



Slovak Republic Public Port Rules

Slovak Public Ports Owner Regulation made under Section 5 (5) and (8) of Act No. 338/2000 Coll. on inland navigation and on the amendment and supplementation to certain acts, as amended

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PORT RULES – PART ONE

Article 1 – Introduction

1.1 These Slovak Republic Public Port Rules (hereinafter referred to as the “Port Rules”), produced by Verejné prístavy, a. s. with its registered office at Prístavná 10, 821 09 Bratislava, Company ID No.: 36 856 541 pursuant to Section 5 (5) and (8) of Act No. 338/2000 Coll. on inland navigation and on the amendment and supplementation to certain acts, as amended (hereinafter referred to as the “Inland Navigation Act”), stipulate:

- Inland navigation conditions, the rights, and obligations of legal entities and natural persons engaged in inland navigation within the public port area,
- Operation and use procedures of the Bratislava, Komárno, and Štúrovo public ports unless otherwise contractually agreed.

The rights and obligations not expressly stipulated herein shall be governed by the Inland Navigation Act and generally binding legal regulations related thereto.

Article 2 – Owner of Public Ports

2.1 The owner of public ports is Verejné prístavy, a. s., with its registered office at Prístavná 10, 821 09 Bratislava, Company ID No.: 36 856 541, registered in the Business Register of Bratislava III City Court, Section Sa, Insert No. 4395/B (hereinafter referred to as “VPAS”). VPAS is a joint-stock company under Section 154 et seq. of Act No. 513/1991 Coll. Commercial Code, as amended, with its specificities that are governed by the Inland Navigation Act; its sole founder is the Slovak Republic, on behalf of which the Ministry of Transport of the Slovak Republic acts.

2.2 Under Section 5 (14) of the Inland Navigation Act, VPAS is authorised to collect dues for using public ports. VPAS shall determine the amount of dues based on the Schedule of Port Dues for Using Public Ports on the Waterways of the Slovak Republic (hereinafter referred to as the “Schedule”) approved by the Ministry of Transport of the Slovak Republic, the latest version of which is published on the VPAS website, www.portslovakia.com.

Article 3 – Waterways, Administration Thereof and State Supervision

3.1 The waterway owner (Section 3 (1) of the Inland Navigation Act) is a major watercourse management company or a minor watercourse management company, which, with regard to the Danube river, is SLOVENSKÝ VODOHOSPODÁRSKY PODNIK, štátny podnik [state-owned company].

3.2 The watercourse management company, which performs the duties of a waterway owner, shall maintain and improve the conditions for the operation of vessels on monitored waterways. The watercourse management company shall determine the fairway, identify navigational obstructions on waterways, and remove any and all obstructions in line with the instructions of the Transport Authority.

3.3 The State Regulator (hereinafter referred to as the “SPS”) is the Transport Authority under Section 39 of the Inland Navigation Act and to Act No. 402/2013 Coll. on the Regulatory Authority for Electronic Communications and Postal Services and on Transport Authority and on the amendment and supplementation to certain acts, as amended.

Article 4 – Definition of Certain Terms

For the purposes hereof, the terms below shall mean as follows:

