



MIIDURANNA SADAM

PORT OF MIIDURANNA

**PORT OF MIIDURANNA
(EEMDR)**

AS MIIDURANNA SADAM

PORT RULES

Table of Contents

1. General Details of the Port	3
1.1 Port Authority and the Validity of the Rules.....	3
1.2 Location of the Port, Definition of the Port's Land and Waters	3
1.3 Technical Data of the Port.....	4
1.4 Size Limitations of Vessels.....	5
1.5 Limitations in Conjunction with Environmental Protection Requirements, Dangerous Goods	5
1.6 Working Hours of the Port.....	6
1.7 Duration of Navigation.....	6
1.8 Difference of Local Time from the UTC.....	7
1.9 General Details of Port Operators	7
2. Arrival and Departure of Vessels, Procedures at Berth	7
2.1 Notification of Arrival and Departure	7
2.2 Permission for Entering and Exiting port Waters.....	7
2.3 Requirements for Notices of Arrival and Departure.....	8
2.4 Reporting Formalities and Required Documents	8
2.5 Communication with Vessels	8
2.6 Requirements for Vessels in Port.....	8
2.7 Maintenance Operations in Port.....	9
3. Navigation in Port Waters	10
3.1 Manoeuvring and Movement of Vessels	10
3.2 Coming Alongside	10
3.3 Towage.....	11
3.4 Ice Navigation.....	11
3.5 Special Requirements Concerning Tankers.....	11
4. Provision of Port Services	11
4.1 Cargo Handling Operations.....	11
4.2 Provision of Potable Water.....	12
4.3 Reception of Ship-generated Waste	12
4.4 Provision of Fuel and Lubricants	12
4.5 Diving Operations.....	12
4.6 Repair and Paint Services.....	12
4.7 Connecting Vessels to Onshore Systems	12
4.8 Other Services.....	13
4.9 Passenger Services	13
4.10 Provision of Medical Aid.....	13
5. Fire Safety and Rescue Operations.....	13
5.1 Locations of Safety Equipment.....	13
5.2 Contacting Emergency Services and State Supervisory Agencies.....	13
Annex 1 – Plan of the Port	14
Annex 2 – Port's Aids to Navigation	15

Adopted on 16 September 2020
Heiki Virronen, Member of the Board

Disclaimer: This document is intended solely for informational purposes and translation accuracy is neither guaranteed nor implied. Any discrepancies or differences arising from the translation of the original Estonian language document have no binding legal effect for compliance or enforcement purposes.

1. GENERAL DETAILS OF THE PORT

1.1 Port Authority and the Validity of the Rules

- 1.1.1 These Port Rules specify the requirements for providing port services in the port of Miiduranna and are binding for all parties involved.
- 1.1.2 The Port Rules and any amendment thereto shall be adopted by the port authority, **AS Miiduranna Sadam** (registry code 10031970), in accordance with its articles of association and applicable laws of the Republic of Estonia. Port dues are adopted separately from the Port Rules.
- 1.1.3 Current versions of the Port Rules and the Port Dues are made available on the port's website at www.miidurannasadam.ee and any significant amendment thereto shall be published at least 30 days prior to taking effect.
- 1.1.4 Any dispute arising from the Port Rules or related documents shall be resolved by amicable agreement between the parties or, alternatively, via proceedings at the Harju County Court.

1.2 Location of the Port, Definition of the Port's Land and Waters

The port of Miiduranna (EEMDR) is situated at the Bay of Tallinn in the geographical coordinates 59°30,0' N, 24°49,0' E (the harbour master's office). The port's functional land area is defined by infrastructure required for the provision of port services and the port's waters have been designated by regulation No. 71 of 31.03.1998 of the Government of the Republic.

There are 7 aids to navigation in use at the port. Beacons (Nos. 235 and 237, respectively) have been installed at the ends of the breakwaters of the southern basin and of berth No. 10. A west spar buoy (No. 1031) is situated southeast of quay No. 4. Leading lights (Nos. 233 and 234) have been installed to aid in the entry into the northern basin of the port and mooring at berth No. 10. Two port-hand buoys (Nos. 236 and 240) are placed at the port entrance depending on ice conditions.

A plan of the port and its aids to navigation is attached to these Port Rules.

