



## **MARITIME SAFETY REGULATIONS OF THE PORT OF CARTAGENA**

Royal Legislative Decree 2/2011, of 5 September, approving the consolidated text of the State Ports and Merchant Marine Law, in its Article 266.4, assigns to the Harbour Master Offices the task of establishing, for safety reasons, the anchoring and manoeuvring areas, the availability of pilotage and towing services, and the criteria determining the manoeuvres, including berthing, to be carried out by vessels carrying dangerous goods or having exceptional conditions and, in general, all those functions relating to navigation, maritime safety, maritime rescue and fight against pollution of the marine environment in waters situated in areas where Spain exercises sovereignty, sovereign rights or jurisdiction. Likewise, Royal Decree 638/2007 of 18 May, regulating the Harbour Master Offices and the Maritime Districts, establishes the competences of the Maritime Captains. By virtue of this, the present "Maritime Safety Regulations of the Port of Cartagena" are established.

Here we analyse the criteria of maritime safety and actions to be undertaken in the area of the service area of the port of Cartagena, according to the following points:

- 1.- Scope of application.
- 2.- Definitions.
- 3.- Cartagena Maritime Rescue Coordination Centre (RCC).
- 4.- Port Maritime Traffic Control Service. Cartagena Port Control (CPC)
- 5.- Maritime Security. Compliance with ISPS Code.
- 6.- Landfall point, anchoring, waiting and maneuvering areas.
- 7.- Navigation and pilotage rules.
- 8.- Exception to the obligation to use the Pilotage Port Service.
- 9.- Manoeuvring and docking criteria.
- 10.- Need to use tugboats.
- 11.- Special rules for ships carrying dangerous, harmful or polluting goods.
- 12.- Fight against pollution.
- 13.- Criteria for port closure.
- 14.- Reporting requirements for ships.
- 15.- Self-Protection Plan and Maritime Interior Plan.
- 16.- Communication standards with the Navy Hydrographic Institute.
- 17.- Infringements.

Annexes

E-mail: [capitanía.cartagena@fomento.es](mailto:capitanía.cartagena@fomento.es)

C/ Pez Espada 1

30202 – Cartagena

Teléfono: 968 52 19 16

Fax : 968 50 03 79





## 1. SCOPE OF APPLICATION.

This Regulation shall apply to all vessels in port waters or bound for the port of Cartagena. It shall also apply to undertakings operating in the port area which, because of their activity, have contact with ships or are likely to cause incidents of marine pollution.

## 2. DEFINITIONS.

2.1. **CPC:** Cartagena Port Control. Port Maritime Traffic Control Service, is the service of management, coordination and control of port maritime traffic, provided by the Port Authority of Cartagena, as established in art. 106, a) of RLD 2/2011, which is responsible for controlling and regulating maritime traffic in the waters of the Port Authority

2.2. **ECC:** Emergency Control Centre. It is the service that coordinates the means and operations employed in an eventual emergency that occurred in the water or the areas of port responsibility. In Cartagena, this service is attended by the Emergency Control Centre of the Port Authority of Cartagena

2.3. **RCC:** Rescue Coordination Centre. Maritime traffic control towers and pollution control coordination. They are deployed along the entire Spanish coast served by SASEMAR personnel and under the direction of the Harbour Master of the area in which the operations are carried out. The maritime province of Cartagena has been covered by the RCC (CCS) of Cartagena.

2.4 **Dangerous Goods (HAZMAT)**, are those defined in Art. 3.24 of Royal Decree 145/1989, of 20 January, approving the National Regulations for the Admission, Handling and Storage of Dangerous Goods in Ports. Dangerous goods not included in Art. 15 of the Royal Decree, with the exception of hydrocarbons and harmful substances in bulk, shall be considered as such for this purpose only when their quantity exceeds 200 Ton.

2.5. **Weather Conditions.** The values of wind speed and direction, wave height and visibility for the purposes of these Safety Regulations shall be those determined by the Maritime Rescue and Port Authority meteorological stations, and, failing that, those which are official.

2.6. **Polluting Goods.** A substance or energy that causes or is likely to cause harmful effects such as risks to human health, damage to living resources and to marine or coastal ecosystems, including biodiversity loss, obstacles to marine activities, in particular to fishing, tourism, leisure activities and other legitimate uses of the sea, a change in the quality of marine waters which limits their use and a reduction in their recreational value, or in general terms, undermining the sustainable use of marine goods and services.





### 3. CARTAGENA RESCUE COORDINATION CENTRE (RCC).

3.1. By virtue of the provisions of Art. 268 of Royal Legislative Decree 2/2011, would correspond to the Rescue Coordination Center (CCS), in its area of responsibility, the rescue services, search, rescue and maritime rescue, prevention and fight against pollution of the marine environment and the maritime traffic control service

3.2. For the purposes assigned to the Cartagena RCC (CCS), it has electronic means of identifying and monitoring ships, as well as maritime means permanently deployed along the coast of the province. It also has air units established in Valencia and Almería that cover the entire province of Cartagena.

3.3. The Centre is operational 24 hours a day by listening on VHF Channels 16, 06 and 15 and phones 968 52 95 54/ 968 52 98 17 and 900,202,202.

It broadcasts weather bulletins and radio alerts every two hours, and maintains permanent listening, for the reception of distress calls, through Coastal Radio on Channels 16 of VHF in telephony and 70 of VHF in digital selective call (DSC).

3.4. The RCC(CCS) is established to improve the safety and efficiency of traffic at sea and to protect the marine environment, through the continuous monitoring of ships in navigation, with the capacity to act on such traffic by responding to situations that, in relation to it, they arise within its area of responsibility.

### 4. CARTAGENA PORT CONTROL (CPC): VESSEL TRAFFIC SERVICE.

4.1. The Service of Information and General Instructions to Ships, for the Management of Port Maritime Traffic in Cartagena, provided for in article 106 of Royal Legislative Decree 2/2011, is carried out by the Port Authority of Cartagena through Cartagena Port Control, this service is regulated by the Port Control Ordinance "Cartagena Port Control", approved by the Board of Directors of the Port Authority of Cartagena at its regular session held on May 09, 2013, and has as its main objective, to facilitate in conditions of efficiency, quality and safety means the navigation of ships in the waters of the Port Service Area, in order to avoid collisions, dangerous situations for people, for navigation itself, for the safety of goods and for the preservation of the marine environment. For this purpose, the Port Authority of Cartagena has signed a contract with SASEMAR, for this Company to provide the service on behalf of the Port Authority of Cartagena.

To carry out its functions, Cartagena Port Control (CPC) has adequate communication equipment, automatic vessel identification system (AIS), and meteorological station. The procedure of information and aid to ships is developed in the aforementioned Port Ordinance, Cartagena Port Control.

4.2. The on-call controller at the CPC must inform the Harbour Master Office, before the anchoring or entry manoeuvre begins, the arrival of ships arriving with malfunctions or deficiencies in the steering gear which could impair their manoeuvrability and could adversely affect maritime safety or the marine environment, and in particular those carrying dangerous goods or presenting exceptional conditions. The Harbour Master Office, in these cases, will give its express authorization so that the ship can carry out its entry or stay in Spanish waters.





The on-call controller at the CPC shall inform the Harbour Master by telephone in cases where the pilotage service is suspended due to adverse weather or other conditions.

4.3. Article 62.3 of Royal Legislative Decree 2/2011 gives the Port Authorities the power to prevent and control maritime pollution emergencies in the service areas of ports, as well as to clean up and control pollution that occurs. The RCC(CCS) of Cartagena, under the direction of the Harbour Master Office, will provide the necessary assistance in the rescue and pollution control operations within the port service area.

## 5. MARITIME SECURITY. COMPLIANCE OF THE ISPS CODE.

5.1. Ships, to which the ISPS Code applies, arriving at the port of Cartagena shall be in possession of the current International Ship Security Certificate attesting compliance with the applicable requirements of Chapter XI-2 of the SOLAS Convention of 1974, as amended, and of the International Ship and Port Facility Security Code (ISPS).

