 62^{\circ}$. 250 meter width sea space along each sides of the underwater pipeline is a safe navigation area., where it is prohibited sailing, use of fishnets/trails/purse nets and/or the vessel anchorage.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 104. Marine Pilot

1. Marine Pilot should go aboard the ship in the 3(three) nautical miles distance from the "SPM" through the serving vessel.

2. The ship placement operations are performed only in daylight hours, in the conditions of good vision, and its launching – during day-night periods.

Article 105. Terms of Towed Service in the Port of Supsa

1. It is necessary ensuring of towed service during the tankers disposal on the "SPM" and production of cargo operations.

2. The Ship Master, directly or through the agent, should make an application of tug providing with the Port or the tug service company 24(twenty four) hours prior to Port entry and verify the application 2(two) hours before entering the Port on the 70(seventy) and 16(sixteen) ultra-short-radio-waves.

3.Registration of towed service application is performed before registering the tanker's departure from the Port. The tug service is confirmed by the Master's signature in the receipt of towed service, before the tanker leaves the Port.

Article 106. Fishing, Small or Small-Capacity Ships Traffic

1.Access of fishing, small-training and small-capacity vessels in the Port Waters of Supsa is carried out in any direction, at the same time, the ship's entry in the safe navigation area, in 500(five hundred) meters radius from the "SPM" is prohibited, and along the underwater pipeline, from the pipeline axis in each side of 250meters zone (from the bottom up to the water surface) crossing of fishing, small-training and small-capacity vessels is allowed only in case of prior consent from the Coast Guard.

2.In case of the tanker's entry in the Supsa Port, anchorage (including at the "SPM"), trailer operation performance or departing from the Port, navigation is temporarily restricted/banned by the Harbor Master in accordance with the terms and information received from the Port of Supsa:

S U P S A	1. $\phi = 42^{\circ}03.202' N$	$\lambda = 41^{\circ}43.800' E$
	2. $\phi = 42^{\circ}03.202' N$	$\lambda = 41^{\circ}40.000' E$
	3. $\phi = 42^{\circ}00.502' N$	$\lambda = 41^{\circ}42.200' E$
	4. $\phi = 42^{\circ}00.502' N$	$\lambda = 41^{\circ}45.600' E$

This decision will be notified to the Coast Guard Department.

Article 107. To Stand on Roadstead

1.The tankers disposal on roadstead in the Supsa Port is allowed in the anchorage areas, at the confluence of the river Supsa, with the following coordinates:

a) № 1 $\phi = 42^{\circ}02'10''N$; $\lambda = 41^{\circ}41'35''E$;

b) № 2 $\phi = 42^{\circ}02'40''N$; $\lambda = 41^{\circ}40'50''E$.

2.Anchorage of small-tonnage, small-capacity and fishing vessels is permitted at the estuary of the river Supsa.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 108. The Tanker's Placement at the Floating Wharf

1.Disposal of the tanker at the floating wharf is carried out by the Supsa terminal,in agreement with the Port State Supervision and Control Service, with the notice of GPC.

2.It is prohibited supplying of the tanker disposed at the "SPM" with the fuel.

3.The Master of a tanker during the entire period of the tanker disposal on the "SPM" should stay on the bridge.

4.The person (hereinafter –Mooring-Master) who performs the placement and removal of the tanker in the Supsa Waters at the floating buoy should stay on the front end of the tanker. He will notify the marinePilot, standing on the navigation bridge of the tanker, about the direction of a tanker and approximate distance towards the “SPM”.

Article 109. Standing at the Floating Wharf

1.The tanker, located at the “SPM” shall be prohibited to carry out maintenance of the mechanisms that are necessary for being on roadstead.

2.During parking at the “SPM” the Tanker Master should stay on the tanker, and in case of his absence – the Chief Mate should.

Article 110. Unmooring of the Tanker from the “SPM” and departure

1.After completing loading the Tanker Master, Mooring-Master and marinePilot should agree on the unfastening plan of the tanker.