1.3 Technical Data of the Port

Entrance	Minimum width (m)	Minimum Depth (m) (BK77)	Minimum Depth (m) (EH2000)
	110,0	13,0	12,8

Water Area	Berth No.	Length (m)	Depth (m) (BK77)	Depth (m) (EH2000)	Types of Vessels Served
Southern Basin	Berth No. 1	135,0	4,6	4,4	fishing vessels, other vessels
	Berth No. 2	90,0	3,4	3,2	fishing vessels
	Berth No. 3	75,0	2,0	1,8	fishing vessels, small craft
	Berth No. 4 (inner)	80,0	4,2	4,0	fishing vessels, small craft, other vessels
	Berth No. 4 (outer)	63,0	5,9	5,7	general and dry cargo vessels, barges
	Berth No. 5	134,0	3,6	3,4	fishing vessels, small craft, other vessels
	Berth No. 6	20,0	1,5	1,3	small craft
	Berth No. 7	55,0	2,0	1,8	small craft
Northern Basin	Berth No. 8	83,0	3,8	3,6	fishing vessels, other vessels
	Berth No. 9	88,0	4,6	4,4	fishing vessels, barges, tankers
	Berth No. 10 (tankers)	225,0	13,0	12,8	tankers

The declared depth alongside is the highest point measured at one metre from the edge of the quay or the least depth within the width and the length of the vessel, including a safety allowance of –10 cm accounting for a possible measurement error.

Adopted on 16 September 2020
Heiki Virronen, Member of the Board

Disclaimer: This document is intended solely for informational purposes and translation accuracy is neither guaranteed nor implied. Any discrepancies or differences arising from the translation of the original Estonian language document have no binding legal effect for compliance or enforcement purposes.

NB! The Baltic Height System of 1977 (BK77) previously used in navigational information has been replaced by the European Vertical Reference System (EH2000) in Estonia as of 1 January 2018.

Depending on weather conditions, the sea level in the port may differ from normal in the extent of +120 cm to –90 cm. Information about the water level in port and precise hydrographic measurement data can be obtained from the harbour master.

1.4 Size Limitations of Vessels

1.4.1 Irrespective of their gross tonnage, only vessels not exceeding the following dimensions are served at the port:

- length: 196,0 m;
- width: 32,0 m;
- draught: 12,3 m.

Vessels with a maximum length of 110 m can be moored at the outer berth of quay No. 4.

1.4.2 While manoeuvring in port, the minimum under-keel clearance must be at least 5 % of the vessel's draught. Fixed minimum clearances shall apply as follows:

- 20 cm in case 5 % of the vessel's draught amounts to less than 20 cm;
- 40 cm in case 5 % of the vessel's draught amounts to more than 40 cm.

1.4.3 Declared depths of the port entrance and waters shall be used as the basis for calculating the under-keel clearance which must be maintained at all times, irrespective of changes in sea level or increase in the vessel's draught during manoeuvring.

1.4.4 Vessels exceeding the permitted dimensions may enter and exit the port as well as manoeuvre in the port waters only after such a request by the vessel's master has been approved by the harbour master in writing, provided that weather conditions and manoeuvring arrangements ensure the safety of navigation.

1.5 Limitations in Conjunction with Environmental Protection Requirements, Dangerous Goods

1.5.1 Limitations to the provision of port services and the transfer of ship-generated waste are detailed in the port's Pollution Control Plan and Waste Reception and Handling Plan that are made available on the port's website at www.miidurannasadam.ee. Special conditions shall be set by the harbour master when necessary.

1.5.2 Enclosed cargo handling equipment must be used when loading wood chips in order to avoid the escape of dust and shavings into sea.

Adopted on 16 September 2020
Heiki Virronen, Member of the Board

- 1.5.3 Dangerous goods are handled in accordance with the applicable laws of the Republic of Estonia, especially the Ports Act and the Chemicals Act and the legislation established on the basis thereof, and Chapter VII of the International Convention for the Safety of Life at Sea and the International Maritime Dangerous Goods Code established on the basis of Annexes I to III of the International Convention on the Prevention of Pollution from Ships. Special conditions shall be set by the harbour master when necessary.
- 1.5.4 The master of the vessel must notify the harbour master of all emergencies and occurrences of marine pollution as well as dangerous incidents that may result in environmental pollution. Clean-up costs for any pollution shall be covered by the polluter.