Similarly, and in compliance with article 10.j of Royal Decree 638/2007 of 18 May, regulating the Harbour Master Offices and the Maritime Districts, it is the responsibility of the Harbour Master to apply and monitor security requirements on board of ships, without prejudice to the competencies of the Port Authority and other public administration bodies and to the responsibilities of port users and concessionaires in this area.

5.2. Any vessel announcing its intention to call at the port of Cartagena shall provide, at least 24 hours before arrival, the information referred to in paragraph 2.1 of Regulation 9 of Chapter XI-2 of the SOLAS Convention.

No vessel may enter port without having previously submitted this information to the Port Security Authority and the Harbour Master Office, using the notification model established by the Maritime Security Committee of the European Commission (MARSEC).

5.3. The Harbour Master Office, either ex officio or at the request of third parties, if it has reasonable grounds to suspect that a vessel is in breach of the above requirements, may require such information as it deems appropriate and carry out an inspection in order to verify the security measures on board.

Where the Maritime Safety Inspectors find that the ship has serious security deficiencies or no valid Certificate, and have reasonable grounds to believe that it poses an immediate threat to the safety or security of persons, of ships or other property, and that there are no other appropriate means to eliminate such a threat, the Harbour Master may, inter alia, refuse to allow the vessel to enter port, restrict its operations, detain her or even expel her from port.

5.4. No vessel with a security level lower than that assigned for the port shall be admitted for entry. Before entering or during its stay in port, the ship shall comply with the requirements corresponding to the level of security in force at that time, established by the Spanish Government, responding immediately to any change that increases the level of security. If the ship is unable to meet the requirements of the established security level, she shall notify the relevant Port Facility Security Officer prior to carrying out any ship-to-port facility interface, or before port entry, if this is earlier.





If the Ministry of the Interior or the port security authority, acting in accordance with the legislation in force, agree to the application of measures of another level of security, they may require the ship to take appropriate measures.

## 6. LANDFALL POINT, ANCHORING, WAITING AND MANEUVERING AREAS.

The landfall point of the port of Cartagena is located at:

LATITUDE: 37° 32.4' N

LONGITUDE: 001° 01.6' W.

Furthermore, a series of anchoring areas were established which are marked on official nautical charts 464, 464A and 4642, published by the Hydrographic Institute of the Navy, see map in the Annex..

### 6.1. Anchoring areas in Port Service Area II. -

There are three anchoring areas in Area II of the port of Cartagena:

6.1.1. For vessels up to 100 m in length:

A. I: 37° 34',7 N            L: 00° 59',3 W

B. I: 37° 34',6 N            L: 00° 59',7 W

L. I: 37° 33',3 N            L: 01° 07',0 W

M. I: 37° 33',0 N            L: 01° 07',1 W

6.1.2. For vessels between 100 and 200 m in length:

D. I: 37° 34',4 N            L: 01° 00',1 W

E. I: 37° 34',0 N            L: 01° 00',6 W

6.1.3. For VLCC, LNGC and LPGC vessels:

F. I: 37° 33',7 N            L: 01° 01',6 W

G. I: 37° 33',3 N            L: 01° 02',5 W

H. I: 37° 32',8 N            L: 01° 02',5 W

I. I: 37° 33',7 N            L: 01° 04',3 W

J. I: 37° 33',4 N            L: 01° 05',3 W

K. I: 37° 33',2 N            L: 01° 06',4 W





## 6.2. Safety criteria in anchorage areas. -

6.2.1. **Vessels bound for the port of Cartagena.** - Vessels bound for the port of Cartagena, which are previously bound for an anchorage in Area II, will contact Cartagena Port Control that will tell them the instructions to follow to reach and stay safely in the assigned anchorage area.

Ships carrying dangerous or polluting goods, coming from a port outside the European Union, must have the express authorisation of the Harbour Master Office, as a precondition for entering the anchorage.

6.2.2. **Vessels in demand for anchorage for reasons other than "waiting for berth".** - Foreign vessels, except in the case of damage or force majeure, may not anchor or interrupt navigation in the Spanish Territorial Sea or in maritime inland waters, except in those waters forming part of the Port Service Areas. However, for reasons of maritime safety, even ships which have to anchor due to failure or force majeure, shall do so preferably in port service areas.

In any case and under any circumstances, the ships that must anchor in Area II, of the waters of the port of Cartagena, must follow the procedures established by the Single Declaration of Call (D.U.E.) and the Port Control Ordinance Cartagena.

In all cases and circumstances, vessels anchoring in or outside Area II, in the territorial sea or internal waters, for reasons other than "waiting for berth", shall be required to appoint a local Agent and to notify the Harbour Master Office, to the RCC(CCS) of Cartagena and Cartagena Port Control the following information:

- I.Name, ship details and crew on board.
- II.Place, date and time of interruption of navigation or anchorage.
- III.Cause that motivates it.
- IV.Time of stay within the waters or anchorage.
- V.Port of origin and destination
- VI.Quantity and type of goods on board, with special identification of dangerous goods.
- VII.Address of the Shipowners/Insurers and/or P&I.
- VIII.Deficiencies or limitations affecting the safety of the ship and the environment or, if not, negative clearance by the Master.

The Harbour Master Office, in the light of the information received, may authorize or deny the anchoring.







The anchoring of tankers in transit will be governed by the provisions of Royal Decree 186/2023, of March 21, which approves the Regulations for the Management of Maritime Navigation

6.2.3. Vessels at anchor shall comply with the following conditions:

- I. Maintain the safety and FIFI equipment and the propulsion and anchoring systems, operational and in immediate operation.
- II. Comply with the International Regulations for the Prevention of Collisions at Sea regarding lights and anchorage signals, with deck and bridge lights remaining illuminated at night.
- III. Comply with the pollution prevention requirements of the MARPOL 72/78 Convention.
- IV. Check her position regularly enough to ensure her safety, noting it every hour in the logbook.
- V. Keeping watch with qualified officers and permanent listening on Channels 16 and 14 of VHF and 70 (DSC), informing Cartagena Port Control, of any news in the anchorage.
- VI. Request, through her Agent, the corresponding authorization from the Harbour Master Office, in order to carry out repairs, being compulsory to contract the services of a tugboat in case they affect its manoeuvrability or operability.
- VII. Where the purpose of anchoring is the immobilisation of the main engine, the vessel shall keep at least one towline to a tugboat ready to work, especially if the vessel is carrying dangerous goods as indicated in the IMDG Code.
- VIII. Do not make any kind of spillage, even of dirty water, even if the vessel has a water treatment plant on board.

6.2.4. Bunkering operations from barges in Area II or outside port waters shall be carried out only when it is not possible to do so inside the port.

In these cases, the supply will be carried out with the prior authorisation of the Harbour Master Office, in accordance with the safety and pollution prevention conditions dictated by the Directorate General of the Merchant Shipping and the Port Authority, in the isolated anchorage designated for vessels with dangerous goods, in good weather conditions, visibility greater than 2 miles, wind less than force 3 on the Beaufort scale and curly sea.

A VHF security channel shall be established for communications between the vessel, the barge and Cartagena Port Control and shall be required the prior presentation, of "Ship/Barge Supply Safety List", by the Agent or the Master of the vessel and by the Master of the barge.

Any vessel at anchor which is restricted in its manoeuvring and/or propulsion or which, due to bad weather conditions, is advised to do so, shall hire the services of a tugboat with sufficient power for the entire time it is at anchor.

6.2.6. According to Royal Decree 1737/2010 of 23 December approving the Regulation governing the inspection of foreign ships in Spanish ports, any ship having a priority index I, i.e. is subject to a mandatory pre-departure inspection, may be assigned an anchorage point to carry out the corresponding inspection.





6.2.7. The Harbour Master shall deny access to the anchorage and the port to vessels in the circumstances described in Article 16 of the said Royal Decree 1737/2010, including those which do not have a Safety Management Certificate or a copy of the ISM Code Compliance Document.

