

# MANDATORY RULES FOR MARINE PORTS IN THE REPUBLIC OF BULGARIA

*Effective as of 03.07.2009. Issued by Executive Agency Maritime Administration (Prom. SG issue 50 of 3 July 2009, am. SG issue 55 of 19 July 2011, am. and add. SG issue 57 of 27 July 2012, am. and add. SG issue 42 of 28 May 2019, , am. and add. SG issue 8 of 29 January 2021)*

## Part One GENERAL PROVISIONS

**Art. 1.** (Add. – SG issue 57 of 2012, in force from 27.07.2012) These mandatory rules regulate the conditions and order as regards:

1. (abolished – SG issue 57 of 2012, in force from 27.07.2012)
2. (abolished – SG issue 57 of 2012, in force from 27.07.2012)
  - a) radio communications;
  - b) (Am. – SG. issue 8 of 2021, in force on 29.01.2021) use of pilotage services and observance of the directions of the operators of the traffic control and vessel traffic system for movement in the areas of the ports, anchorage areas and canals;
  - c) the rules on the use of tug services in the port areas;
  - d) the rules on the use of anchorages;
  - e) the rules on loading, discharging and declaring of dangerous and special cargoes;
  - f) ensuring protection from marine pollution by vessels;
  - g) fire safety;
  - h) (New – SG. issue 8 of 2021, in force on 29.01.2021) supplying ships with fuel and oil products.

**Art. 2.** These mandatory rules shall apply to the aquatories of all open Bulgarian marine ports.

**Art. 3.** The official metric system implemented at the marine ports in the Republic of Bulgaria is the SI system.

**Art. 4.** (1) Every ship at anchorage or moored at a quay in port, shall maintain its engines and facilities in good technical order and ready for departure from the port or anchorage area.

(2) Any immobilization of main and auxiliary engines and ship's equipment necessary for the manoeuvring of a ship located in port or at anchorage, with the exception of special purpose ports, shall be executed after obtaining written permission from the director of the respective Maritime Administration Directorate and after coordination with the port operator.

(3) Every ship at anchor or in port shall continuously maintain the required number of crew which in case of necessity may navigate the ship out of the port or anchorage area and shall have onboard the required safety documents.

(4) Each ship at anchor shall maintain a continuous radio watch on VHF

Channel 16 of the Maritime Mobile Service.

**Art. 5.** (Am. – SG. issue 8 of 2021, in force on 29.01.2021) The stay of more than one vessel alongside another is prohibited except in the cases of supplying fuel or delivering garbage after coordinating with the operator of the traffic control and vessel traffic system. All other cases shall be subject to the express consent of the director of the relevant directorate “Maritime administration”.

**Art. 6.** Upon receipt of a storm notice the ship masters shall take the necessary measures in order to ensure the safety of their ships, and shall also provide full assistance if necessary, to any other vessels emergency.

## **Part Two RULES OF BULGARIAN MARINE PORTS**

### **Chapter One GRANTING OF FREE PRATIQUE**

**Art. 7.** (abolished – SG issue 57 of 2012, in force from 27.07.2012)

### **Chapter Two RADIO COMMUNICATIONS IN MARINE PORTS**

**Art. 8.** (1) When carrying out radio communications within the Bulgarian sea port areas the provisions of the Constitution and Convention of the International Telecommunication Union, the Radio Regulation, and the resolutions and recommendations incorporated therein, shall be complied with.

(2) The following shall be prohibited in respect of radio communications:

1. The use of frequencies, channels, grades and broadcast capacities which are not specified in the permit for use of the radio station (the radio licence);
2. Violations of the rules of use of radio frequencies, frequency stability, deviation of modulation, harmonic and out-of-band broadcasts;
3. Increase of the capacity of the transmitters over what is specified in the permit for use of the radio station (the licence);
4. Establishing contact with prohibited correspondents;
5. The use of unassigned call signs and identifications;
6. To accept radio telegrams for the purpose of transmission and to allow telephone calls containing language which is obscene, offensive, insulting and discrediting human dignity, as well as texts directed against the safety and state interests of the Republic of Bulgaria;
7. To carry out any radio communications whatsoever via the emergency and call frequencies, except in case of broadcasting emergency, urgent action and safety signals as well as emergency messages;
8. To use radio telephones and radio telegraph transmitters, apart from VHF radio stations upon approaching, stay at anchorages and in port, with the exception of ship earth stations of the maritime mobile satellite service and in case of emergency

situations, with the permission of the respective Maritime Administration Directorate;

9. To open and close the radio connection without broadcasting the established call signs;

10. To disclose to third parties the content of or facts in relation to the acceptance of any messages whatsoever, to publish the aforementioned messages, and also to intercept and use the latter, which are not intended for shared use;

11. To use any arbitrary codes and abbreviations;

12. To broadcast misleading or fake signals, calls and emergency messages;

13. To change the form of the established reporting documentation;

14. To install at the stations of the Maritime Mobile Service and the Maritime Mobile Satellite Service any radio-electronic devices without the necessary documents for approval and permit to use (radio licence).

**Art. 9.** (1) The announced VHF channels for contacting the traffic traffic control and vessel traffic system, pilot stations and tugs providing marine technical services, are intended for the exchange of official information only.

(2) Any communications of domestic, private or economic nature over the channels under para 1 shall constitute an infringement of radio discipline.

(3) The allocation of the VHF channels and frequencies for use by coastal services is specified in Appendix No. 2.

### **Chapter Three**

## **TRAFFIC CONTROL AND VESSEL TRAFFIC SYSTEM FOR MOVEMENT IN THE AREAS OF THE PORTS, ANCHORAGE AREAS AND CANALS (TITLE AM. SG. ISSUE 8 OF 2021, IN FORCE ON 29.01.2021)**

### **Section I.**

#### **General provisions**

**Art. 10.** (1) (Am. – SG. issue 8 of 2021, in force on 29.01.2021) The ship's master shall ensure safe conditions for the pilot to embark the ship in compliance with the requirements of the International Convention for the Safety of Life at Sea (SOLAS 74/88) (SG, issue 12 of 2005).

(2) Upon embarkation of the pilot on-board of the ship, the master shall present to the pilot a filled-in information form regarding the ship in accordance with Appendices No. 3 and No. 4

(3) The pilot is obliged to inform the master of the piloted ship on the manner of performance of the manoeuvre, the navigation conditions in the area, any other information related to the safe performance of the manoeuvre, as well as to present the master with a filled in information form in accordance with Appendix No. 5.

(4) During pilotage, when the master considers that the pilot is not meeting the set standard of duty of care during performance of his obligations, the former may refuse the pilotage service for which he must notify the pilot's station and the operator of the traffic control station and vessel traffic service. The pilot's station dispatcher shall send a second pilot to finish the manoeuvre.

(5) The pilot shall be considered to have completed his duties regarding the vessel after he has anchored, loaded and navigated the ship out to a safe place.

(6) The employees at the pilot's station shall perform the orders of the director of the respective Maritime Administration Directorate which are issued within the scope of his competence and which refer to the safety of shipping and to the protection of environment from ship-generated pollution, as well as those issued by the traffic control station and vessel traffic service.

**Art. 10a.** (New – SG issue 42 of 2019, in force from 28.05.2019)

(1) Pilotage is compulsory for vessels approaching to the port and shipyard aquatories to berth as well as during outbound maneuvers towards safe waters, shifting at a distance larger than one vessel length, vessels entering into and leaving shipyards, movement in inner canals and lakes and berthing alongside another vessel for the purpose of loading and unloading operations at anchorages.

(2) The following are exempt from mandatory pilotage:

1. special purpose ships, as specified in Art. 5 Merchant shipping code;
2. tugs operating in the respective port area as operators of the port service “towage”;
3. vessels below 100 GT;
4. vessels between 101 and 300 GT subject to the harbor master's permission for the relevant pilotage area;

(3) The provisions of para. 2 shall not apply to tankers and ships carrying dangerous goods.

(4) When exercising his powers under para 2, subpara. 4 of this article, the harbor master shall assess the prevailing hydro-meteorological conditions in the relevant area, the equipment and maneuverability of the vessel as well as the competency of the master, including his ability to effectively communicate with the on-duty dispatcher of the coastal center of the traffic control and vessel traffic services of shipping in the relevant area.

(5) The Executive agency “Maritime administration” may widen the scope of mandatory pilotage areas in cases of risks to ship navigation during manoeuvres, other activities or perils to the ecological balance.

(6) When para. 5 of this Article is applicable the harbour master will issue orders for every particular case.

**Art. 11.** (1) The organization and management of the manoeuvring and the activities of the participants thereof– ships, agents, tugs, pilot boats, mooring crew, stevedores, etc. is controlled by the operational manager of the pilot's station under the control of the on-duty operator of the traffic control and vessel traffic system.