1.6 Working Hours of the Port

Port services can be rendered at any time according to demand and on the basis of a prior agreement. The working hours of the port authority are 8.00 to 17.00 from Monday to Friday, except on the national day and public holidays.

The national day is 24 February, Independence Day and anniversary of the Republic of Estonia.

Public holidays are:

- 1 January – New Year's Day;
- Good Friday;
- Easter Sunday;
- 1 May – May Day;
- Pentecost;
- 23 June – Victory Day;
- 24 June – Midsummer Day;
- 20 August – Day of Restoration of Independence;
- 24 December – Christmas Eve;
- 25 December – Christmas Day;
- 26 December – Boxing Day.

1.7 Duration of Navigation

The port is navigable throughout the entire year, although there may be restrictions depending on ice conditions. Information about ice conditions can be obtained from the harbour master.

1.8 Difference of Local Time from the UTC

The local time differs from the UTC by +2 hours and by +3 hours in the summer (from the last Sunday of March to the last Sunday of October).

1.9 General Details of Port Operators

Port services are provided only by the port authority itself or companies that have an agreement with the port authority to this end (port operators). Information about port operators can be obtained from the harbour master.

- Bulk cargo is generally handled by AS PL Trans (registry code 10477766).
- Liquid cargo is generally handled by AS Milstrand (registry code 10047899).

2. ARRIVAL AND DEPARTURE OF VESSELS, PROCEDURES AT BERTH

2.1 Notification of Arrival and Departure

- 2.1.1 The company, master or agent of a vessel that is obligated by law to give notice of its planned arrival at an Estonian port, including pre-arrival security information, must do so via the electronic maritime information system (on the website www.emde.ee) at least 24 hours in advance or immediately (no later than 1 hour) after departure from the previous port if the voyage time is less than 24 hours. Additionally, the expected time of arrival must be revised 4 hours in advance by e-mail (valve@miidurannasadam.ee).
- 2.1.2 In case the electronic maritime information system is malfunctioning, the required data must be sent directly to the port by e-mail (valve@miidurannasadam.ee).
- 2.1.3 Fishing vessels and service vessels (including bunkering and waste reception vessels) that are not obligated to give notice via the electronic maritime information system, must inform the port of their arrival and departure by e-mail (valve@miidurannasadam.ee). Small craft that are based at the port do not have to provide information about their arrival and departure.
- 2.1.4 On approach, the port's vessel traffic services must be contacted by VHF on channel 10 "Miiduranna". Entry into port shall then be directed by the harbour master or a person appointed by him.

2.2 Permission for Entering and Exiting port Waters

Electronic notices of arrival and departure shall be approved by the harbour master or a person appointed by him in a format that can be reproduced in writing.

2.3 Requirements for Notices of Arrival and Departure

Notices of arrival and departure are reviewed by the harbour master or a person appointed by him. The notices must meet applicable regulatory requirements and include at least the following information:

- time and date of arrival or departure;
- name and type of vessel;
- vessel's draught fore and aft;
- number of people on board;
- brief description of the voyage.

2.4 Reporting Formalities and Required Documents

Reporting formalities upon the vessel's arrival and departure must be fulfilled according to applicable quarantine, customs and border control requirements of the Republic of Estonia. The border regime is governed by the State Borders Act, the Schengen Borders Code and specific arrangements at the border crossing point. Customs procedures are carried out according to guidelines for the performance of entry and exit formalities for goods in Estonian ports.

The master or agent of the vessel or the person in charge of a small craft must ensure the due fulfilment of applicable quarantine, customs and border control requirements and the provision of required documents.

2.5 Communication with Vessels

Communication with vessels shall take place by VHF on channel 10 "Miiduranna", or by mobile telephone Nos. +372 53421543 or +372 5247406.

2.6 Requirements for Vessels in Port

- 2.6.1 Vessels (including small craft) may use only their designated berth.
- 2.6.2 Anchors of moored vessels must be heaved to the hawse.
- 2.6.3 The mooring of vessels alongside each other at any berth may only take place with the written permission of the harbour master.
- 2.6.4 Moored vessels must not operate their propellers. As an exception, propellers may be operated at the lowest possible speed with the permission of the harbour master.