2.During the tanker’s disposal at the “SPM” the crew should be present in full staff.

3.The tanker exit from the “SPM” depends on the favorable weather conditions for navigation and is performed:

- a) After completing the tanker loading operations;
- b) In the case of suspension of the tanker loading operations caused by unfavorable weather conditions;
- c) If a towed service is not provided.

Article 111. Ballast discharging

The Port and Terminal of Supsa do not possess any equipment for acceptance or disposal of ballast, therefore only isolated ballast tanker is permitted for loading in the Port of Supsa.

Chapter XX

Kulevi Port

Article 112. Boundaries of the Port of Kulevi

1.Kulevi Port is located on the left bank of the river Khobi. The north border of the Port spreads from the sea along the right bank of the river Khobi, in the upstream direction of the river. The east border runs from the joining place of the rivers Tsivi and Khobi, along the right bank of the river Tsivi up to the bridge, which passes over the river Tsivi. The south border crosses the island from the bridge to the sea shore. The coordinates of the Sea Port area, waters and access channel are marked on the cadastral and marine maps approved in accordance with the Law.

2.Kulevi Port consists of a maritime Terminal, Oil Terminal, inland river waters and access channel of the rivers – Khobi and Tsivi.

3.The Oil Terminal includes complex of engineering constructions for unloading and storage of oil, petroleum products, liquid hydrocarbons, waste, water and oil infusions, pure liquid gas transshipment pier with the relevant infrastructure.

4.Maritime Terminal Complex, which consists of 3(three) hydrotechnic wharf structures, provides standing of tankers and Port fleet (vessels, which Port of registry is Kulevi Port), connection with the oil terminal units, transportation and also loading of oil, petroleum products, liquid hydrocarbons, waste, oil and water infusions on the tanker.

5.An accumulative sandy shaft gets out on the south-west (SW) between the sea and Port borders. From the north-east (NE) within the Port boundaries flows the river Tsivi.

6.Only oil-related operations are allowed in the Port of Kulevi.

Article 113. Navigation Conditions of Kulevi Port

1.The entrance of Kulevi Port is located in the 7.6miles from the mouth of the river Khobi, on the south south-west (SSW) of the cape – Anaklia.

2.The bank in the area of the river Khobi confluence is low, sandy. The confluence of the river Khobi is easily recognizable by the group of sunk ships, which protects from the south-west (SW) wave and heaving. The oil terminal engineering constructions are located on the left bank of the river Khobi.

3.The village – Kulevi is situated near the confluence of the river Khobi, along the bank.

4.From the south-west (SW) the river Khobi confluence is not protected from wave and heaving. During the waves higher than 4points, wave strike arise,which is surely to be considered during the vessels entry/exit.

5.The depths of the river Khobi confluence increase gradually at a distance from the bank towards the sea direction. Isobathe of 10meters reaches the distance of 0.8 – 1nautical mile from the shore, 20(twenty) meters – 1,6nautical miles, 30meters – 2,1nautical miles.

6.During navigation in the waters of Kulevi Port it should be considered by all means that the depths undergo alternations as a result of water courses movement of the rivers Enguri, Khobi, Rioni and the existence of constant flow from the south (S) to the north (N) direction, with 0,4 – 0,6 knot speed.

7.It is prohibited a transit movement of the ships in the Port waters and its access, except the local (assigned to the Port of Kulevi) fishing, small-tonnage and other small-capacity vessels.

8.The vessels entered in the Kulevi Port should have the draft, which provides safe maneuvering and trailer operations. The safe navigation depth supply for the ship with 40 000 deadweight tons should be at least 0.50meters, and more than 40 000tons – 1.0meters.

9. During anchorage and its raising all the vessels should take cautions, they should be guided by the nautical charts, COLREG – 72, this “Rules” and “Good Maritime Practice”.

10. The Masters of all the ships entered into the Kulevi Port should have this “Rules” and LTD “The Black Sea Oil Terminal’s Rules”.