(2) (Am. – SG. issue 55 of 2011, in force on 19.07.2011) The order of implementing the organization and management of manoeuvres, as specified in para. 1, shall be determined by the director of the respective Directorate “Maritime administration”.

(3) (Previous para. 2 – SG. issue 55 of 2011, in force on 19.07.2011) Outbound vessels shall be considered as stand-on vessels as regards inbound ones.

**Art. 12.** The attendance of a pilot on board the ship does not relieve the ship

master from his responsibility for leading the ship.

## **Section II.**

### **Pilotage services in the area of Maritime Administration Directorate - Varna**

**Art. 13.** (1) (Am. – SG. issue 8 of 2021, in force on 29.01.2021) Pilot requests shall be submitted via the Manoeuvre planning information system in maritime ports (IS “MOVER”) no less than 4 hours preceding the entry manoeuvre and no less than 2 hours preceding the exit manoeuvre as well as specifying any dangerous goods carried on-board on a mandatory basis and "gas free" certificates shall be submitted for tankers.

(2) The requests under paragraph 1 shall be submitted by the ship agent to the pilot's station and the port operator with a copy to the company which is to execute the towage, and the port operator shall confirm same in writing to the operational manager of the pilot's station at least 4 hours prior to the start of the arrival manoeuvre as well as 2 hours prior to the departure manoeuvre, as any dangerous goods carried onboard shall be specified on a mandatory basis and "gas free" certificates shall be submitted for tankers.

(3) The port operator shall prepare the quay for the permitted manoeuvre and shall place the necessary technical devices of the quay equipment on such places as not to obstruct the manoeuvring and shall indicate the position of the bow and the stern or the manifold where a tanker ship is concerned, upon the arrival manoeuvre or shifting of the ship.

**Art. 14.** The non-mandatory pilotage area under the jurisdiction of Maritime Administration Directorate – Varna is as follows:

1. from/to access point No. 1 in front of Cape Kaliakra with coordinates: Lat . = 43° 19',7 N/ Lon = 028° 29',2 E and

2. from/to access point No. 2 in front of Cape Emine with coordinates: Lat . = 42° 39',7 N/ Lon = 027° 56',8 E to/ from the port anchorages in the area of which Maritime Administration Varna Directorate is in charge.

(2) Any ships wishing to use a pilot for deep sea pilotage or pilotage between ports, shall submit through their agents a 24-hour prior notice and 12-hour final notice before their arrival at the determined access point to Pilot's Station - Varna.

**Art. 15.** (1) Upon entry of the ship into the port or canals, the pilot shall embark on the ship east off the meridian at Cape Galata, and upon exit, the pilot shall disembark from the ship to the east off St. Nikola Lighthouse.

(2) In cases of inability of the pilot to embark on or disembark from the ship due to adverse hydro-meteorological conditions at the places determined under para 1 the pilot may request from the ship master to steer the ship to a safe place, as the on-duty operator of the traffic control and vessel traffic system shall be notified of such a decision as well.

**Art. 16.** (1) The director of the Maritime Administration Directorate – Varna may permit shore based pilotage for high speed passenger ships, ships servicing the

platforms and other specialized ships when a pilot-instructor has given instructions and a written declaration of consent from the ship master is presented. Such permission shall be issued for each individual case.

(2) When the pilot is not able to embark on the ship at the pilot station due to adverse hydro-meteorological conditions, the operational manager of the pilot's station shall conduct shore based pilotage till the time of embarkation of the pilot.

### **Section III.**

#### **Pilotage services in the region of Maritime Administration Directorate – Burgas**

**Art. 17.** (1) Contact with Pilot's Station – Burgas shall be established by way of:

1. VHF channel 14;
2. fax: +359 56 875797.

(2) Requests for mandatory pilotage shall be submitted to the pilot's station by the agent or master of the ship through the operator of the traffic control and vessel traffic system. The request shall be coordinated in advance with the port operator and the towage company and shall be submitted within the following periods:

1. Port Burgas:

a) for ships with a maximum draught of up to 13,50 m – not later than 2 h before the beginning of the manoeuvring or the arrival of the ship at the access point with coordinates: Lat = 42°28'5N / Lon = 27°32'0 E;

b) for ships with draught exceeding 13,50 m, or ships to which Rule 11 (c) of Chapter I of the International Convention for the Safety of Life at Sea of 1974 refers – not later than 4 h prior to the beginning of the manoeuvring or the arrival of the ship at an access point with coordinates Lat = 42°29'0 N / Long = 27°39'0 E; the pilotage shall be obligatory both upon entry into the port and for stay at anchorage;

2. Port Nessebar, including the stay at anchorage – not later than 6 h before the beginning of the manoeuvre or the arrival of the ship at the access point at a distance of 2 nautical miles to the southwest off Cape Emine after leaving the traffic separation scheme ship from the traffic separation scheme;

3. other ports within the pilotage area - not later than 6 h prior to the entry or exit manoeuvring of the ship.

(3) In the event of inability of the pilot to embark on or disembark from the ship due to adverse hydro-meteorological conditions at the places determined under para 3 the pilot may request from the ship master to steer the ship to a safe place, as the on-duty operator of the traffic control and vessel traffic system shall be notified on such decision as well.

(4) Any ships wishing to use a pilot for optional (deep sea) pilotage or pilotage between ports, shall submit through their agents a 24-hour prior notice and 12-hour final notice before their arrival at the determined access point to Pilot's Station - Burgas.

## **Section IV**

### **Instructions by the traffic control on the traffic within the port areas**

**Art. 18.** (1) The movement of the vessels in the port areas, port anchorage areas and the approaches thereto, as well as the shifting along the quay, shall be managed and controlled by the on-duty operators of the traffic control and vessel traffic system.

(2) Each message communicated from the operator of the traffic control and vessel traffic system to a particular ship may contain information, advice, warnings or instructions.

(3) The instructions of the on-duty operator of the traffic control and vessel traffic system, relating to the movement of ships within areas of the ports, anchorages and approach channels, shall be mandatory for shipmasters or pilots of all vessels except for military and border police ships.

(4) The operator of the traffic control and vessel traffic system shall perform his obligations by:

1. performing continuous visual and technical monitoring of the movements of the ships in the anchorages and fairways, the channels and ports within the zone of operation of his technical devices;

2. receiving, processing and if necessary, transmitting warnings about all changes in the navigational and ecological situation in the region.

**Art. 19.** Upon visiting the area of Bulgarian marine port the ships masters or pilots of all vessels shall report to the operator of the traffic control and vessel traffic system.

**Art. 20.** (1) The movement of the vessels having length larger than 24 m in the restricted water zones of the ports, anchorages and the approach canals shall be performed with the permission of the on-duty operator of the traffic control and vessel traffic system.

(2) Before the start of each manoeuvre within the areas under para 1, the ship masters of all vessels shall ask for permission to execute the manoeuvre from the on-duty operator of the traffic control and vessel traffic system.

(3) Where the manoeuvring of the ship is carried out with the assistance of a pilot, permission under para 2 shall be obtained from the pilot.

**Art. 21.** Before the beginning of the manoeuvre the master of the ship or the pilot shall inform the operator of the traffic control and vessel traffic system of the:

1. name of the ship;

2. position of the ship (ship location, anchorage position);

3. location to which the ship is to be bound/sail (ship location, anchorage position, port);

4. starting time of the manoeuvre.

5. (New – SG. issue 8 of 2021, in force on 29.01.2021) confirmation that the navigational equipment, main and auxiliary engines, the anchor mechanisms are in good technical condition; in cases of equipment malfunction, the maneuver shall be undertaken after express permission of the director of the relevant directorate

“Maritime administration” except when the maneuver is to be undertaken wholly in the aquatory of a special purpose port within the meaning of art. 109 Maritime spaces, inland waterways and ports of the Republic of Bulgaria Act, where permission shall be granted by the on-duty operator of the traffic control and vessel traffic system.

**Art. 22.** After the end of the manoeuver the master of the ship or the pilot shall inform the operator of the traffic control and vessel traffic system of the:

1. name of the ship;
2. time of completion of the manoeuvring;
3. position of the ship (ship location, anchorage position);
4. The occurrence of incidents (if any) during the manoeuver.

**Art. 23.** (1) The call signal of the operators of the traffic control and vessel traffic system for the area of Varna is “Varna Traffic” and for the area of Burgas – “Burgas Traffic”.

(2) A call of “Varna/Burgas Traffic” shall be established on VHF channel 16. The radio exchange between the on-duty operator of the traffic control and vessel traffic system and all vessels shall be established on VHF channel 11 or over another channel specified by the operator for the specific case.

## **Chapter four**

### **RULES ON THE USE OF TUGS IN THE MARINE PORTS AREAS IN THE REPUBLIC OF BULGARIA**

#### **Section I.**

##### **General provisions**

**Art. 24.** (1) (Add. – SG issue 8 of 2021, in force on 29.01.2021) Manoeuvring of ships with tonnage equal to or larger than 1000 GT In the areas of Bulgarian marine ports shall be compulsorily performed with the use of the tugs specified in the director of the relevant directorate “Maritime administration” order.