Harbour Master shall also deny access to the anchorage and the port to ships not holding an International Ship Security Certificate, relating to the ISPS Code, and an Insurance Certificate for damage caused by her fuel (Bunker Certificate), relating to the 2001 Fuel Convention.

6.2.8. Vessels at anchor shall remain in contact with Cartagena Port Control on VHF channels 14 and 16, throughout the time they remain there, notifying their movements, approach, departure, and any circumstance that affects or may affect maritime safety and navigation.

6.2.9. Through this link, vessels can also collect and receive from Cartagena Port Control, all information related to warnings to sailors, maritime traffic, weather in the area, and any other considered of interest to the ship and its crew.

### 6.3. Waiting and manoeuvring area.

Any vessel going to port and must stay in the vicinity, either waiting for the pilot or having to perform some manoeuvre at sea, will do so within the port service Area II, in the vicinity of the Pilots Boarding Point and outside at least one mile from the green light at the entrance, and following the indications of Cartagena Port Control at all times.

She will remain in communication, through VHF, with Cartagena Port Control and in coordination with the pilots during the whole time that the waiting or manoeuvre lasts, informing about her movements and any circumstance that affects or could affect the maritime and navigation safety.

## 7. NAVIGATION AND PILOTAGE RULES.

7.1. In accordance with the provisions of the General Regulations on Pilotage, approved by Royal Decree 393/1996, of 1st March, in Cartagena it is compulsory to use the Pilotage Service for the entry and exit from port of all vessels with a Gross Tonnage equal to or greater than 500 GTs, without prejudice to the exceptions established to the aforementioned obligation in accordance with the provisions of Order FOM/1621/2002.

Regardless of her tonnage, the manoeuvre will not be authorized without a pilot, when so determined by the Harbour master Office for reasons of maritime safety, and when vessel carries more than 200 tons of dangerous goods not included in Article 15 of the RD. 145/1989 or any quantity of dangerous goods referred to in that Article 15 which, because of their particular danger, require special written authorization for admission to port.

The Pilotage Service will be provided in accordance with the minimum technical conditions approved by the Directorate General of the Merchant Shipping, assuming the technical advice of the vessel from the limit of Area II or outside the port waters. For this purpose, Pilotage Service will maintain a radio communication service, through VHF channels 16/14, 24 hours a day with personnel with acceptable knowledge of nautical English, to facilitate the work of the Captains when contacting this Service.







Any ship coming from offshore and intending to enter the Port of Cartagena shall follow the procedure of the Cartagena Port Control Ordinance attached to these Safety Rules as an Annex. Nevertheless, and in any case, she must have the corresponding authorization to enter the waters of the Harbour Master's Office. Otherwise she will be kept out of the Spanish territorial sea.

7.3. Preference for entering or leaving the Port is established by the Port Authority, although as a general rule, preference shall be given to outgoing vessels over incoming ones. In any case, vessels heading for port shall approach the Pilots Boarding Point at a minimum safe speed. The maximum speed limit during transit through the access channel and within the port shall be 3 knots or, where appropriate, the minimum compatible with the ship's steering.

7.4. Both on departure and entry, the Captains of the vessels must contact Cartagena Port Control two hours in advance, or at least one hour before the end of the operations or be ready for departure. They will also communicate with Pilots half an hour before the start of the departure manoeuvre, having the pilot ladder by the side indicated by the Pilot, which will be combination ladder type when vessel's freeboard is greater than 9 meters

7.5 Pilot Boarding Point. - Unless exceptional circumstances prevent it, boarding and disembarking of the pilot on vessels entering or leaving port shall be done at a point located outside the outer limit of the entrance channel and within the area assigned for this purpose.

The pilot boarding points, which must be marked on the approach and portolan charts, are those defined by the following coordinates:

Point A) For vessels over 30,000 GT heading to the Escombreras Dock:

LATITUDE: 37°33,7'N  
LONGITUDE: 001° 00' W

Point B) For other vessels heading for Cartagena and Escombreras docks:

LATITUDE: 37°34'N  
LONGITUDE: 000°59,5'W

7.6. The Pilot, at the time of boarding, will receive from the Captain sufficient information regarding the cargo transported and the manoeuvrability of the ship, informing the Harbour Master, through Cartagena Port Control, of the existence of any deficiencies that could affect safety.

7.7. The arrival of ships with exceptional conditions, and in particular those engaged in the transport of oil and liquefied gases, must be notified to the Harbour Master Office, directly or through the RCC (CCS) of Cartagena to be issued the mandatory report.

7.8. It will be a necessary condition for the Exit Pilotage Service to be provided that the vessel has formalized the dispatch, or has the exit authorization, "Ship Clearance", in the case of a foreign vessel or a Spanish vessel with destination to a foreign port, and that furthermore there is no express prohibition of exit by the Harbour Master.





7.9. Any ship carrying dangerous or polluting goods from a non E.U. port and whose first E.U. destination is the port or anchorage of Cartagena must have express (telematic) authorisation from the Harbour Master Office as a necessary condition for entry.

Regardless of the port of origin, the following vessels must have this express authorization:

- a) Vessels with breakdowns, floods or cargo slides, etc., or that have had any incident or accident that affects their manoeuvrability and compromises the safety of navigation or the marine environment.
- b) Oil tankers carrying hydrocarbons.
- c) Vessels carrying dangerous goods of the type referred to in Article 15 of Royal Decree 145/1989, especially when "Ammonium Nitrate" is involved, as well as in accordance with the provisions of Royal Decree 1695/2012, which approved the National System of Response to marine pollution,

In these cases, the pilot will not start the entry or anchoring manoeuvre without having verified the existence of this Authorisation.

7.10. Notwithstanding the notifications to be made to the Port Authority pursuant to Article 9 of Royal Decree 1737/2010 and Article 23 of the General Pilotage Regulations, the Pilots must immediately inform the Harbour Master Office of any event or event that occurs in connection with the provision of the pilotage service and that affects, or could affect, maritime safety, safety of navigation or the marine environment, including observed deficiencies and anomalies detected on ships during entry and exit manoeuvres from or within ports, which may be relevant to those effects. Such notification may be made orally and subsequently in writing using the model edited for that purpose by the General Directorate of the Merchant Shipping

7.11. In order to comply with the provisions of Royal Decree 201/2012 of 23 January, establishing the system of monitoring and information on maritime traffic, the RCC (CCS) of Cartagena, and the Pilot before carrying out any manoeuvre, must inform the Harbour Master Office of the arrival of ships in need of assistance and applying for permission to anchor or enter port, or if, due to their own situation or external circumstances, they present a risk of fire, explosion, damage or structural damage, collision, pollution, shift of cargo, loss of stability, beaching or any other risk to human life or damage to the marine environment or natural resources. In such cases, the Harbour Master Office after assessing the situation, shall take appropriate measures to ensure maritime safety and the protection of the marine environment, and may authorize or refuse access to the anchorage or the port. The Pilot will refrain from carrying out any manoeuvre with these ships without express authorization of the Harbour Master Office.

7.12. The port services of pilotage and towing shall be at the disposal of the Harbour Master at all times in cases where they are required for reasons of emergency or maritime safety.

## 8. EXCEPTION TO THE OBLIGATION TO USE THE PILOTAGE PORT SERVICE.

8.1. Those Captains who intend to obtain exemption to the port pilotage service, for the ships under their command, at the entrances and/or exits of the port of Cartagena must meet the requirements specified in

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Order FOM/1621/2002, of 20 June, regulating the conditions for the granting of exemptions to the harbour service of pilotage. They must also be in possession of a resolution in force from the Director-General of the Merchant Navy granting them such exemption.

8.2. The Harbour Master may suspend the exercise of exemption from pilotage, by means of a reasoned decision, for reasons of urgency and maritime safety.

The suspension shall be automatic, without the need for an express resolution to that effect, in the cases provided for in the aforementioned Order, and in the following cases:

- I. In visibility conditions less than a mile.
- II. When there are heavy showers or heavy rain.
- III. With wind strength of 5 or more, (17-21 knots of speed), on the Beaufort scale.