11. The maximum safe speed of the vessel in the Kulevi Port is 5 (five) knot.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Article 114. Hydrometeorological Conditions of Kulevi Port

Kulevi Port hydrometeorological conditions are:

a) Precipitation– more than 900(nine hundred) mm in a year, the most amount in summer, maximum amount in the day-night 268(two hundred and sixty eight) mm of rainfalls. The rainfalls from November till the 1st of March is 723mm. The number of rainy days per year are 108 -169, per month – 9-16;

b) Fog 1–1,5%, occasionally–5%, higher–7%. The number of foggy days per year–27 days;

c) Visibility 5–10 miles, the best visibility – April–October. The deterioration of visibility in summer is caused by rainfalls. The navigation lights are seen from the distance 7,5 miles;

d) Ground–up to the isobathe 10(ten)meters, a small sand sediment. Afar off the bank dense mud with small sand and splinter shells;

e) The velocity of flow is 0,5m/s. The speed changing is depended on the wind direction and seasonal rains.

Article 115. The Signs of Kulevi Port

1. The lighthouse “Kulevi” – a green cylindrical tower, height of the construction 8(eight) meters, is located within the coordinates of Kulevi Port $\varphi = 42^{\circ}16,51' N$; $\lambda = 41^{\circ}38,08$. National number –altitude 200, 11meters above the sea level.

2. The Lighthouse “Kulevi” Characterization

a) Green light FLG;

b) Beam distance 4(four) miles;

c) Green cylindrical tower.

Article 116. The Kulevi Port Waters

1. Kulevi Port Waters area includes the inland fluvial waters of the river Khobi within its boundaries, the internal fluvial waters of the river Tsivi and the entrance channel with

circulating pond. The water areas of Kulevi Port is given in the Appendix №13 of this “Rules”.

2.The inland fluvial water area of the river Khobi takes its source in the entrance of Kulevi Port (mouth of the river Khobi) and is bounded:

- a) From the north – the right bank of the river Khobi;
- b) From the south – wharves.

3.The inland fluvial waters of the rive Khobi and the eastward border of the Kulevi Port is presented by the crossing line, which connects the right bank of the mouth of river Tsivi with the north bank of the river Khobi.

4.The internal fluvial waters of the river Tsivi includes the flow of the river Tsivi in opposite direction from the mouth of the waters of river Tsivi, up to the roadstead bridge over the river Tsivi.

5.The entrance channel with circulating pond starts at the access buoy of the Kulevi Port in the following coordinates: $\varphi = 42^{\circ}17'30''N$; $\lambda = 41^{\circ}35'47,19''E$ and ends at the Kulevi Port entrance (mouth of the river Khobi).

6.The entrance channel length is 2,4miles, project width – 210meters, project depth – 18 (eighteen) meters, direction of the axis – 119,9 – 299,9 degrees, circulating basin diameter – 500(five hundred) meters.

7.The actual width of the entrance channel, as well as, actual depth of the entrance channel and wharf are set by the Kulevi Port State Supervision and Control Service, on the basis of written application of the Kulevi Port and certifying documents of implemented corresponding measuring works.

Article 117. Anchorage Places

The vessels stayed in the queue for Kulevi Port entry should head to the anchorage place №200 of the Poti Port and should be led due to the claims of Articles 88 – 92 of this “Rules” during anchorage, keeping moorings and raising anchor.

Article 118. Wharves

1.The pier constructions are located on the left bank of the mouth of river Khobi (Wharf Line) of 610(six hundred ten) meters in length, which is assigned for filling oil in the tankers and operational zone for trailer operations performance, which width is 210(two hundred ten) meters. The trailers props are located in every 31(thirty one) meters.