Adopted on 16 September 2020
Heiki Virronen, Member of the Board

Disclaimer: This document is intended solely for informational purposes and translation accuracy is neither guaranteed nor implied. Any discrepancies or differences arising from the translation of the original Estonian language document have no binding legal effect for compliance or enforcement purposes.

- 2.6.5 Vessels in port must always have sufficient crew on board to ensure prompt departure. Main engines, steering and anchoring equipment of vessels must be in working order, unless the harbour master has permitted their repairs.
- 2.6.6 Moored vessels must deploy a safe gangway equipped with a safety net underneath. During night-time, the gangway must be illuminated.
- 2.6.7 Vessels that have completed or suspended their cargo operations must immediately vacate the berth at the request of the harbour master in order to enable the mooring of other vessels.
- 2.6.8 Upon receiving a storm warning, vessels in port and port operators rendering services to them must take all necessary precautions to ensure safety. Additionally, shore power must be disconnected.
- 2.6.9 Fishing vessels may unload their catch only at designated berths.
- 2.6.10 Vehicles serving vessels in port may be parked in the port's parking areas or on quays only with the permission of the harbour master or a person designated by him.

2.7 Maintenance Operations in Port

- 2.7.1 Any maintenance operations that could prolong the vessel's departure may only take place with the written permission of the harbour master.
- 2.7.2 Welding and other heat-intensive maintenance work on open decks may only take place with the written permission of the harbour master. Commencement and completion of the work must be notified to the harbour master or a person designated by him.
- 2.7.3 All outboard work, drills, launching of boats and rafts may only take place with the written permission of the harbour master. Commencement and completion of the work or operations must be notified to the harbour master or a person designated by him.
- 2.7.4 Cleaning the vessel with chemicals, removing rust and old paint, as well as underwater cleaning operations are prohibited. As an exception, paint repairs may be carried out above the vessel's water line.
- 2.7.5 Disposing of or pumping any pollutants, wastewater, sewage etc into the sea is prohibited in port waters. As an exception, the removal of cleaning water of exhaust gas cleaning systems on board vessels is permitted on the condition that it is carried out in accordance with the guidelines provided by the Marine Environment Protection Committee (MEPC) of the IMO.
- 2.7.6 Ballast water in segregated tanks of dry cargo vessels and tankers may be pumped into the sea only if it does not contain oil or any other substances harmful to the environment. The water that is disposed of must not make its way onshore.

Adopted on 16 September 2020
Heiki Virronen, Member of the Board

Disclaimer: This document is intended solely for informational purposes and translation accuracy is neither guaranteed nor implied. Any discrepancies or differences arising from the translation of the original Estonian language document have no binding legal effect for compliance or enforcement purposes.

- 2.7.7 Tankers may wash their tanks on the condition that the cleaning water does not make its way onshore.
- 2.7.8 Repairs and maintenance of fishing equipment onshore may only take place with the written permission of the harbour master.

3. NAVIGATION IN PORT WATERS

3.1 Manoeuvring and Movement of Vessels

- 3.1.1 When approaching port waters, the vessel must adjust its speed in order not to cause surge damage to port works or other vessels.
- 3.1.2 When manoeuvring in port waters, vessels (including small craft) must move at the minimum speed that allows steerage to be maintained. The propellers must be set to a mode that does not endanger other vessels.
- 3.1.3 Vessels may be moved only with the written permission of the harbour master.
- 3.1.4 When necessary, tugboats must be used to move the vessel. The harbour master is entitled to require the use of tugboats at the expense of the vessel at his discretion.
- 3.1.5 When required by law, a pilot must be on board the vessel being moved.
- 3.1.6 The harbour master may at any time cancel the permission to move the vessel, especially due to unfavourable weather conditions or insufficient safety measures.

3.2 Coming Alongside

- 3.2.1 A mooring crew under the supervision of the harbour master or a person designated by him shall be arranged by the port authority for all cargo vessels.
- 3.2.2 Any damage caused by the vessel during mooring shall be noted in the port's journal, as well as a relevant report drawn up and the harbour master informed of the incident.
- 3.2.3 Tugboats used during mooring are directed either by the pilot or the master of the vessel.
- 3.2.4 Vessels are prohibited from anchoring in port waters and entrance, except in special circumstances with the written permission of the harbour master.