8.3. The general exception is made for inland waterway vessels such as port tugs, fuel and water supply barges, bargees, dredgers, etc., which, because of their tonnage, have to use Pilot.

## 9. MANOEUVRING AND DOCKING CRITERIA.

### 9.1. - General rules.

9.1.1. In order to ensure a minimum presence of crew on the wheelhouse during manoeuvres, enabling the master to exercise command in complete independence and thus reduce the risk of accidents, any vessel docking, undocking or making alterations with her own engine in port, whether or not assisted by a pilot, shall have on the bridge an officer or other crew member duly qualified to assist the master in the manoeuvre, at least until the first rope is given to the quay or from the time the last rope is released and until the vessel is clear.

9.1.2. Except in exceptional cases, in the opinion of the pilots, where there is no risk of accident, two manoeuvres may not be carried out simultaneously, in the same dock, with ships carrying dangerous goods.

9.1.3. A vessel which is moored or anchored within the limits of the service area of the port shall have on board sufficient crew in number and competence, capable of implementing the internal emergency plan and carrying out activities corresponding to the level of security established in accordance with the ship security plan, and ensuring at all times the safety of the ship itself, of their cargo, port facilities and human life in general.

Both the Ship Security Officer, Bridge Duty Officer and Engineer Duty Officer shall be aware of the lines of communication available between the ship and the port facility, the Dock or Terminal Operator, the Harbour Master and the Port Authority's ECC, in the event of an emergency or need for assistance. To that effect, the Agent must provide the vessel with the updated "Contact local points" with all the telephone numbers of these authorities and port services.





9.1.4. In the event of a strike, the Merchant Shipping Directorate-General shall lay down, as minimum services, the technical criteria for the appointment of the Maintenance and Safety Services Committee to remain on board. In any case, for reasons of maritime safety, the presence of the Captain, the Chief Engineer and a crew member shall be guaranteed on ships berthed at the quay, and on ships at anchor or with dangerous goods on board, the presence of the Captain, a Bridge Officer, the Chief Engineer and a crew member. If for any reason the vessel has to be moved, the Harbour Master shall set the minimum safety crew, which may be greater than that initially planned, to ensure that the manoeuvre is carried out in due safety conditions.

9.1.5. During the ship's stay in port, abandonment drills, FI.FI., etc., for crew training, as well as repairs, maintenance and hot works, shall be previously communicated to the Harbour Master Office, through the Agent, for its report and/or approval. Hot works shall be carried out with the necessary safety measures to avoid fire and personal accidents, with the express authorisation of the Master, following the procedure established in the ISM Code manual on board and taking into account the "List of principles for hot work on board all types of ships" of the IMO Maritime Safety Committee MSC/Circ.1084.

## 9.2.- Manoeuvres of tankers VLCC on the jetty E020 of Escombreras

9.2.1. The Harbour Master's letter dated 11 December 2008 on the jetty E-020 remains in force.

9.2.2. The berthing must always be starboard-side alongside. For safety reasons in the event of an emergency, the vessel must be docked with its bow facing the port entrance.

9.2.3. The approved manoeuvre is to enter the new dock with the bow facing approximately to the SE and to twist inside the basin, moving backwards until the ship is berthed starboard side alongside the jetty. The Pilot Corporation will have to provide the Port Authority, copying the Harbour Master and the REPSOL Maritime Terminal, with a standard manoeuvre protocol in which the course, speed of entry into the basin, starting point of the twisting, sighting draws, arrangement of tugs, etc. are specified.

9.2.4. The number of tugs for the entry manoeuvre shall be four of VOITH type. This condition may be modified according to the circumstances, in accordance with the technical criteria of the pilot assisting in the manoeuvre. The number of tugs for the exit manoeuvre may be less, as no twisting is required.

9.2.5. The towing lines used must be provided by the port tugs.

9.2.6. The vessel's approach laser to assist in manoeuvring must be operational at all times.

9.2.7. The limit wind and sea conditions to carry out the manoeuvres are

- Maximum allowed wind speed: 20 knots

- Maximum wave height allowed: 2 meters

9.2.8. Manoeuvring shall not be undertaken in visibility of less than 1000 metres.

9.2.9. The maximum permissible length is 340 metres.





9.2.10. As for night manoeuvres, they are limited to vessels up to 340 metres in length, winds not exceeding 10 knots and wave height not exceeding 1 metre. All other piers and the SW quay must be sufficiently lighting to allow at least a permanent check on their existence and location.

9.2.11. Unmooring manoeuvres are allowed at any time of the day or night, in the same weather conditions as for daytime manoeuvres.

9.2.12. Jetty hooks and mooring elements shall be subject to an effective maintenance and inspection programme. A copy of this programme shall be made available to the Harbour Master.

9.2.13. A systematic record must be kept of the manoeuvres and their most relevant incidents, the study of which will enable these rules to be reviewed on the basis of experience.

### 9.3.- Manoeuvres of LNG Carriers on the Jetty E001 of Escombreras

9.3.1. Wind Limit: inbound - outbound navigation:

9.3.1.1. The entry of small and medium-sized methane carriers in favourable weather conditions shall be limited to winds of speed equal to or less than 20 knots on average within half an hour before the manoeuvre. The departure of methane carriers in favourable weather conditions shall be limited to winds of a speed of 25 knots or less on average within half an hour before the manoeuvre.

9.3.1.2. The entry of large, Qmax and Qflex methane carriers in favourable weather conditions shall be limited to winds of 20 knots or less on average within half an hour before the manoeuvre (18 knots for SSW - Leveche winds). The departure of methane carriers in favourable weather conditions shall be limited to winds of speed equal to or less than 20 knots on average within half an hour before the manoeuvre.

9.3.1.3. Wind speed measurements shall be made by means of an anemometer calibrated by the competent authority, having a measurement log, and located at the harbour wind measurement centre on the South West Dock.

9.3.2. Maximum permissible wave height: inbound - outbound navigation

(This item is left blank, pending assessment)

9.3.3. Maximum allowable wave height for docking manoeuvre:

9.3.3.1. Small and medium-sized methane carriers: The maximum wave height allowed for berthing shall be 2 m inside the Escombreras basin.

9.3.3.2. Large methane carriers and Qflex. The maximum allowable wave height for berthing shall be 1,4 m inside the Escombreras basin

9.3.3.3. Qmax methane carriers: The maximum allowable wave height for berthing shall be 1 m inside the Escombreras basin.





9.3.4. Availability of tugs: No manoeuvre shall be undertaken until it is reasonably certain that an adequate number of tugs will be available in advance of the start of the manoeuvre.

9.3.5. General conditions of entry, large LNG carriers, Qflex and Qmax:

9.3.5.1. Maximum speed, before reaching the Punta del Gate or red port buoy of the entrance, the passage through the entrance must not exceed 6 knots (3 m/s).

9.3.5.2. The unavailability of the approach assistance system for vessels and meteorological station for the measurement of wind course and speed shall be sufficient reason for the cancellation of the berthing manoeuvre

However, the availability of the approach system will not be limited to the operability of the display, as portable tools are available that "replay" the information on the display as an alternative or complement.

9.3.6. Small and medium-sized LNG carriers: The minimum number of tugboats required for berthing under favourable conditions shall be such that they all together have a minimum bollard pull of 140 t for conventional tugboats. If one of the tugboats is a tractor type tug, this quantity shall be reduced by 15 t. For LNG vessel equipped with bow thruster, the number of tugboats shall be reduced by one. In no case shall the number of tugboats be less than two or three.

9.3.7. Large-scale LNG carriers, Qflex and Qmax: The minimum number of tugs required to berth under favourable conditions shall be such that all together have a minimum fixed bollard pull of 200 tonnes. If there is more than one conventional type tug, this number shall be increased by 15 t. For a methane carrier without a bow thruster, the number of tugs shall be increased by one, or the towing power shall be increased by at least 25 t. In no case shall the number of tugs be less than four.