(2) (New – SG issue 57 of 2012, in force from 27.07.2012) The tonnage of a vessel shall be determined on the basis of the valid International Tonnage Certificate, without having regard to reduced tonnage due to vessel being fitted with segregated ballast water tanks.

(3) (Prev. para. 2, add. – SG issue 57 of 2012, in force from 27.07.2012) The manoeuvring of ships carrying dangerous goods, classified by the IMDG Code, Classes 1; 2.1; 3; 4; 5 and 7, and tanker ships shall be carried out by specialized tugs equipped with fire extinguishing sprinklers and spark arrester systems approved by the respective directorate “Maritime Administration”.

(4) (abolished, prev. para. 3 – SG issue 57 of 2012, in force from 27.07.2012) The master of the manoeuvring ship shall guide and control the operation of the tugs within the process of manoeuvring.

(5) (New – SG issue 57 of 2012, in force from 27.07.2012) Ships other than the ones specified in para. 7, carrying packaged dangerous goods within the scope of the IMDG Code, except those under Class 9, shall use the tugs specified in a Harbor



master's order or tugs which are one grade lower in the cases enumerated in Art. 25.

(6) (New – SG issue 57 of 2012, in force from 27.07.2012) Ships which are less than 1000 GT, carrying dangerous solid goods in bulk within the scope of the IMDG Code and/or the IMSBC Code, oil or petroleum products, hazardous liquid substances, as specified in Annex II of MARPOL 73/78, liquefied petroleum gasses (LPG) or liquefied natural gasses (LNG) shall compulsorily make use of a tug. Ships over 1000 GT shall use the tugs specified in a Harbor master's order or no less than two tugs in the cases enumerated in Art. 25.

(7) (New – SG issue 57 of 2012, in force from 27.07.2012) Ferries and Ro-Ro vessels, carrying packaged dangerous goods within the scope of the IMDG Code shall make use of the tugs specified in a Harbor master's order or a reduced number of tugs in the cases enumerated in Art. 25.

(8) (Prev. para. 5 – SG issue 57 of 2012, in force from 27.07.2012, add. – SG issue 8 of 2021, in force on 29.01.2021) The manoeuvring of a ship with a main engine out of order and/ or without a steering gear shall be carried out after obtaining permission from the director of the respective Maritime Administration Directorate and to agree the number of tugs with him, except when the maneuver is to be undertaken wholly in the aquatory of a special purpose port within the meaning of art. 109 Maritime spaces, inland waterways and ports of the Republic of Bulgaria Act, where permission shall be granted by the on-duty operator of the traffic control and vessel traffic system..

**Art. 25.** (1) (Am. and add. – SG issue 57 of 2012, in force from 27.07.2012) Upon favourable hydro-meteorological conditions, the director of the respective directorate “Maritime Administration”, in coordination with the ship's master, may permit a decrease in the number of tugs and a reduction of the required tugs' power, where the ship is structurally equipped with ancillary devices (thruster devices, two propellers, active rudder, dynamic positioning system, etc.).

(2) (New – SG issue 57 of 2012, in force from 27.07.2012) Permission to decrease the number of tugs and/or to reduce of the required tugs' power under para. 1 by more than 1 (order) may be granted by the Harbour master.

(3) (Prev. para. 2 – SG issue 57 of 2012, in force from 27.07.2012) In order to assess the degree of reduction of the number and power of the tugs, the power of the thruster/s, the active rudder, the dynamic positioning system so as to approximately correspond to the total power of the tugs being reduced, shall be taken into account.

(4) (Prev. para. 3 – SG issue 57 of 2012, in force from 27.07.2012) In order to obtain permission for decreasing the number of tugs, the ship agent shall submit an application in writing to the director of the respective Maritime Administration Directorate. The permission is issued in writing.

**Art. 26.** (Am. – SG issue 57 of 2012, in force from 27.07.2012) (1) Towing of vessels and seagoing crafts in the aquatory of the port is to be carried out after obtaining permission by the director of the respective Maritime Administration Directorate and under the control of the operator of the vessel traffic management and information system.

(2) In carrying out the towage under para. 1 which is to begin from a port of

the Republic of Bulgaria shall be carried out after approval of a towage plan by the relevant Maritime Administration Directorate.

(3) (New – SG issue 8 of 2021, in force on 29.01.2021) The towage plan shall contain the following minimum information:

1. stability
2. hull integrity
3. water ingress alarm system
4. water pump-out procedures
5. condition of ship's propellers, bow trusters and steering gear (in place/decommissioned)
6. draft, list, trim
7. crew and emergency equipment on board (power supply, emergency lights, etc)
8. towage ship data
9. passage plan
10. tow equipment (tow line type/length/strength)
11. meteorological conditions during the towing operation
12. equipment and procedures for emergency anchorage.

**Art. 27.** (Am. – SG issue 8 of 2021, in force on 29.01.2021) (1) Relocation of a ship along the quay shall be coordinated with the port operator and undertaken after receiving permission by the operator of the traffic control and vessel traffic system.

(2) Relocation of a ship along the quay at a distance longer than 150 m or one ship length shall be undertaken with pilot participation and subject to the conditions set out by the director of the relevant directorate “Maritime administration.

(3) A registered port operator providing mooring services shall ensure the safety of the manoeuver on shore.

(4) Upon relocation, the vessel's anchor shall be retracted.

## **Section II. Use of the tugs in the area of Maritime Administration Directorate – Varna**

**Art. 28.** (abolished – SG issue 57 of 2012, in force from 27.07.2012)

**Art. 29.** (abolished – SG issue 57 of 2012, in force from 27.07.2012)

## **Section III. Use of tugs in the area of Maritime Administration Directorate – Burgas**

**Art. 30.** (abolished – SG issue 57 of 2012, in force from 27.07.2012)

# **Chapter Five RULES FOR USE OF ANCHORAGES**

## **Section I. General provisions**

**Art. 31.** (1) Anchoring of ships shall take place after obtaining permission by the operator on duty of the vessel traffic management and information system.

(2) After anchoring, the ship's master shall notify the operator on duty of the vessel traffic management and information system about the coordinates of the anchor position.

(3) If the anchor position is beyond the borders of the anchorage or in dangerous proximity to another ship, the operator shall instruct the ship master to change the vessel's position, offering a new anchor position.

**Art. 32.** (1) During the stay of a ship at anchorage, the following is forbidden:

1. (Am. – SG issue 8 of 2021, in force on 29.01.2021) Embarkation/disembarkation on/off-board the ship without the permission of the border control point with the exclusion of the persons visiting the ship on duty or providing assistance to people in distress.

2. Shifting the position of the vessel without the permission of the operator of the traffic control and vessel traffic system;

3. (Am. – SG issue 57 of 2012, in force from 27.07.2012) Lowering of life boats, except for carrying out drills and exercises, after obtaining permission by the operator of vessel traffic management and information system;

4. Use of sound and light signals except under the arrangements of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs).

5. (Add.. – SG issue 8 of 2021, in force on 29.01.2021) Staying board to board without the express permission of the operator of the traffic control and vessel traffic system;

6. (Add.. – SG issue 8 of 2021, in force on 29.01.2021) Performance of loading and unloading works without the express permission of the director of the relevant directorate "Maritime administration";

7. Bathing of the crew in the sea and fishing;

8. (abolished – SG issue 8 of 2021, in force on 29.01.2021);

9. (abolished – SG issue 8 of 2021, in force on 29.01.2021);

10. (Add. – SG issue 8 of 2021, in force on 29.01.2021) Performance of hot works without the express permission of the director of the relevant directorate "Maritime administration";

(2) After obtaining the permission of the Director of the respective Maritime Administration Directorate and in observance of his instructions, loading and unloading works and staying board to board at anchorages may be carried out.

**Art. 33.** (Am.. – SG issue 8 of 2021, in force on 29.01.2021) Ships may be anchored only in the areas announced Sections II and III of these rules. Anchoring of ships outside the aforementioned areas may be permitted by the director of the relevant directorate "Maritime administration". The latter exception shall not apply in cases of emergency, where permission shall be granted by the operator of the traffic control and vessel traffic system.