2.The Port length and depth comprise:

Wharf	the wharf length (m)	the wharf depth(m) project
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wharf №1	290	17,10
wharf №2	230	13,60
wharf №3	60	5,50

Article 119. The Ship Entry/Departure in/from the Kulevi Port

1.The ship entry/departure in/from the Kulevi Port is performed only in the daylight, in a good weather conditions (the east wind up to 15(fifteen) m/s, wave – 3(three)points). In the case of another direction of the wind and wave the Harbour Master and the Pilotage Service in regards of good maritime practice in the specific navigation conditions, take the decision of the ship's entry or departure. For the purpose of ensuring safe navigation and maneuvering of the ship in the entrance channel, there is designed a circulating pond 500(five hundred)meters in diameter, which center is located $\varphi = 42^{\circ}16,73'N$; $\lambda = 41^{\circ}37,36'E$, in the existed depths – 12(twelve)meters, in 830(eight hundred thirty meters from the wharf №1.

2.The entrance/departure of the ship in/from the Kulevi Port is carried out by the help of the Port tugboats, not more than one ship on the channel, with mandatory Pilotage(except the cases defined under the paragraph 2 of the Article 18 of this “Rules”) and of “Radar system of the vessel traffic service” control (VTS).

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)

Article 120. Pilotage and Trailers Operations

1.The marine Pilot goes aboard the ship from the side of fair wind deck in the following point $\varphi = 42^{\circ}17'30''N$; $\lambda = 41^{\circ}35'47,19''E$, at the receiving buoy.

2.The Ship Master and marine Pilot should constantly monitor and take into account the river flow and the weather conditions.

3.The main engine on a ship should be on the alert for reversing, and anchors – for retreat (launching).

4.The vessel stands at the wharf with its bow (prow) towards the exit. The stern/prow springs should be given first, and then the rest cables.

Article 121. Terms of Towed Service in the Kulevi Port

1.The tanker with 50 000(fifty thousand) tons displacement and more capacity gets 4(four) tugs. In case of good weather and navigation conditions, with the consent of the Port Master the tanker's entry can be performed by 3(three) tows, if the capacity of each tow is at least 3500h/p. The tow with the displacement volume from 30 000(thirty thousand) tons – to

50 000(fifty thousand) tons – 3(three) tugs, but if the vessel has a control device – bow thruster with the agreement of the Port Master and Pilot can be used 2 (two)tows. For the purpose of the vessel entry with less than 30 000(thirty thousand) tons displacement should be used 2(two) tows.

2.The tanker stops its movement on the circulating pond, returns with the assistance of tows without its main engine support, but the main engine have to be in the constant alert position for reversing in case of need.

3.The tanker, after the turn made by tugboats assistance, is towed at the wharf, in the distance approximately – 830(eight hundred thirty) meters from the wharf №1 or 1200(one thousand two hundred) meters away from the wharf №2.

4.The vessel, which length does not exceed 150(one hundred fifty)meters and its displacement on the ship's prow does not exceed 4(four)meters, in good navigation conditions, by the decision of the Pilot and Ship Master, is able to make turn in the river along the wharves.

(Order №13 of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia August 9. 2013. website, 13.08.2013.)

Chapter XXI

Ports of Abkhazia

Article 122. Temporarily Closed for Navigation Ports of Abkhazia

1.On the basis of the Law of Georgia paragraph “c” of the Article 2 on “Occupied Territories”, Presidential Decree №313 of August 3. 2004 on “Defense of Rights, Territorial Unity, Sovereignty and Security of Georgia in the Abkhazia Maritime Region of Maritime Space of Georgia” before resolution of the conflict of Abkhazia (Georgia) the territorial waters of the Autonomous Republic of Abkhazia and contiguous zone, the State Border Stretch of Russia – Georgia within the territorial bound of Abkhazia (Georgia), the Sea Port of Sokhumi and Port points are closed for navigation and all kinds of transport traffic, except a humanitarian aids cargo transportation.

2.The coordinates of the district №34 of the northern part of territorial sea of Georgia closed for navigation are defined under the resolution № 57 of January 15 2014 of the Government of Georgia on “Establishment of the Vessel Traffic Separation Schemes in the Territorial Sea of Georgia, Sea Corridors and Special Maritime Areas”.

3.The Port area is given in the Appendix №14 of this „Rules”.

(Order №08 – website, 25.07.2016. of the Director of the LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia July 22, 2016.)