At least 3 of the 4 tugs shall be of the tractor type or have special characteristics. One shall be located at the bow, one at the stern, and two shall be located on either side of the vessel, pulling or pushing along the bow, beam or quarter as appropriate.

9.3.8. For "small and medium-sized methane carriers", where the circumstances limiting entry into port are wind speed and/or wave height, the service of a tug shall be required in addition to the number indicated in 9.3.1

9.3.9. For "large methane carriers, Qflex and Qmax", with winds of more than 15 knots and weather forecast of possibility of increase, the entry manoeuvre will not be carried out.

9.3.10. The methane carriers must berth with the bow towards the exit unless expressly authorized otherwise by the Port Authority with a report from the Harbour Master.

9.3.11 Night Docking:

9.3.11.1. Night manoeuvres are permitted, provided that one of the following circumstances is not exceeded:

- Wind limit: 10 knots.
- Sea, maximum allowable wave height (Hs): 1 meter.







- Visibility less than a mile.

9.3.11.2. It is considered prescriptive to maintain the authorization of night docking the accreditation of:

- Full operation of release hooks.
- Permanent presence at the Terminal of the Terminal Loading Master from the time of boarding of the pilot out of breakwaters until the ship lets go her last rope to leave the jetty.
- Visibility over a mile.

## 10. NEED TO USE TUGBOATS.

10.1. The services described below relate to favourable weather conditions (visibility not less than one mile and wind not more than 5), vessels in good working conditions and with sufficient water under the keel:

- The use of tugboats to employ will be determined by the criterion of the Captain of the ship with the advice of the Pilot.
- However, the use of the port towage service is declared mandatory for all ships carrying dangerous and/or polluting goods in bulk and for tankers leaving or entering in ballast from or to Escombreras basin after having discharged dangerous inflammable and/or polluting goods.

The tow line (s) must be fastened on board the towed vessel, even if they remain slack, so that they can intervene immediately if necessary.

- Vessels that do not have under the keel clearance of at least 10% of their draught must be assisted by two tugs. If they are equipped with auxiliary manoeuvring means, such as side thrusters at bow and stern, etc., they may perform the manoeuvre with the aid of a single tugboat.

Container ships berthing at San Pedro and Santa Lucia quays are exempted from the above obligation.

- Irrespective of the means of manoeuvring, vessels arriving in port with damages in the engine, steering equipment or with any deficiencies or restrictions affecting their manoeuvrability and/or safety shall be assisted by at least one tug.

10.2. In unfavourable weather conditions, the following minimums are established:

- When entering and leaving the port, vessels with a length of 150 meters or more, under wind conditions exceeding 25 knots, or under visibility of less than 500 meters, shall be assisted by at least one tugboat suitable to the characteristics of the vessel assisted and equipped with sufficient safety devices, provided that the vessel does not have sufficient means to carry out the manoeuvre safely by herself.





- Irrespective of the means at their disposal and the length of the vessel, all vessels carrying dangerous goods in bulk and for tankers leaving the basin of Escombreras, in ballast condition, after the discharge of dangerous flammable goods must be assisted by at least one tugboat suitable to the characteristics of the vessel assisted and equipped with sufficient safety devices.
- The number of additional tugs required to carry out the manoeuvres of the vessels in the above items shall be as agreed between the Master of the vessel and the pilot.
- When gusts of wind exceed 25 knots of speed, especially with winds from the first and third quadrants, or visibility is less than 1000 metres, the Port Authority, following a report from the pilot on duty, shall suspend the Pilotage Service, bringing it to the attention of the Harbour Master Office in order to propose the necessary measures to the Port Authority and issue the appropriate safety instructions.

10.3. In the case of vessels carrying dangerous goods, or which due to their size and/or draught are close to the maximum permissible in port, and/or present exceptional conditions in relation to the quay, the Pilot must go on board before starting the approach manoeuvre and with sufficient time to advise the Master on whether or not it is advisable to use tugboats, after jointly analysing the characteristics of the vessel, the condition of the cargo and the weather situation.

10.4. Tugs attached to the Service of Port Towage, may perform services outside the Port, subject to authorization of the Port Authority.

10.6. Summary table of tug use:

TYPE OF VESSEL	TYPE OF MANOEUVRE	WEATHER CONDITIONS	MINIMUM NUMBER OF TUGBOATS
Dangerous Goods in bulk	Anyone	Visibility > 1 mile Wind < Force 5	One
Tankers in ballast leaving Escombreras Basin after discharging flammable Dangerous Goods	Anyone	Visibility > 1 mile Wind < Force 5	One
Vessels having under the keel clearance less than 10% of their draft	Anyone	Visibility > 1 mile Wind < Force 5	Two
Vessels having under the keel clearance less than 10% of their draft	With auxiliary means of manoeuvre	Visibility > 1 mile Wind < Force 5	One





Vessels with malfunctions in the machinery, in the steering gear or with any deficiencies or restrictions affecting their manoeuvrability and/or safety	Anyone	Visibility > 1 mile Wind < Force 5	Two
Vessels of 150 metres in length and over	Anyone (*)	Visibility < 500 m Wind > 25 kts	One
Vessels carrying dangerous goods in bulk or tankers in ballast from Escombreras Basin after discharging flammable dangerous goods	Anyone	Visibility < 500 m Wind > 25 kts	One

(\*) Vessels over 150 m in length, having sufficient capacity and not being vessels with Dangerous Goods in bulk or tankers leaving Escombreras basin in ballast condition after having discharged flammable Dangerous Goods, may carry out the manoeuvre without a tug.

## 11. SPECIAL RULES FOR SHIPS CARRYING DANGEROUS, HARMFUL OR POLLUTING GOODS

In general, the safety measures contemplated in Royal Decree 145/89 of 20 January, approving the National Regulations for the Admission, Handling and Storage of Dangerous Goods in Ports, in Royal Decree 210/2004 of 6 February, establishing a vessel traffic monitoring and information system, in the International Convention for the Safety of Life at Sea (SOLAS), in the MARPOL Convention, in the IBC and IGC Codes and in the International Maritime Dangerous Goods Code (IMDG Code), will be adopted. For the transport of explosives, cartridges and fireworks, the provisions of Royal Decree 130/2017, of February 24, approving the Explosives Regulation, shall also be complied with.

### 11.1. Ships engaged in the carriage of oil, liquefied gases and bulk cargoes of chemicals or noxious liquid substances

11.1.1. Any tanker, gas or chemical tanker heading to the port of Cartagena for loading or unloading must apply for admission 24 hours in advance, or as soon as the port of destination is known, accompanying the dispatch documentation with a copy of the Certificate enabling it to transport the cargo.

Single-hull oil tankers carrying heavy fuel oil, tar, bitumen or heavy crude oil are prohibited from entering the port service area.

11.1.2. When entering Spanish territorial waters bordering this province, her Captain shall establish radio contact with the RCC (CCS) of Cartagena, communicating their situation, status of the vessel and cargo, weather in the area and expected time of arrival at port. In any case, he will communicate any failure or insufficiency that could affect the manoeuvrability of his vessel, the safety at sea or the marine environment, maintaining the radio link with the RCC (CCS) until her arrival at port.





11.1.3. When the vessel is in the vicinity of Area II, her Master shall contact Cartagena Port Control and shall at all times follow its instructions regarding the safety of navigation, the Pilot boarding point, and the assignment of anchorage area or berth.

11.1.4. Once the Pilot is on board, the Master shall give him the "Pilotage Sheet" and shall make available to him the "Steering Booklet" and the "Manoeuvring Booklet", providing the information on the vessel's required conditions for the manoeuvre.

11.1.5. Within the waters of the port service area, the vessel shall at all times sail at safe speed, maintaining adequate separation from other vessels until the manoeuvre is completed, and shall remain berthed with its bow towards the entrance of the port, whenever possible. In any case, when gas tankers are berthed at the jetty front E001 of Escombreras, they will berth starboard side alongside, bow to the sea.