**Section II.**  
**Anchorage of the ports located within the area of Maritime Administration**  
**Directorate – Varna**

**Art. 34.** (1) Within the area of Maritime Administration – Varna the following anchorage areas shall be established:

1. area № 1 – in the Varna Bay and is delimited by the lines connecting the points: 1. Lat. = 43° 12',50 N / Long. = 027° 57',80 E; 2. Lat. = 43° 12',80 N / Long. = 028° 00',00 E; 3. Lat. = 43° 11',80 N / Long. = 027° 57',80 E; 4. Lat. = 43° 12',00 N / Long. = 028° 00',00 E, has been designated for berthing during the winter season (from October 1 to April 30);

2. area № 2 – south from Galata Cape and is delimited by the lines connecting the points: 1. Lat. = 43° 09',30 N / Long. = 027° 57',10 E; 2. Lat. = 43° 08',98 N / Long. = 027° 58',14 E; 3. Lat. = 43° 07',03 N / Long. = 027° 56',74 E; 4. Lat. = 43° 06',79 N / Long. = 027° 57',90 E, has been designated for anchorage during the summer season (from May 1 to September 30);

3. (Am.. – SG issue 8 of 2021, in force on 29.01.2021) area No. 3 – in the Varna Lake with two anchorages is delimited by the lines connecting the circumferences with radii of 270 m and a center with geographic coordinates by WGS84, as follows: Anchorage 1. Lat. = 43° 11',21 N / Long. = 027° 48',62 E; Anchorage 2. Lat. = 43° 11',22 N / Long. = 027° 49',02 E;

4. Area No.4- to the north-east of the estuary of Kamchiya River intended for the quarantined ships and ships carrying dangerous goods and is delimited by the lines connecting the points: Lat. = 43° 05',00 N / Long. = 027° 56',50 E; 2. Lat. = 43° 05',50 N / Long. = 027°57',80 E; 3. Lat. = 43° 04',50 N / Long. = 027° 56',30 N; 4. Lat. = 43° 04',50 N / Long. = 027° 57',70 E;

5. Area No. 5 south of Balchik Port delimited by the lines connecting the points with coordinates: 1. Lat. = 43°23',40 N / Long. = 028°10',00 E; 2. Lat. = 43°23',40 N / Long. = 028°12',00 E; 3. Lat. = 43° 22',40 N / Long. = 028° 10',00 E; 4. Lat. = 43° 22',40 N / Long. = 028° 12',00 E;

6. area No. 6 – in the Varna Lake for anchorage of 1 ship with GT up to 10 000 and draught to 9,5 m is delimited by a circle with a centre Lat. = 43°11',8 N / Long. = 027°51',6 E and radius 1,4 cables.

(2) Area No. 311 (deviation polygon) is delimited by the coastline, the eastern breakwater and the lines connecting the points: 1. 43°12,69' N; 027°56,76' E; 2. 43°11,26' N; 027°56,76' E; 3. 43°11,26' N; 027°55,38' E, and is only used for determination of the deviation of the magnetic compass of the ships. Anchoring in the deviation polygon shall be only in exceptional cases with the permission of the Director of Maritime Administration – Varna for a time period determined by the latter.

**Section III.**  
**Anchorage of the ports located within the area of Maritime Administration**  
**Directorate - Burgas**

**Art. 35.** (1) Within the area of Maritime Administration – Burgas the following anchorages shall be established:

1. (Add.. – SG issue 8 of 2021, in force on 29.01.2021) Area No. 1 is designated for ships with maximum length (Loa) up to 150 m and is delimited by the lines connecting the points: 1. Lat. = 42°28'10 N / Long. = 27°29'10 E; 2. Lat. = 42°27'80 N / Long. = 27°29'10 E; 3. Lat. = 42°27'50 N / Long. = 27°29'70 E; 4. Lat. = 42°27'30 N / Long. = 27°29'70 E; 5. Lat. = 42°27'30 N / Long. = 27°30'50 E; 6. Lat. = 42°28'10 N / Long. = 27°30'50 E;

2. (Add.. – SG issue 8 of 2021, in force on 29.01.2021) Area No.2 is designated for tankers with displacement up to 5000 t and is delimited by the lines connecting the points: 1. Lat. = 42°28'10 N / Long. 27°30'60 E; 2. Lat. = 42°27'50 N / Long. = 27°30'60 E; 3. Lat. = 42°27'50 N / Long. = 27°31'20 E; 4. Lat. = 42°28'10 N / Long. = 27°31'20 E;

3. Area No.3 is designated for ships with maximum length (Loa) up to 150 m and is delimited by the lines connecting the points: 1. Lat. = 42°30'00 N / Long. = 27°32'00 E; 2. Lat. = 42°29'40 N / Long. = 27°32'00 E; 3. Lat. = 42°30'00 N / Long. = 27°33'40 E; 4. Lat. = 42°29'40 N / Long. = 27°33'40 E;

4. Area No.4 is designated for tankers with water displacement over 5000 t and is delimited by the lines connecting the points: 1. Lat. = 42°30'00 N / Long. = 27°33'40 E; 2. Lat. = 42°29'40 N / Long. = 27°33'40 E; 3. Lat. = 42°29'40 N / Long. = 27°34'80 E; 4. Lat. = 42°30'00 N / Long. = 27°34'80 E;

5. (Am. – SG issue 42 of 2019, in force from 28.05.2019) Area No. 5 is designated for quarantined ships and ships carrying dangerous goods and is delimited by the lines connecting the points: 1. Lat. = 42°30'00 N / Long. = 27°34'90 E; 2. Lat. = 42°30'00 N / Long. = 27°36'10 E; 3. Lat. = 42°29'40 N / Long. = 27°36'10 E; 4. Lat. = 42°29'40 N / Long. = 27°34'90 E.

(2) The anchorage for the ships visiting the ports in Nessebar is at a distance of 0,7 nautical miles south east of entry lighthouse Nessebar.

## **Chapter six**

### **RULES FOR DECLARATION, MARKING, LOADING AND UNLOADING OF DANGEROUS GOODS**

#### **Section I.**

##### **General provisions**

**Art. 36.** (1) All tankers without a “Gas Free” certificate, the ships carrying dangerous goods, as well as those handing over petroleum waste must display the signals of ships carrying dangerous goods - red flag "Bravo" by "ICS - 69" in daytime and an all-round red eight visible light at night time.

(2) The processing, distribution and storage of dangerous goods onboard the ship shall be carried out in compliance with the applicable codes and resolutions of the International Maritime Organization and those of the Bulgarian legislation.

(3) The ships carrying dangerous goods must be provided with all the

necessary conformity and fitness certificates required under the applicable rules and standards of the International Maritime Organization.

**Art. 37.** (1) Ships carrying dangerous goods of class 7 as per the IMDG code shall be allowed access to the port after inspection of the safety documents of the ship, dosimetric control and any other checks related to environmental protection. The place of the inspection shall be determined by the relevant director of the Maritime Administration Directorate.

(2) During the stay of any ship carrying goods under para. 1, in the port or the anchorage area additional inspections may be performed.

**Art. 38.** (Add. –SG issue 57 of 2012, in force from 27.07.2012, am. SG – issue 8 of 2021, in force on 29.01.2021) Handling of ships specified in the IMDG code and part B of the Code of Safe Practice for Solid Cargo in Bulk (BC Code) shall commence after the following conditions have been fulfilled:

1. (Am. SG – issue 8 of 2021, in force on 29.01.2021) Preliminary approval by the authorized officers of the relevant Maritime Administration Directorate loading plan (when loading shall be undertaken) is obtained;

2. A Dangerous Cargo Manifest as per the effective form FAL.2 or a detailed loading (discharging) plan (when unloading shall be undertaken) has been submitted;

3. Fulfilment of all stipulations in writing (if any) made by employees of the relevant Maritime Administration for the handling of the respective dangerous goods.

**Art. 39.** (1) (Am. – SG issue 57 of 2012, in force from 27.07.2012) No delivery and acceptance on-board a vessel carrying or handling of dangerous goods shall be allowed without prior submission to the master of a declaration containing the technical specification, the UN classification numbers, if any, the IMDG code, respectively the IMSBC code cargo classes, the amounts of cargo carried and if cisterns or containers are used for carriage – their identification numbers.

(2) The shipper shall prepare and hand over to the Master, the Port operator and the Director of the relevant Maritime Administration Directorate via the Ship's agent the Declaration under para. 1 and ensure that the consignment to be carried is identical to the one described in the Declaration. The Declaration shall comply with the form specified in chapter 5.4 of the IMDG Code.

(3) The declaration under para 1 shall be submitted at the relevant Maritime Administration Directorate not later than the submission of the loading plan for certification.

**Art. 40.** The handling of ships carrying dangerous goods in bulk (petroleum tankers, chemical tankers, gas tankers) shall commence after fulfilment of the safety measures envisaged in the International Safety Guide for Oil Tankers and Terminals (ISGOTT) to be certified through a duly completed and signed checklist by the master and a terminal representative.

**Art. 41.** (Am. SG – issue 8 of 2021, in force on 29.01.2021) Loading of grain in bulk, cargoes covering the criteria for carriage of grain under the IMSBC code, cargoes covered by Group A of the IMSBC code, having liquefaction properties when carried in bulk, live animals, heavy parcels having a weight of over 10 t on deck, or lumber on the deck shall commence after a loading plan has been approved by the

relevant Maritime Administration Directorate.