3.3 Towage

- 3.3.1 The use and the necessary number of tugboats shall be determined by the vessel's master, unless towage is mandated by these Port Rules (including when required by the harbour master).
- 3.3.2 Towage is considered completed for the purposes of these Port Rules when the vessel has been moored at berth, anchored or left the port waters.

3.4 Ice Navigation

- 3.4.1 The port authority shall ensure icebreaking in port waters to enable navigation, including clearing the ice alongside the berths before mooring operations.
- 3.4.2 In heavy ice conditions, the harbour master shall inform the vessel when it becomes necessary to clear the ice alongside using the vessel's propellers.
- 3.4.3 The master and pilot of the vessel shall commence departure only after icebreaking service is ensured beyond the port's waters. Icebreaking service shall be organised by the vessel's agent.
- 3.4.4 If the vessel does not have the necessary ice class for the current conditions, its departure shall require prior approval by the Estonian Maritime Administration.

3.5 Special Requirements Concerning Tankers

All other vessels must maintain a 20-metre safety zone when a tanker is manoeuvring in port waters.

4. PROVISION OF PORT SERVICES

4.1 Cargo Handling Operations

- 4.1.1 The loading or unloading of the vessel shall be carried out by the relevant port operator according to the information given in the notice of arrival.
- 4.1.2 When loading or unloading dangerous liquid chemicals (including bunkering), signal flag "B" (BRAVO) shall be displayed and a red signal light exhibited at night.
- 4.1.3 Special areas have been designated in the port for the storage of goods. There are no warehouses or covered storage areas.
- 4.1.4 Goods are stored in the port according to the provisions of the relevant storage contract containing requirements for notification and identification of dangerous cargo, among others.

Adopted on 16 September 2020
Heiki Virronen, Member of the Board

Disclaimer: This document is intended solely for informational purposes and translation accuracy is neither guaranteed nor implied. Any discrepancies or differences arising from the translation of the original Estonian language document have no binding legal effect for compliance or enforcement purposes.

4.2 Provision of Potable Water

The provision of potable water to vessels is possible at berth No. 5 or at other berths of the southern basin if the vessel provides its own hoses. The rest of the berths do not have a potable water connection and it can only be supplied by tanker vehicles.

If requested by the vessel, the port authority shall provide a declaration of compliance of the quality of potable water.

4.3 Reception of Ship-generated Waste

Ship-generated waste shall be received according to the provisions of the port's Waste Reception and Handling Plan that is made available on the port's website at www.miidurannasadam.ee. Special conditions shall be set by the harbour master when necessary.

4.4 Provision of Fuel and Lubricants

4.4.1 The provision of fuel and lubricants shall be organised by the vessel's agent with the prior approval of the harbour master. Fuel can be supplied by a bunkering vessel or by a tanker vehicle.

4.4.2 Companies providing bunkering services must be insured to the satisfaction of the port authority for any and all damage to property, persons and the environment in relation to the port authority and third parties, likely to occur during their operations.

4.5 Diving Operations

Diving operations may only take place with the written permission of the harbour master.

4.6 Repair and Paint Services

Information about companies providing repair and paint services at the port can be obtained from the harbour master.

4.7 Connecting Vessels to Onshore Systems

Vessels can be connected to shore power at all berths with the written permission of the harbour master or the person designated by him. Access to onshore communication systems is not available.

4.8 Other Services

There is a slipway with a maximum working load of 60 tons that can be used to pull smaller vessels onshore. Information about this service can be obtained from the harbour master.

4.9 Passenger Services

There are no regular passenger services operating out of the port. When necessary, the safe movement, embarkation and disembarkation of passengers, as well as ticket sales and other services shall be ensured in accordance with applicable regulatory requirements.

4.10 Provision of Medical Aid

There is no medical station at the port and aid must be sought by telephoning the emergency number 112.