11.1.6. Mooring shall be carried out in such a way that, in an emergency, the vessel can be unmoored quickly. To this end, the Mooring Service shall have suitable instruments for cutting the ropes and cables, if necessary.

11.1.7. While docked at the quays, vessels must have ready towing ropes/cables forward and aft, with strips in the whips, which shall hang outwards, firm at the bitts, with a minimum length of 40 metres, to be towed out of port if necessary; these ropes must be fastened on deck in such a way as to be able to leave unhindered by the gators or guides when being towed.

11.1.8. No other craft or floating device shall be allowed to come within 50 metres of this kind of vessels while they are operating. Approaching of vessels to tankers for waste collection or refuelling operations shall be permitted, provided that it is before or after loading operations.

11.1.9. Prior starting of loading or unloading operations, the Master of the ship and the Pier/Terminal Operator shall, in addition to completing the 'Ship/Terminal Safety Checklist', check that all control systems, emergency systems, locks and alarm systems are functioning properly, and shall draw up a document to be signed by both, stating the actions to be taken in the event of an emergency, in accordance with the respective ship and terminal Accidental Marine Pollution Contingency Plans.

11.1.10. A safe and efficient communication system shall be established between the vessel, the Terminal and Cartagena Port Control, through which they shall remain linked throughout the vessel's stay in port. In any case, they shall remain permanently linked through VHF Channels 14 and 16.

11.1.11 During operations in port, the vessel must take the following measures in addition to those mentioned above:

- a) She will keep the International Signal Code "B" flag hoisted during the day, and at night she will display a red, all-horizon light at the top of the mast, visible for 3 miles.
- b) Maintain a safe bridge and engine watch by having sufficient officers and ratings on board to enable proper manoeuvring in an emergency.
- c) She will receive instructions from the Terminal Operator on the fire and pollution prevention means, alarm system and Ship/Terminal communication plan.





- d) She will communicate to Harbour Master Office and the Port Authority, through Cartagena Port Control, the time of beginning and end of loading and unloading operations.
- e) Through Cartagena Port Control, she will immediately report any incident to the Maritime and Port Authorities, and the Terminal Operator, for the urgent application of the Port's Interior Emergency Plan, activation of the IMP (Interior Maritime Plan), and the specific Contingency Plans or IMP of each facility.

11.1.12. Where the Operator or the Chief Operator responsible for the Terminal has serious doubts as to the full operation of the vessel or the technical capacity of her crew, he shall inform the Harbour Master, who may request the Port Authority to stop operations as a precautionary measure until the deficiencies observed are corrected or until the Inspector appointed by the Harbour Master for her supervision issues a favourable report.

11.1.13. The Companies that operate the terminals must have waste reception services for these terminals as well as use, where appropriate, the services of the Port Facility for the Reception of Waste generated by the ships and Cargo Waste. In addition, they must have available, for immediate use, the pollution control means included in their MIP.

11.1.14. Oil transshipment operations at sea must be expressly authorised by the Harbour Master. Applications to obtain this authorisation must be made at least 48 hours in advance and must contain the measures for prevention and action in the event of a spill, as well as the Safety Plan planned for the operations. The Harbour Master's Office may, on the other hand, determine the safety and pollution prevention measures it deems appropriate, and appoint an Inspector to supervise the operations.

The transshipment shall take place in the isolated anchorage designated for vessels carrying dangerous goods, in good weather conditions, wind speed below force 3 on the Beaufort scale and in curly or flat seas.

11.1.15. The following safety measures, among others, shall be taken at the quay during the loading and unloading of oil:

- a) It is recommended that a safety zone be defined on the quay, consisting of a rectangle whose longest side is equal to the length of the ship plus 50 metres at the bow and 50 metres at the stern, and as the shortest side, the distance between the edge of the quay and 30 metres past the discharge pit. In this area, the passage of pedestrians, cranes or any other type of vehicle will be prohibited. Lines laid in this area shall not be subject to electrical voltage.
- b) Track rails, if any, shall be electrically connected to each other and to the ground in order to avoid the possible presence of static electric currents.
- c) Other vessels carrying this type of product or spontaneously burning materials, such as Ammonium Nitrate, will not be allowed to coincide at this quay.
- d) In order to avoid the formation of gas bags in the vicinity of the vessel, ballasting shall be carried out, outside the port, once the unloading has been fully completed, if possible and provided that the seaworthiness of the vessel is not restricted.





11.1.16. The direction of operations and means to be used in case of emergency, within the service area of the port, will be as established in the Internal Emergency Plan of the Port Authority. All information must be channeled to the Emergency Coordination Center (CCE) of the Port Authority..

## 11.2. Handling of explosives

Before carrying out any operation with explosives, the Captain of the vessel shall present to the Harbour Master Office an emergency plan appropriate to the type of merchandise to be handled.

Loading and unloading of explosives must have the prior favourable report of the Harbour Master Office.

The loading, unloading and transit of materials regulated in the Explosives Regulations shall be carried out in accordance with the "Safety regulations for loading/disembarking of explosives in containers on the quay in Santa Lucia", or in the isolated and duly signposted quay area provided by the Port Authority.

Ships that are going to operate with this type of material will need express authorization from the Harbour Master Office to carry out repairs that affect their manoeuvrability and will remain ready to go to sea or perform any emergency manoeuvres during their stay in port. No ship will be allowed to come alongside.

The Port Authority of Cartagena, in accordance with the provisions of current legislation, must have a procedure for the handling, transportation and/or storage of this type of merchandise.

## 11.3. Special safety regulations for ships carrying ammonium nitrate products with a concentration of 28 per cent or more nitrogen (UN 1942 and 2067)

11.3.1. No ship will be allowed to dock until loading or unloading are going to commence, the general safety provisions have been complied with and the documentation relating to the test of resistance to detonation and the certificate of analysis of the goods has been submitted to the competent authorities. Likewise, once docked, loading or unloading operations may not be suspended for a continuous period exceeding 12 hours. If a vessel has to interrupt such operations for more than 12 hours, she shall return to the anchorage designated for vessels carrying dangerous goods in paragraph 6.1. of these rules until it can resume them. In any case, the Captain, either directly or through his agent, must previously communicate this circumstance to the Harbour Master and the Port Authority, in order to obtain safety instructions if necessary.

11.3.2. Those determined by the Port Authority shall be used as loading and unloading docks, and no other vessel shall be allowed to dock within 25 metres of her. Neither shall it be permitted to come alongside another vessel without the corresponding authorisation.

11.3.3. In the case of bulk transport, loading or unloading operations shall not commence if the ship does not comply with the segregation and stowage requirements set out in the "BC Code", paralysing them in case of bad weather or other circumstance that may pose risk of fire or explosion.

11.3.4. The Master shall communicate to the Port Authority and the Harbour Master, any deficiency or damage that may affect their safety, that of other vessels, port facilities and the environment.

11.3.5. Tarpaulins shall be provided between the ship and the quay to prevent the pollution of the waters by falling cargo residues into the sea.







11.3.6. The ship will keep the flag "B" of the International Signal Code hoisted during the day and a red, all-horizon light at the top of the mast, during the night.

11.3.7. A safe bridge and engine watch shall be maintained to enable the necessary manoeuvring to be carried out in an emergency and to allow safe passage to sea. For this purpose, the vessel shall remain with the engines ready, and one wire shall be arranged forward and one wire aft with the loop at water level, ready for towing.

11.3.8. The Captain shall receive from the Operator of the pier, instructions on firefighting means, alarms and communications plan, and shall establish a radio channel through which the Ship, the Operator, the Port Authority and the Harbour Master Office are permanently linked through Cartagena Port Control (VHF marine band Channel 16/14, Cartagena Port Control phones: 968 32 58 00, 968 524910 and 968 52 95 94, Harbour Master Office phone: 968 52 19 16).

11.3.9. The on-board fire manifold must be capable of supplying water immediately at the pressure required by the SOLAS Convention, either by maintaining permanent pressure in the fire manifold, or by means of suitably located devices which operate the fire pumps by remote control, with the hoses connected to the mains, extended and ready for immediate use, so that they reach all hatch covers and holds. If necessary, additional portable pumps will be installed.