**Art. 42.** The loading plan submitted for approval shall be accompanied by the following documents and information:

1. (Am. SG – issue 8 of 2021, in force on 29.01.2021) Statement by the ship agent/ master to the Director of the relevant Maritime Administration including the name of the goods, quantity, ship’s particulars (name, flag, IMO identification number, gross tonnage), this statement shall be submitted not later than 24 hours before handling starts;

2. Drawing scheme of the ship indicating the allocation of the goods by cargo holds and decks, total weight (number of animals), method of securing the deck cargo and its height, ship draught;

3. Detailed calculations evidencing the fulfilment of the required criteria for stability, local and total strength, bending moments and shearing forces;

4. Copies of the ship’s documents of compliance evidencing that the ship is authorized to carry the relevant goods which are required by the applicable documents of the International Maritime Organization.

**Art. 43.** The handling of dangerous goods with damaged packaging and marking, lacking IMO IMDG Class markings, as well as the storage of goods of classes 1, 2, 3 and 7 under the IMDG codex of the IMO within the territory of the ports shall be forbidden, except when special conditions for goods storage are met.

**Art. 44.** (Add. SG – issue 8 of 2021, in force on 29.01.2021) The acceptance of fuel, landing of petroleum-water mixtures, hot works, as well positioning of other vessels alongside ships having dangerous goods of classes 1, 2.1, 3, 4, 5 and 7 on-board during loading and unloading operations in the port is strictly prohibited, except in the cases of express permission given by the Director of the relevant directorate “Maritime Administration”.

**Art. 45.** (abolished SG – issue 8 of 2021, in force on 29.01.2021)

## **Section II.**

### **Loading and unloading of dangerous and special goods within the area of the Maritime Administration Directorate – Varna**

**Art. 46.** (abolished – SG issue 42 of 2019, in force from 28.05.2019)

## **Chapter Seven**

### **RULES FOR THE PREVENTION OF POLLUTION BY SHIPS (Title am. – SG issue 57 of 2012, in force on 27.07.2012)**

**Art. 47.** (Add. – SG issue 57 of 2012, in force on 27.07.2012, am. and add. – SG issue 8 of 2021, in force on 29.01.2021) During the stay of ships at anchor or in the port the following operations, creating conditions for pollution, shall be prohibited:

1. (Am. – SG issue 57 of 2012, in force on 27.07.2012, am. and add. SG – issue 8 of 2021, in force on 29.01.2021) Blasting and rust removal off the outer

surfaces of ships (outer boards and superstructures);

2. (Am. and add. SG – issue 8 of 2021, in force on 29.01.2021) Painting, washing with diluting agents and washing liquids of the outer surfaces of the ships (outer boards, superstructures and decks);

3. Soot cleaning of ship boilers;

4. Use of ship incinerators;

5. (Del., prev. para. 6, am. – SG issue 57 of 2012, in force on 27.07.2012, am. SG – issue 8 of 2021, in force on 29.01.2021) Landing or spilling on port quays of water, liquid or solid waste, as a result of shipping activity – oil products, other harmful substances, solid waste;

6. (New – SG issue 8 of 2021, in force on 29.01.2021) use of fuel or alternative methods for lowering emissions from ships which contravene the requirements of the Ordinance for the quality requirements of liquid fuels, the conditions, procedures and means for their control, promulgated with Ruling No. 156 of the Council of Ministers of 2003 (Prom. SG issue 66 of 2003, am. SG issue 69 and 75 of 2005, SG issue 40 of 2006, SG issue 76 of 2007, SG issue 93 of 2009 and SG issue 36 of 2011; am. and add. – SG issue 55 of 2012; am. – SG issue 103 of 2012; am. and add. – SG issue 88 of 2014; am. – SG 4 of 2018; am. and add. – SG issue 63 of 2018 and SG issue 75 of 2020)

**Art. 47a** (New – SG issue 8 of 2021, in force on 29.01.2021) Landing of waste as a result of ballasting or repairs of a vessel or floating docks respectively in the marine environment is strictly prohibited.

**Art. 48.** (Am. – SG issue 57 of 2012, in force on 27.07.2012, am. – SG issue 8 of 2021, in force on 29.01.2021) De-ballasting water from vessels in the anchorage area or at a quay in the ports shall be allowed when the following criteria have been met:

1. Before the vessel enters the territorial waters of the Republic of Bulgaria ballast management information shall be submitted subject to Art. 33 and Appendix 7 of the Organization of border passport, customs, health, veterinary and phyto-sanitary control as well as control of vehicles in ports of the Republic of Bulgaria, servicing vessels engaged in international sailing (Prom. – SG issue 67 of 2012; am. and add. – SG issue 37 of 2014, SG issue 12 of 2017; am. – SG issue 55 of 2017; am. and add. – SG issue 69 of 2020);

2. Management of ballast waters is conducted according to the requirements of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) (ratif. – SG issue 28 of 2018);

3. Landing of a ship's ballast waters does not lead to contamination of the marine environment, as well as discolorations.

**Art. 49.** (Am. – SG issue 57 of 2012, in force on 27.07.2012, am. – SG issue 8 of 2021, in force on 29.01.2021) (1) The master, upon entry of the ship into Bulgarian territorial waters is obliged to ensure effective closing and sealing of all valves and outlets for oily waters and sewage discharge, which shall be individually numbered.

(2) When the vessel is equipped with a working and approved sewage



treatment plant, the overboard discharge valves shall not be sealed.

(3) Sealing of the aforementioned valves shall be recorded in the vessel logbook which shall be submitted upon request for inspection by the inspectors of the relevant Directorate “Maritime administration”.

**Art. 50.** (Am. – SG issue 57 of 2012, in force on 27.07.2012, abolished – SG issue 8 of 2021, in force on 29.01.2021)

**Art. 51** (Am. – SG issue 57 of 2012, in force on 27.07.2012, am. – SG issue 8 of 2021, in force on 29.01.2021) (1) All personnel engaged in the maritime transport, such as the ship master, crew members, pilots, operation dispatchers and others are obliged to immediately notify the director of the relevant directorate “Maritime administration” via the on-duty operator of the traffic control and vessel traffic system in any case of pollution of the marine environment, the air, emanating from a ship in a marine port in the Republic of Bulgaria when they have witnessed or have become aware of such an event during the performance of their duties.

(2) The ship’s master having allowed a pollution occurrence (an oil spill, immersing or disposal of cargo residues or other hazardous substances) at the sea ports within the jurisdiction area of the relevant Maritime Administration Directorate shall immediately notify the director of the relevant directorate “Maritime administration” through the operator of the vessel traffic management and information system for shipping and make a record into the logbook.

**Art. 51a** (New – SG issue 8 of 2021, in force on 29.01.2021) The ship’s master who has allowed an oil or chemical spill in a Bulgarian marine port is prohibited from opposing any activities directed towards the spill’s clean up with dispersants and/or any other types of chemicals.

**Art. 52.** (Am. – SG issue 57 of 2012, in force on 27.07.2012) (1) The deployment of oil booms before the start of any loading and unloading operations on tankers carrying oil products with flash point exceeding 61°C shall be mandatory.

(2) The oil booms shall be deployed immediately after the tanker has been made fast alongside the respective quay berth.

(3) The oil booms shall be collected after completion of the disconnection of the hoses from the port mains certified by the signatures of the head of shift of the specialized terminal or any person authorized thereby and the ship master or his representative.

(4) During performance of loading and unloading operations continuous spill monitoring shall be ensured on behalf of the ship crew.

(5) The shipmaster of any ship performing loading and unloading operations with oil products and bunkering within the area of the ports and the anchorages shall ensure the readiness and organization of the crew to act according to the Shipboard Oil Pollution Emergency Plan (SOPEP).

(6) Any individuals and/or legal entities performing booming operations shall meet the following requirements:

1. To secure a closed cycle of activity upon any potential spill - booming, collection with skimmers, transportation, storage, processing and decontamination;
2. To make available technological schemes coordinated with the relevant

Maritime Administration Directorate;

3. To have a Certificate of Compliance issued by the manufacturer of the used booms and technical facilities;

4. The ships made use of to have valid documents;

5. To ensure continuous monitoring through a responsible person on duty during the booming operation.

(7) (New – SG issue 57 of 2012, in force on 27.07.2012) Maneuvering of other vessels in proximity to the oil booms is strictly prohibited.

## **Chapter Eight. FIRE SAFETY RULES**

**Art. 53.** (1) In cases of fire in a port or on ship in port, any adjacent vessel to the fire, upon the order of the Director of the relevant Maritime Administration Directorate shall suspend the handling, close the holds, and the tankers shall be disconnected from the hoses and prepared for immediate use of fire protection and rescue equipment.