5. FIRE SAFETY AND RESCUE OPERATIONS

5.1 Locations of Safety Equipment

5.1.1 All quays are equipped with a boathook, lifebuoy and a rescue line.

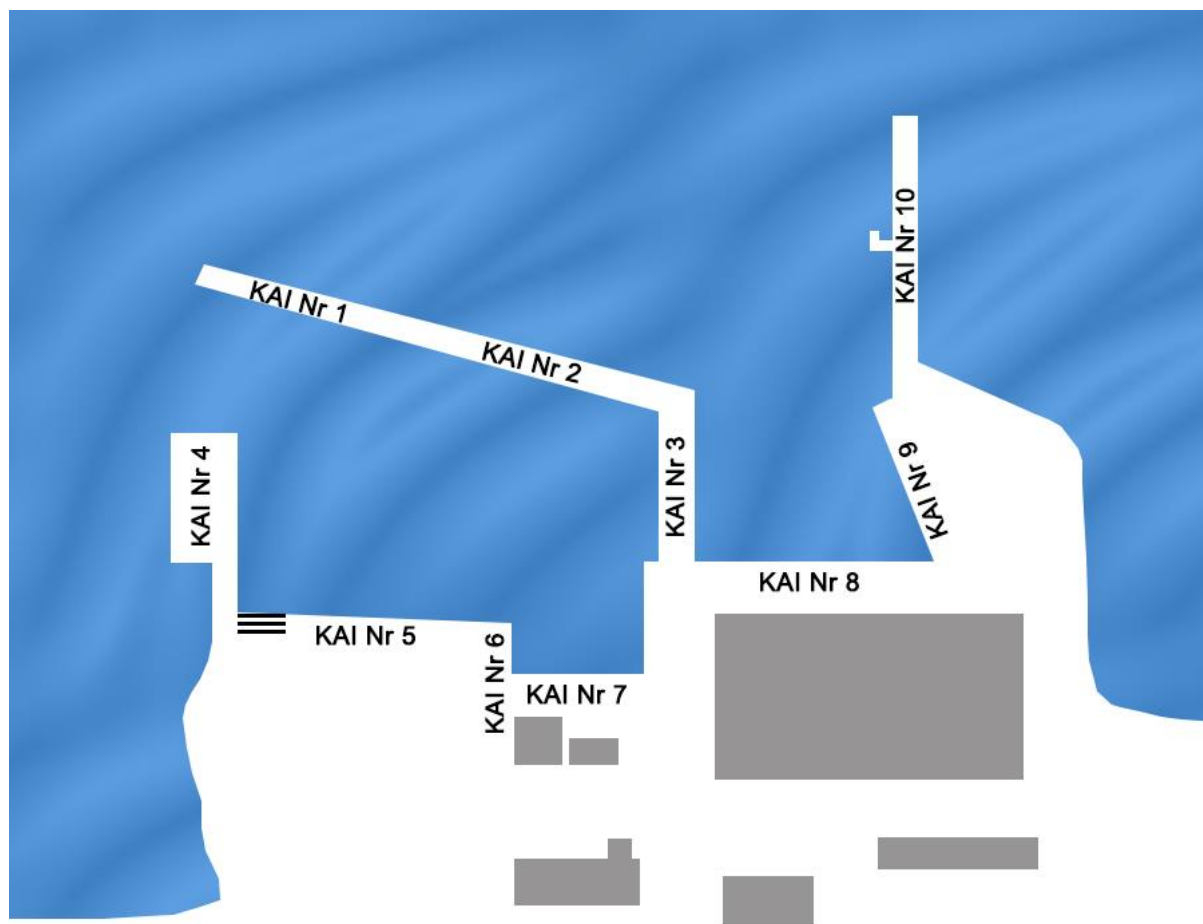
5.1.2 Quays Nos. 9 and 10 are equipped with a water main and a foam-based fire suppression system.

5.1.3 Handheld firefighting equipment is located at the pumping station on Quay No. 10 and in the port's control room.

5.2 Contacting Emergency Services and State Supervisory Agencies

Rescue and police services can be alerted by telephoning the emergency number 112. Information about contacting state supervisory agencies can be obtained from the harbour master.