11.3.10. Contact of any combustible material with the cargo shall be avoided and, in its vicinity, any source of ignition, naked flame lights and heat sources shall be avoided, smoking shall not be permitted on the deck and loading spaces, "NO SMOKING" posters shall be installed.

11.3.11. It shall not be permitted to take bunkers or to carry out hot works or any type of repair which may produce sparks. If necessary, cover the chimney or put thin asphalt cloth to prevent sparks' emission outside.

11.3.12. For the completion and cleaning of the hold, machinery shall be used that does not contaminate the cargo with oil, grease or any hydrocarbon derivative.

11.3.13. In the event of an accident, the ship's emergency plan and the procedures of the corresponding Emergency and First Aid Guide shall be applied. The Port Authority and the Harbour Master Office shall be notified immediately so that the Internal Emergency Plan (IEP) and the Maritime Interior Plan (MIP), if applicable, can be activated. Communication will be made through Cartagena Port Control on VHF Channel 16/14, or by telephone 968 32 58 00, 968 524910 and 968 52 95 94.

11.3.14 In the event of incidents or circumstances at sea that may pose a threat to the Spanish coast, the Captain of the vessel shall notify the Harbour Master Office without delay, through the Cartagena RCC (CCS), by VHF Channel 16 or maritime emergency telephone 900 202 202.

## 12. FIGHT AGAINST POLLUTION IN THE PORT AREA

12.1. In accordance with the provisions of the "MARPOL" International Convention and Article 62 of Royal Legislative Decree 2/2011, polluting spillages or emissions, whether solid, liquid or gaseous, into the public port domain from ships or floating media of any kind are prohibited.





Filling works with materials of land or sea origin for the modification or extension of ports, duly authorized, are not considered as dumping.

Cargo handling and transport facilities, oil refineries, chemical and petrochemical plants, storage and distribution facilities for chemical and petrochemical products, facilities for the supply of fuel to ships, shipyards and ship repair facilities, as well as any other commercial or industrial activity carried out in the public port domain, they must have sufficient means to prevent and combat accidental marine, atmospheric and land-based pollution, in accordance with the provisions of the applicable regulations and, where applicable, the Specific Specifications of the port services, the specific conditions for the provision of commercial services, the conditions set by the Port Authority in the content of the licences or in the clauses of the authorisations and concessions.

These facilities must have a contingency plan for accidental pollution, which will be taken into account by the corresponding Port Authority when drawing up the Port's MIP, and which will be approved in accordance with the provisions of the applicable regulations. The MIP will be included in the Port Regulations.

The availability of these means shall be required by the Port Authority to authorise the provision of services and the operation of the port facilities included in the third paragraph of this section.

The Port Authorities will be the competent organisms for the prevention and control of pollution emergencies in the service area of the ports they manage, as well as for the cleaning and control of the pollution that occurs.

All spillages from land into the sea will require authorisation from the competent Administration, without prejudice to the authorisation or concession of occupation of public domain that, where appropriate, will be granted by the Port Authority.

12.2. The Master of a ship calling at the port of Cartagena must fill in the Waste Notification form contained Annex II of Royal Decree 128/2022, of February 15, on port facilities receiving ship waste, and notify this information to the Harbour Master Office and the Port Authority, at least 24 hours before the ship's arrival in port.

In order to prevent the discharge of ship-generated waste into the sea and to enhance the protection of the marine environment, as a general rule, before leaving port, ships not exempted by the Harbour Master Office must deliver all ship-generated waste and cargo residues classified as "Marine Pollutants" to an authorized Port reception facility. However, in the event that the Captain has indicated in the "Waste Notification" his intention not to deliver them, the Harbour Master Office will authorise their departure without unloading them, after checking that the vessel has sufficient storage capacity to continue her journey to the next port with an appropriate Reception Facility.

Fishing and recreational boats shall justify annually to the Harbour Master Office the delivery of all types of waste to the authorized reception facility.

12.3. Oil and chemical or petrochemical handling facilities, shipyards and dry docks, port reception facilities for oil waste, ship bunkering facilities and any other commercial or industrial activity carried out in the port area must have, for immediate use, sufficient means of preventing and combating marine pollution in accordance with the terminal's Interior Maritime Plan (IMP).





12.4. Bunkering operations in port shall be carried out, with prior authorization from the Port Authority and/or the Harbour Master Office, in accordance with the "Rules for the provisioning of fuel to ships in the port of Cartagena".

In these cases, the Harbour Master Office and the Port Authority will determine a VHF channel for the communication of any emergency.

12.5. If, despite the preventive measures taken while the ship is in port, an incident occurs which involves the discharge into the sea of oil (Annex I to MARPOL 73/78), of harmful substances carried in bulk (Annex II to MARPOL 73/78), or of any other prohibited solid or liquid substance harmful to the marine environment, INCLUDING HAZARDOUS HARMFUL SUBSTANCES the Captain of the ship or the Operator of the Quay will notify without delay, and by the fastest means, the Harbour Master Office, through Cartagena Port Control so that, independently of the immediate application of the Maritime Interior Plan of the affected installation, the Maritime Interior Plan of the port is activated, or if applicable, the Territorial Plan of the Autonomous Community of the Region of Murcia or the National Plan.

Any notification of a pollution incident shall preferably be made using the unified marine pollution report form, "POLREP".

### 13. CRITERIA FOR THE CLOSURE OF THE PORT.

13.1. The Harbour Master, in accordance with Article 10 o) of Royal Decree 638/2007, shall propose to the Port Authority the closure of the port when there are circumstances or conditions related to maritime safety and pollution of the marine environment that make this advisable.

13.2 In any case, the Harbour Master may decree the closure of the port, in accordance with Article 18. 1.b) of Royal Decree 210/2004, which establishes a system of monitoring and information on maritime traffic, provided that the prevailing winds exceed forty knots or gust of thirty knots from the first and third quadrants or visibility is less than one hundred meters.

13.3 However, vessels which, due to their special characteristics and manoeuvrability, report a lower risk inside the port and allow safe access to the port may be allowed to enter.

13.4. If the Harbour Master Office considers that, in exceptionally bad weather or sea conditions, there is a serious risk of pollution or for the human life, he may take the measures he deems necessary, such as recommending or prohibiting a particular ship, or all ships in general, from entering or leaving the port, until the risk to human life or to the marine environment has been eliminated, Article 18 b) of Royal Decree 210/2004, establishing a monitoring and information system on maritime traffic.

### 14. REPORTING REQUIREMENTS FOR SHIPS.

#### 14.1. Reporting of incidents and accidents at sea

In compliance with the provisions of Article 17 of Royal Decree 210/2004, the masters of vessels sailing in the SAR Zone of Spanish responsibility, shall immediately notify the Harbour Master Office, through the CPC, the RCC (CCS) or the Coastal Stations:





- a) Any incident or accident affecting the safety of the ship, such as collision, grounding, damage, failure or damage, flooding or shifting of cargo, or any defect in the hull or structural failure.
- b) Any incident or accident which compromises the safety of navigation, such as failures which may affect the manoeuvrability or seaworthiness of the vessel, and defects in the propulsion system or steering gear, the power generation installation or the navigation or communication equipment.
- c) Any situation which may lead to pollution of the water or the coastline, such as spillage or risk of spillage of polluting products into the sea.
- d) Any stain of contaminating materials or drifting containers or packages observed at sea

Such information, transmitted by radio, shall be carried out in accordance with the systems and reporting requirements for ships provided for in the SafeSeaNet system and IMO Resolution A.851 (20), "General principles with which ship reporting systems and requirements must comply, including guidelines for reporting incidents involving dangerous goods, harmful substances or marine pollutants", and must include at least the ship's identity, her position, the port of departure and the port of destination, the address from which information may be obtained on dangerous goods and pollutants carried on board, the number of persons on board, details of the accident or incident and any relevant information referred to in the aforementioned IMO Resolution A.851(20)

Regardless of the specific notification procedure provided for in the above-mentioned IMO Resolution A.851 (20), vessels scheduled to enter or leave the port of Cartagena shall also make the following notifications:

#### **14.2. Ships carrying dangerous or polluting goods and/or hazardous and noxious substances**

14.2.1. The operator/agent of a vessel carrying dangerous goods, and sailing to the port of Cartagena, prior to departure from the port of origin, and as a condition for authorisation of entry, shall notify the Harbour Master Office of all the information contained in paragraphs 2 and 3 of Annex I to Royal Decree 210/2004. This information must be submitted electronically in the DUEPORT application.