(2) Under the instruction of the Director of the relevant Maritime Administration Directorate, the ships situated in immediate proximity to the ship on fire or port facility shall make ready to relocate or be taken away to a safe place.

**Art. 54.** (1) At the time of detection of a fire onboard of any ship, the master or the officer of the watch shall immediately notify the operator of the vessel traffic management and information system by informing about:

1. Exact location of the fire;
2. What kind of materials are burning;
3. Are there any injured people.

(2) The management of fire-fighting operations onboard shall be carried out by the master or his deputy in charge.

(3) In the case of fire-fighting assistance from the shore, the head of the fire brigade at the scene of the fire shall act as consultant of the master or his deputy in charge.

(4) In the case of breaking of fire on board an unmanned ship, the management fire-fighting operation shall be carried out by the head of the coastal fire brigade.

**Art. 55.** (1) The ships anchored or berthed at a quay in the ports shall maintain fire-fighting equipment in good technical condition and readily available.

(2) (Add. – SG issue 8 of 2021, in force on 29.01.2021) The fire-fighting equipment of ships shall be decommissioned with the express approval of the director of the relevant directorate “Maritime administration” upon request of the ship master.

**Art. 56.** Upon berthing and during the stay of a ship at a quay a copy of the ship’s fire plan and updated crew list shall be put at a visible place in the vicinity of the gangway.

**Art. 57.** (1) During the stay alongside a berth the tankers shall lower from two emergency towing wires down to 1,0 m above the sea level from their fore and aft

mooring stations respectively. The emergency towing wires shall be secured to the ship's bitts at one end. The other end's height of 1,0 m above the sea level shall be monitored and maintained by the ship's crew during the entire stay period.

(2) The emergency towing wires shall have wire strength of not less than that of the mooring ropes.

**Art. 58.** (1) Hot works on board a ship at anchorage or in a port, without the prior submission of a written request and permission by the Director of the relevant Maritime Administration Directorate are prohibited.

(2) The permission under para 1. shall contain the conditions under which the hot works may be carried out.

(3) Before the start and after the end of the hot works the shipmaster of the ship shall inform the on-duty VTMIS operator.

**Art. 59.** (1) During the hose connection and the start of the loading and unloading operations on tankers, the ship crew and the terminal operator shall ensure reliable grounding of the ship body.

(2) Removal of grounding shall be allowed after the complete hose disconnection of the tank.

**Art. 60.** (1) The ships within the area of the port shall be forbidden from launching rockets, fire emergency flares, conducting fireworks, etc.

(2) The tankers within the area of ports and anchorages shall be forbidden:

1. The use of portable lamps/lusters or pocket electric torches with non-approved explosion-proof performance for lighting of the cargo decks, the ladder and the tanks;

2. Hot works execution;

3. The use of metal tools and equipment causing spark generation.

**Art. 61.** In the area of ports smoking is allowed only at the established and accordingly marked places.

**Art. 62.** The rules under this Chapter shall not apply to ships under construction and ships under repair within the area of the ship-repair plants.

## **Chapter nine**

### **SAFETY RULES AND PROTECTION OF THE ENVIRONMENT DURING BUNKERING OPERATIONS (NEW – SG ISSUE 8 OF 2021, IN FORCE ON 29.01.2021)**

**Art. 63** (New – SG issue 8 of 2021, in force on 29.01.2021) (1) Bunkering of ships in Bulgarian marine ports shall be carried out subject to the rules set out in this chapter as well as in compliance with the restrictions of Art. 44.

(2) Bunkering may be carried out with all types of ship fuels and oils at a quay in port, shiprepair yard or shipyard, or at anchorage from vessel to vessel only by duly registered port operators having been granted the right to provide a maritime-technical service “supply of fuel and lubricating products”.

(3) Fuels shall be bunkered in Bulgarian marine ports in compliance with the quality requirements pertaining to liquid fuels, as specified in the Ordinance for the

quality requirements of liquid fuels, the conditions, procedures and means for their control.

**Art. 64** (New – SG issue 8 of 2021, in force on 29.01.2021) (1) Bunkering of fuel and lubricating products of a vessel shall be carried out only after prior notice is submitted to the director of the relevant Directorate “Maritime administration” by the ship’s master or agent, no less than 24 hours preceding the operation.

(2) The notice under para. 1 shall contain the following minimum information:

1. Name and IMO number of the bunkered vessel;
2. port and the quay number or that of the anchorage;
3. type and quantity of the fuel and/or lubricating products;
4. estimated time of commencement of the bunkering operation;
5. approximate duration of the bunkering operation;
6. registration number of the auto-cistern or information of the bunkering vessel and full name of the port operator providing the service.

(3) The ships master is obliged to inform by way of VHF Channel 11 or 16 the on-duty operator of the traffic control and vessel traffic system of the following:

1. name of the ship and time of commencement of the bunkering operation;
2. name of the ship and time of conclusion of the bunkering operation;
3. in case of an incident during the bunkering operation – the name of the ship, time and nature of the incident.

(4) The on-duty operator of the traffic control and vessel traffic system shall record the data under para. 3 and upon receiving information of an emergency situation shall immediately notify the director of the relevant directorate “Maritime administration”.

**Art. 65** (New – SG issue 8 of 2021, in force on 29.01.2021) The mast of the ship which is being bunkered permits the commencement of the operation after he is satisfied that the following criteria are met:

1. the vessel, shore terminal and auto-cistern/bunkering vessel, as well as the surface of the water around the ship are properly lit in order to ensure continuous monitoring and control of the bunkering operation;
2. only safe lighting is used according to the fire safety rules;
3. there are effective means of communication in place (telephone or mobile VHF radio) between the control post of the ship in the engine control room and the bunkering ship or auto-cistern;
4. the ship has raised the red flag “BRAVO” of the International code of Signals during the day or is showing a red circular light during the night;
5. at a visible place alongside the ship’s gangway the following labels in English are placed: "NO ADMITTANCE EXCEPT ON BUSINESS" and "SMOKING AND NAKED LIGHTS STRICTLY PROHIBITED"; the labels may be in Bulgarian on board Bulgarian flagged vessels;
6. the vessel is grounded with a copper conductor no less than 16 mm<sup>2</sup> in breadth.

7. flange couplings of the vessel’s main pipeline and those of the bunkering vessel or the auto-cistern are sealed with oil-resistant material;

8. the hoses providing the fuel/lubricants flow are serviced yearly and have a certificate and mark of the date of their last pressure trial;

9. the manifolds are equipped with serviceable manometers, with marked expiration date, as the manometers are mounted to the respective system with two consecutive mounted shut-off valves;

10. there are crew instructions on a visible place on board the vessel in case of a spill of fuel or lubricants, containing emergency means of stopping the bunkering operation, a list of crew members and their officer;

11. all equipment controlling the fuel/lubricant levels in the tanks, if any;

12. all main deck openings are properly sealed (cemented);

13. all manholes of fuel/oil tanks are sealed;

14. all sample openings remain open for the shortest possible period – only when measuring the quantity of fuel/oil.

(2) The bunkering line must conform to the following criteria:

1. no leaks along its full length;

2. the flanges connecting the flexible hoses are connected with all bolts;

3. the unusable couplings are closed and held with all bolts;

4. the armature of the pipelines is to be in good technical condition;

5. there are containers/trays placed under the couplings of the flexible hoses of the bunkered vessel with the bunkering vessel or the auto-cistern capable of holding the remaining fuel/lubricant in the hose under supervision for the purpose of immediately stopping the operation.

(3) Prior to commencement of the bunkering operation the master of the bunkering vessel or the operator of the auto-cistern fill in and sign a Bunkering check-list under Appendix 8.

(4) The bunkering operation may commence only after the bunkered vessel receives a Bunker Delivery Note by the bunkering vessel's master or auto-cistern operator subject to Art. 16b, para. 6 and Appendix 10 of the Ordinance for the quality requirements of liquid fuels, the conditions, procedures and means for their control accompanied with a declaration of conformity of the fuel with the requirements for quality under Art. 16b, para. 3 and Appendix 9 of the same Ordinance and representative fuel sample (MARPOL sample).

**Art. 66** (New – SG issue. 8 of 2021 in force since 29.01.2021 r.) During the bunkering operation the following activities are prohibited:

1. other vessels staying board to board with the bunkered vessel;

2. works carried out with portable electrical tools and use of portable cables and light without certification of explosion safety;

3. carrying out repairs;

4. decommissioning fire-safety equipment;

5. supplying the bunkered ship.

**Art. 67** (New – SG issue. 8 of 2021 in force since 29.01.2021 r.) The master of the bunkered vessel is obliged to immediately cease the bunkering operation in the following cases:

1. during a thunderstorm, when all deck and ventilation shafts are closed;
2. upon suspicion of an emergency situation during bunkering (leaks in the couplings, tears in the hoses, splashes of the vent pipes of the tanks, fire, etc); in cases of contravening any of the rules in this chapter;
3. upon receiving an order by the on-duty operator of the traffic control and vessel traffic system.