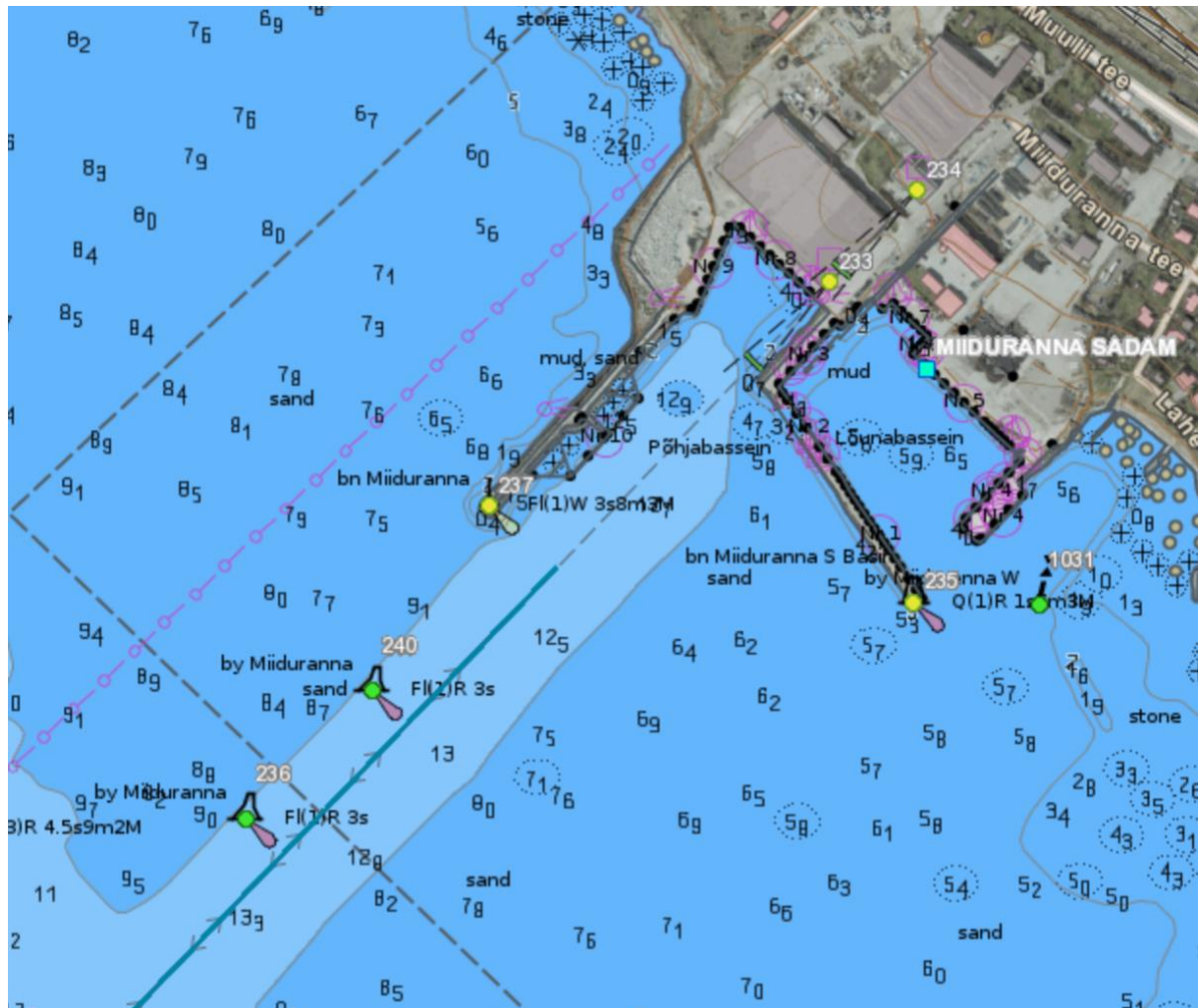
ANNEX 1 – PLAN OF THE PORT



Adopted on 16 September 2020
Heiki Virronen, Member of the Board

Disclaimer: This document is intended solely for informational purposes and translation accuracy is neither guaranteed nor implied. Any discrepancies or differences arising from the translation of the original Estonian language document have no binding legal effect for compliance or enforcement purposes.

ANNEX 2 – PORT’S AIDS TO NAVIGATION



Adopted on 16 September 2020
 Heiki Virronen, Member of the Board

Disclaimer: This document is intended solely for informational purposes and translation accuracy is neither guaranteed nor implied. Any discrepancies or differences arising from the translation of the original Estonian language document have no binding legal effect for compliance or enforcement purposes.