14.2.2. The notification message must contain at least the information listed in points 2 and 3 of Annex I of Royal Decree 210/2004.

14.2.3. Two hours before the ship's arrival in port, the Captain shall contact Cartagena Port Control, providing the necessary information related to safety, exchanging information on their characteristics and manoeuvring conditions, existing traffic, etc., necessary to jointly coordinate the movement of entry and exit of the ship.

14.2.4. Both on entry and exit, the Pilot shall notify Cartagena Port Control when he assumes responsibility for the technical advice of the ship and when he leaves it.

14.2.5. During loading and unloading operations, the vessel shall take all safety measures prescribed by her contingency plan and shall continue to be linked to Cartagena Port Control on VHF Channel 14, and in any case through Channel 16.





14.2.6. On departure, the master shall remain on the assigned channel, or failing that on Channel 16 and 70 (DSC), until one hour after leaving the port waters service area.

14.2.7. If an event occurs involving the actual or probable loss at sea of dangerous goods carried in packages, including those in containers, portable tanks, road or rail vehicles and ship's barges, the Master of the ship shall notify the Harbour Master Office without delay and as soon as possible through the Cartagena RCC (CCS)

Such notification shall be made in accordance with the standard procedure laid down in Resolution A.851 (20), (Notification "DG" on Dangerous Goods).

14.2.8. In the event of the actual or probable loss at sea of harmful substances carried in packages, including those in containers, portable tanks, road or rail vehicles and ship's barges, identified as marine pollutants in the IMDG Code (Annex III to MARPOL 73/78), the master of the ship shall without delay and as soon as possible notify the Harbour Master Office through the Cartagena RCC (CCS), or Cartagena Port Control. Such notification shall be made in accordance with the standard procedure laid down in IMO Resolution A.851 (20), (Notification "HM" on marine pollutants), which shall in any case include the marine pollution report "POLREP".

14.2.9. When an event involving the actual or probable discharge into the sea of hydrocarbons (Annex I to MARPOL 73/78), or of harmful substances transported in bulk (Annex II to MARPOL 73/78) the master of the vessel shall notify the Harbour Master Office without delay and as soon as possible through the RCC (CCS) of Cartagena, or Cartagena Port Control. Such notification shall be made in accordance with the standard procedure provided for in IMO Resolution A 851 (20), ("HS" Notification concerning harmful substances), which shall in any case include the "POLREP" marine pollution report.

### 14.3. General rules

14.3.1. When notifications are made concerning the Navigation Plan (SP), Situation Notification (PR), Loss Change Notification (DR) and Final Notification (FR), all ships in general, shall carry out these operations in accordance with the standard procedure laid down in IMO Resolution A 851 (20).

14.3.2. Ships with exceptional conditions that could affect maritime safety or navigation, shall contact the RCC (CCS) in Cartagena prior to their entry into Spanish waters, providing the required information regarding the cargo and characteristics of the ship.

14.3.3. Other merchant vessels over 500 GT and fishing vessels over 300 GT shall make initial contact with Cartagena Port Control before entering port waters.

14.3.4. From this first contact, the vessel will remain linked to Cartagena Port Control until the end of the berthing manoeuvre. All this regardless of the listening on the channel assigned by the Pilots, from which the ship will receive the advice and instructions regarding the manoeuvre of berthing in port.

14.3.5. On entry and departure, the Pilot will notify the moment when he assumes and leaves the responsibility for the ship's technical advice.







14.3.6. Once the pilot has left the ship, she will remain linked to the RCC (CCS) of Cartagena, at least one hour after leaving the limits of the port waters service Area.

## 15. INTERNAL EMERGENCY PLAN (IEP) AND MARITIME INTERIOR PLAN (MIP)

### 15.1. Internal Emergency Plan (IEP)

Article 123 of Royal Decree 145/1989 of 20 January, approving the National Regulations for the Admission, Handling and Storage of Dangerous Goods in Ports, establishes the obligation to have a safety study and an internal emergency plan for port areas. The Port of Cartagena's Internal Emergency Plan aims to create the corresponding protection organization, equipped with its own resources for prevention and response actions to emergencies that may occur within the port service area, in order to safeguard people, goods and the environment.

For the coordination of means and operations aimed to control emergencies that may occur, the port has Cartagena Port Control, from which port traffic is constantly monitored.

Being the competence of the Harbour Master Office to protect human life at sea, to ensure the protection of the marine environment and to guarantee the rescue of the goods involved in the maritime adventure, It is up to the Harbour Master, together with the Port General Director, to take command of operations to prevent and control emergencies originating in the port area, whenever a ship is involved or marine pollution occurs.

### 15.2. Maritime Interior Plan (MIP).

Pursuant to Article 62 of Royal Legislative Decree 2/2011, Royal Decree 253/2004 of 13 February, establishing measures to prevent and fight against pollution in cargo operations, offloading and handling of hydrocarbons in the maritime and port environment, and Royal Decree 1695/2012 of 21 December approving the National Marine Pollution Response System, the Port Authority has drawn up the Maritime Interior Plan (MIP) of the port which includes the internal plans for the installations, existing shipyards and terminals for the loading and unloading of hydrocarbons in the port, which also provides for their interrelation with the Territorial Plan of the Autonomous Community of the Region of Murcia and the National Plan.

The MIP aims to prevent and fight against pollution in the port service area, and provides for three levels of response to an accidental marine pollution incident, establishing the material and human resources to be mobilised in each case according to its severity.

The port facilities and ships operating with polluting substances, as well as the fuel refuelling stations and waste reception facilities "MARPOL", must remain linked through VHF channel 16 or 14 with Cartagena Port Control, communicating any pollution event for the immediate activation of the MIP.

## 16. COMMUNICATION STANDARDS WITH THE NAVY HYDROGRAPHIC INSTITUTE

16.1. The Instituto Hidrográfico de la Marina, (Navy Hydrographic Institute), as the Organism responsible for hydrographic surveys, the preparation and issue of nautical charts, requires specific information on the







modifications or variations that may occur in the physical environment of the port area, in order to keep both the entrance and the approach maps up to date.

16.2. To this end, the discovery of new or suspected navigational hazards, or any modification affecting the physical conditions of the port or its accesses and events that constitute an obstacle or affect the organisation of maritime traffic or the safety of navigation, must be notified to the Harbour Master Office or the Cartagena RCC (CCS), who shall immediately forward it to the relevant Section of the said Institute for the correction of the relevant letter and its inclusion in notices to mariners.

## 17, INFRACTIONS.

Violation of these rules may be subject to administrative sanction, subject to the procedure provided for in Articles 305 and following of Royal Legislative Decree 2/2011 of 5 September, which approves the revised text of the Law on State Ports and the Merchant Navy.

### ANNEXES:

Letter from the Harbour Master dated 11 December 2008 on the jetty E-020 front

Port Ordinance: Cartagena Port Control

Liquid Bulk Terminal Safety Standards

Ship-Terminal Security Regulations (REPSOL)

Technical Standards for the Traffic of LNG in Dumps.

Rules for loading/unloading/disembarking of explosives in containers on the quay in Saint Lucia

General rules for the provisioning of fuel to ships and/or boats, by means of tanker in the port of Cartagena

Map of the anchoring area

Cartagena, January 31, 2025

HARBOUR MASTER / CARTAGENA MARITIME AUTHORITY

Oscar Villar Serrano