### **Concluding Provisions**

§ 1. These mandatory rules are issued on the grounds of Art. 363a of the Merchant Shipping Code.

§ 2. Upon occurrence of any circumstances directly affecting the safety of shipping, the Director of the relevant Maritime Administration Directorate may temporarily prohibit or restrict shipping within a specific area under his jurisdiction. The temporary restrictions shall be introduced by the Director of the Maritime Administration Directorate – Varna and the Director of the Maritime Administration Directorate-Burgas with a written order.

§ 3. The immediate control over the observance of these mandatory rules shall be exercised by the Director of Maritime Administration Directorate – Varna and the Director of the Maritime Administration Directorate – Burgas for the respective areas of responsibility.

§ 4. (Am. – SG issue 8 of 2021, in force on 29.01.2021) The control over the implementation of the mandatory rules shall be exercised by the Deputy Executive Director of the Executive Agency Maritime Administration.

§ 5. These mandatory rules shall repeal the “Mandatory Rules for the Area under the Jurisdiction of the State Shipping Inspectorate – Varna” of 1998 and the “Mandatory Rules for Port of Burgas and the other ports in the area of the State Shipping Inspectorate – Burgas of 1995, including the orders for their amendments and supplements.

§ 6. The mandatory rules shall enter into force on the date of promulgation thereof in the State Gazette.

### **Concluding Provisions**

#### **TO THE MANDATORY RULES FOR THE AMENDMENT AND ADDITION OF MANDATORY RULES FOR MARINE PORTS IN THE REPUBLIC OF BULGARIA**

(Prom. – SG 55 of 2011, in force on 19.07.2011)

§ 2 The mandatory rules shall enter into force on the date of promulgation thereof in the State Gazette.

**Concluding Provisions**  
**TO THE MANDATORY RULES FOR THE AMENDMENT AND ADDITION**  
**OF MANDATORY RULES FOR MARINE PORTS IN THE REPUBLIC OF**  
**BULGARIA**

(Prom. – SG 57 of 2012, in force on 27.07.2012)

§ 14 The mandatory rules shall enter into force on the date of promulgation thereof in the State Gazette.

**Concluding Provisions**  
**TO THE MANDATORY RULES FOR THE AMENDMENT AND ADDITION**  
**OF MANDATORY RULES FOR MARINE PORTS IN THE REPUBLIC OF**  
**BULGARIA**

(Prom. – SG 42 of 2019, in force on 28.05.2019)

§ 4 The mandatory rules shall enter into force on the date of promulgation thereof in the State Gazette.

**Concluding Provisions**  
**TO THE MANDATORY RULES FOR THE AMENDMENT AND ADDITION**  
**OF MANDATORY RULES FOR MARINE PORTS IN THE REPUBLIC OF**  
**BULGARIA**

(Prom. – SG 8 of 2021, in force on 29.01.2021)

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*Appendix 1*  
*To art. 7, para 4*  
*(abolished – SG 8 of 2021, in force on 29.01.2021)*

*(Am. – SG 8 of 2021, in force on 29.01.2021)*

**Distribution of VHF channels  
Within the range of the Maritime Mobile Service of the Republic of Bulgaria**

Channel	Note	Broadcasting frequencies (MHz)		Ship-to-ship	Port operations and movement of the ships		Public correspondence	Organization of use
		Ship radio station	Coastal radio station		Single frequency (simplex)	Dual frequencies (duplex)		
60	<i>m)</i>	156.025	160.625		X	X	X	
01	<i>m)</i>	156.050	160.650		X	X	X	
61	<i>m)</i>	156.075	160.675		X	X	X	
02	<i>m)</i>	156.100	160.700		X	X	X	
62	<i>m)</i>	156.125	160.725		X	X	X	
03	<i>m)</i>	156.150	160.750		X	X	X	
63	<i>m)</i>	156.175	160.775		X	X	X	
04	<i>m)</i>	156.200	160.800		X	X	X	
64	<i>m)</i>	156.225	160.825		X	X	X	
05	<i>m)</i>	156.250	160.850		X	X	X	
65	<i>m)</i>	156.275	160.875		X	X	X	
06	<i>f)</i>	156.300		X				MRCC, vessel – plane, helicopter
2006	<i>r)</i>	160.900	160.900					
66	<i>m)</i>	156.325	160.925		X	X	X	
07	<i>m)</i>	156.350	160.950		X	X	X	
67	<i>h)</i>	156.375	156.375	X	X			MRCC



08		156.400		X				Fishing vessels
68		156.425	156.425		X			Pilot Service – Varna, Pilot Service – Burgas, Tugs and mooring men
09	<i>i)</i>	156.450	156.450	X	X			VTS Varna, VTS Burgas
69		156.475	156.475	X	X			
10	<i>h), q)</i>	156.500	156.500	X	X			MRCC
70	<i>f) J)</i>	156.525	156.525	Digital selective calling for distress, safety and calling				
11	<i>q)</i>	156.550	156.550		X			VTS Varna, VTS Burgas
71		156.575	156.575		X			VTS Varna, VTS Burgas
12		156.600	156.600		X			Pilot Service – Varna, Pilot Service – Burgas, Tugs and mooring men
72	<i>i)</i>	156.625		X				
13	<i>k)</i>	156.650	156.650	X	X			Pilot Service – Varna, Pilot Service – Burgas, Tugs and mooring men
73	<i>h), i)</i>	156.675	156.675	X	X			Regatta participants
14		156.700	156.700		X			Pilot Service - Varna Pilot service Burgas Tugs and mooring men
74		156.725	156.725		X			Pilot Service – Varna, Pilot Service – Burgas, Tugs and mooring men
15	<i>g)</i>	156.750	156.750	X	X			Vessel internal communications and board-to-board

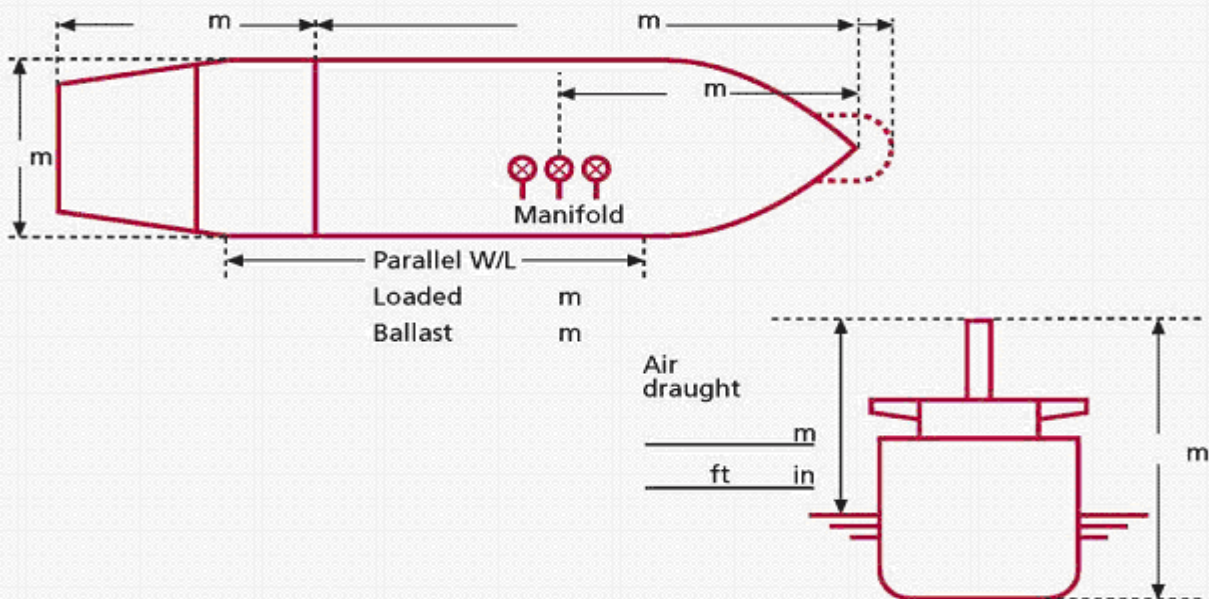
								communications
75	<i>n), s)</i>	156.775	156.775		X			
16	<i>f)</i>	156.800	156.800	DISTRESS, SAFETY AND CALL				
76	<i>n), s)</i>	156.825	156.825		X			
17	<i>g)</i>	156.850	156.850	X	X			Vessel internal communications and board-to-board communications
77		156.875		X				
18	<i>m)</i>	156.900	161.500		X	X	X	Varna Radio
78	<i>m)</i>	156.925	161.525		X	X	X	
1078		156.925	156.925		X			
2078	<i>mm)</i>		161.525		X			
19	<i>t), u), v)</i>	156.950	161.550		X	X	X	
1019		156.950	156.950		X			
2019	<i>mm)</i>		161.550		X			
79	<i>m)</i>	156.975	161.575		X	X	X	
1079		156.975	156.975		X			
2079	<i>mm)</i>		161.575		X			
20	<i>m)</i>	157.000	161.600		X	X	X	
1020		157.000	157.000		X			
2020	<i>mm)</i>		161.600		X			
80	<i>y), wa)</i>	157.025	161.625		X	X	X	
21	<i>y), wa)</i>	157.050	161.650		X	X	X	
81	<i>y), wa)</i>	157.075	161.675		X	X	X	
22	<i>y), wa)</i>	157.100	161.700		X	X	X	
82	<i>x), y), wa)</i>	157.125	161.725		X	X	X	
23	<i>x), y), wa)</i>	157.150	161.750		X	X	X	
83	<i>x), y), wa)</i>	157.175	161.775		X	X	X	
24	<i>w), x)</i>	157.200	161.800		X	X	X	Varna Radio
1024	<i>w)</i>	157.200	157.200	X(digital only)	X(digital only)			
2024	<i>w)</i>	161.800	161.800	X(digital only)	X(digital only)			
84	<i>w), x)</i>	157.225	161.825		X	X	X	

1084	w)	157.225	157.225	X(digital only)	X(digital only)			
2084	w)	161.825	161.825	X(digital only)	X(digital only)			
25	w), x)	157.250	161.850			X	X	
1025	w)	157.250	157.250	X(digital only)	X(digital only)			
2025	w)	161.850	161.850	X(digital only)	X(digital only)			
85	w), x)	157.275	161.875		X	X	X	
1085	w)	157.275	161.875	X(digital only)	X(digital only)			
2085	w)	157.275	161.875	X(digital only)	X(digital only)			
26	w), x)	157.300	161.900		X	X	X	Varna Radio
1026	w)	157.300		X(digital only)	X(digital only)			
2026	w)		161.900	X(digital only)	X(digital only)			
86	w), x), y)	157.325	161.925		X	X	X	
1086	w)	157.325						
2086	w)		161.925					
1027	zz)	157.350	157.350			X	X	
ASM1	z)	161.950	161.950					
87	z)	157.375	157.375		X			
1028	zz)	157.400	157.400		X			
ASM2	z)	162.000	162.000					
88	zz)	157.425	157.425		X			
AIS 1	f), l), p)	161.975	161.975					
AIS 2	f), l), p)	162.025	162.025					

Ship particulars

**SHIP'S PARTICULARS**

Name  Call sign   
 Displacement  (tonnes) Deadweight  (tonnes) Year built   
 Length OA  (m) Breadth  (m) Bulbous bow  yes / no  
 Draught fwd  (m) Draught aft  (m) Draught amidships  (m)  
 Port anchor  (shackles) Stbd anchor  (shackles) (1 shackle=27.4 m/15 fathoms)



**ENGINE**

Type of engine  Maximum power  (kW)  (HP)

	rpm/pitch	loaded speed	ballast speed
Full ahead	<input type="text"/>	<input type="text"/> (kts)	<input type="text"/> (kts)
Half ahead	<input type="text"/>	<input type="text"/> (kts)	<input type="text"/> (kts)
Slow ahead	<input type="text"/>	<input type="text"/> (kts)	<input type="text"/> (kts)
Dead slow ahead	<input type="text"/>	<input type="text"/> (kts)	<input type="text"/> (kts)
Dead slow astern	<input type="text"/>		
Slow astern	<input type="text"/>		
Half astern	<input type="text"/>		
Full astern	<input type="text"/>	<input type="text"/> (% of full ahead power)	

Engine critical rpm  Maximum number of consecutive starts   
 Time full ahead to full astern  (sec) Time limit astern  (min)

Information from the shipmaster to the pilot

**SHIP IDENTITY**

Name  Call sign  Flag   
Ship's agent  Year built  IMO No   
Cargo type  Ship type  Last port

**ADDITIONAL COMMUNICATION INFORMATION**

Fax  Telex  Other

**PILOT BOARDING**

Date/ETA  (UTC/LT) Freeboard   
Boarding station (if there is more than one)

**SHIP PARTICULARS**

Draught fwd  Draught aft  Draught amidships  (salt water)  
Air draught  Length  Beam   
Displacement  Dwt  Gross  Net

**ANCHORS**

Port anchor  Stbd anchor  (length of cable available)

**MANOEUVRING DETAILS AT CURRENT CONDITION**

Full speed  Half speed   
Slow speed  Min. steering speed   
Propeller direction of turn  left / right Controllable pitch  yes / no  
Number of propellers  Number of fwd thrusters  Number of aft thrusters

**MAIN ENGINE DETAILS**

Type of engine  motor / turbine / other  
Max. number of engine starts  Time from full ahead to full astern

**EQUIPMENT DEFECTS RELEVANT TO SAFE NAVIGATION**

**OTHER IMPORTANT DETAILS** e.g. berthing restrictions, manoeuvring peculiarities

Information from the pilot to the shipmaster

**SHIP REQUESTING PILOTAGE DETAILS**

Ship Name  Call sign

**ORIGINATING AUTHORITY**

Contact name  VHF channel

Other means of contact

**PILOT BOARDING INSTRUCTIONS**

Date/arrival time at pilot boarding station  (UTC/LT)

Position pilot will board

Embarkation side  port / starboard / TBA Approach course and speed

Requested boarding arrangement

**BERTH AND TUG DETAILS**

Intended berth and berthing prospects

Side alongside  port / starboard Estimated transit time to berth

Tug rendezvous position  Number of tugs

Tug arrangement  Total bollard pull

**LOCAL WEATHER AND SEA CONDITIONS** at the pilot boarding station on arrival

Tidal information  (heights/times)

Expected currents

Forecast weather

**DETAILS OF THE PASSAGE PLAN** including abort points/emergency plans

**REGULATIONS** including VTS reporting, anchor/look-out attendance, max. allowable draught

**OTHER IMPORTANT DETAILS** including navigation hazards, ship movements

*Appendix No. 6  
to art. 48  
(abolished – SG 8 of 2021, in force on 29.01.2021)*

*Appendix No. 7  
to Art. 49, para. 2  
(abolished – SG 8 of 2021, in force on 29.01.2021)*

*Appendix No. 8  
to Art. 65, para. 3  
(New – SG 8 of 2021, in force on 29.01.2021)*

## BUNKERING CHECKLIST

This checklist should be filled-in before a ship receives bunkers from a bunker ship

Date of bunkering:		Name of receiving ship (RS) :		
Place of bunkering:		Name of bunker ship/truck plate number (Bunker Facility, BF):		
Estimated time of start:		Estimated time of completion:		
<b>CHECKS AFTER MOORING</b>				
Item	Check	Status		Remarks
		RS	BF	
1	Bunker plan is exchanged	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
2	Fenders are effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
3	Mooring is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
4	Access between ship and facility is safe	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
<b>PRE-TRANSFER CONFERENCE</b>				
Item	Check	Status		Remarks
		RS	BF	
5	Effective communications are established	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
6	Bunker watch is established	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
7	Smoking restrictions and designated smoking areas are established	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
8	Naked light restrictions are established	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
9	Safety data sheets are available	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
10	Hazardous properties of the product to be transferred identified in the safety data sheet are discussed	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
<b>TECHNICAL CHECKS BEFORE BUNKERING</b>				
Item	Check	Status		Remarks
		RS	BF	
11	Electrical insulation is effective	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
12	Bunker transfer equipment: <ul style="list-style-type: none"> <li>• is in good condition</li> <li>• is appropriate</li> <li>• line up is checked</li> </ul>	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	



	<ul style="list-style-type: none"> <li>• is secured to manifolds</li> <li>• is fully bolted</li> </ul>			
13	Firefighting equipment is ready for use	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
14	Scuppers and save-alls are plugged	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
15	Portable drip trays are correctly positioned and empty	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
16	Unused bunker connections are blanked and fully bolted	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
17	High level and overfill alarm units are operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
18	Bunker operation emergency stop is operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
19	Bunker tank openings are closed	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
20	Oil spill clean-up material is available	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
21	Medium frequency/high frequency radio antennae are isolated	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
22	Very high frequency and ultra high frequency transceivers are set to low power mode	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
<p><b>For the bunkering ship/truck</b> I have checked all the items of the checklist and have satisfied myself that the entries, to the best of my knowledge, are correct. I have also taken measures for repeated checks whenever necessary</p> <p>Date: .....</p> <p>Signature:.....</p>		<p><b>For the receiving ship</b> I have checked all the items of the checklist and have satisfied myself that the entries, to the best of my knowledge, are correct. I have also taken measures for repeated checks whenever necessary.</p> <p>Date: .....</p> <p>Signature:.....</p>		