- 4.1 Verejné prístavy, a. s., Bratislava Branch** is located at the building of the Transport Authority of the Division of Inland Navigation at Prístavná 10, 821 09 Bratislava. The Bratislava Branch provides administration of the Bratislava Public Port.
- 4.2 Verejné prístavy, a. s., Komárno Branch** is located at the building of the Transport Authority of the Division of Inland Navigation at Ostrov Sv. Alžbety č. 3098, 945 01 Komárno. The Komárno Branch provides administration of the Komárno and Štúrovo Public Ports.
- 4.3 Port Authority** – the Transport Authority of the Division of Inland Navigation, Department of State Professional Supervision, whose task is, amongst others, monitoring of movement of vessels on inland waterways within the territory of the Slovak Republic.
- 4.4 Inland navigation** shall mean the operation of vessels on inland waterways and in ports, including any activities relating thereto.
- 4.5 A public port** shall mean a defined area including water part, buildings, and facilities that serve the purpose of transshipment, warehousing, processing and transport of goods, embarkation and disembarkation of passengers, and protection of vessels during the passage through ice and flood flows, as well as the performance of activities relating to the operation, repair, reconstruction, and construction of vessels.
- 4.6 A Roadstead** shall mean a body of water within a defined area of public ports.
- 4.7 Public port users** shall mean legal entities or natural persons which/who perform their activities in the defined area of public ports. While performing such an activity, they shall follow the orders and instructions of VPAS, the Transport Authority of the Division of Inland Navigation (hereinafter referred to as the “TA DIN”), the watercourse management company, and to comply with these Port Rules.
- 4.8 A vessel** shall mean an inland navigation vessel, a small vessel, a transport ship, a floating machine, or a floating facility.
- 4.9** For the purposes hereof, a **non-operational vessel** shall mean:
- a) a vessel without a valid vessel certificate, which is also out of service for a period longer than one (1) month by the decision of the Vessel Owner;
 - b) a vessel with a valid vessel certificate, which is out of service for a period longer than two (2) consecutive months by the decision of the Vessel Owner;
 - c) a vessel defined as non-operational by the decision of VPAS pursuant to Article 5 paragraph 5.19 hereof.
- 4.10 A small vessel** shall mean a vessel with a hull length of up to 20 m which is intended for transporting a maximum of 12 passengers, and a vessel that is intended only for sport and relaxation purposes regardless of the manner of its drive with a hull length of 2.5 m up to 24 m, except for vessels constructed or intended for the purpose of pushing or pulling in a side-tied vessel formation that does not include small vessels, ferry boats, and/or floating machines.
- 4.11 A floating facility** shall mean a vessel used on waterways and in ports that is intended as a fixed facility, such as a floating swimming pool, a floating dock, a floating pontoon, a floating garage, a boatel, or a houseboat.
- 4.12 A floating facility owner** shall mean the owner of the floating facility or a person who operates the vessel under an agreement with the vessel owner. The floating facility owner shall pay the port dues and penalties according to the applicable Schedule. If there is any uncertainty about who operates the floating facility, the responsibility for paying port dues and penalties falls on the floating facility owner.
- 4.13 A Vessel Owner** shall mean the owner of the vessel or a person who operates the vessel under an agreement with its owner. The Vessel Owner shall pay the port dues and penalties according to the applicable Schedule. In case of doubts

about who the Vessel Owner is, the dues and penalties shall be borne by the owner of the vessel.

- 4.14 A master of the vessel** shall mean a qualified person who shall ensure compliance with the rules on a vessel, a convoy, or a floating object.
- 4.15 A stay of the vessel in the public port** area shall mean a period from the moment of the vessel's arrival at the public port or the creation (manufacture) of the vessel until the moment of the vessel's departure from the public port or the vessel's destruction. The day of a vessel's arrival at the public port shall also be deemed to be the day following the date of check-out of the vessel by an original Vessel Owner, subject to the condition that the given vessel remains in the public port.
- 4.16 Notification of arrival and departure – the DAVID form** (hereinafter referred to as the "Notification") shall mean the document relating to the arrival or departure of a vessel, which must be submitted to the respective VPAS branch or delivered electronically via e-mail by the master of the vessel or another authorised person without delay. For this purpose, it is published on the VPAS website in an electronic format.
- 4.17 A public port dock** (hereinafter referred to as the "Port Dock") shall mean a designated location in the defined area of public ports. It may be a mooring, handling, repair, service, or an unspecified port dock.
- 4.18 Schedule of Public Port Dues for the use of public ports on the waterways of the Slovak Republic** shall mean a document approved by the Ministry of Transport of the Slovak Republic in accordance with Section 5 (14) of the Inland Navigation Act, which sets forth the manner of collection of dues for the use of public ports on the waterways of the Slovak Republic and determines the amount and the method of calculation of such dues.

Article 5 – Terms and Conditions of the Use of Public Ports

A. General Terms and Conditions of the Use of Public Ports

- 5.1** Entry to the public ports shall be permitted only to the users who will comply with the instructions specified in the Port Guidelines and the restrictions relating to the public ports' operation. The Port Rules shall be complied with by all users of the public ports. By entering, driving, or floating into the public port, the public port user shall comply with these Port Guidelines and respect the instructions of VPAS.
- 5.2** In particular, a public port user shall:
- a) comply with the obligations stipulated by these Port Guidelines and related obligations stipulated by applicable law;
 - b) respect any and all warning signs, traffic signs, and instructions of VPAS;
 - c) follow any and all safety and fire prevention regulations, including the obligation to wear protection equipment, if required by legal regulations with respect to the nature of the activity;
 - d) maintain cleanliness and order in the public port and comply with legislation relating to environmental protection, fire protection, and occupational health and safety.
- 5.3** Each user enters into the public ports at their own risk. Movement of persons in a public port, which is not related to the intended purpose of public port use, without the prior written consent of VPAS, is not allowed.
- 5.4** Users may not enter third-party floating facilities and other technical facilities in a public port without the consent of the owner of such facilities, and may not restrict the activity and operation of third parties in a public port. While using public ports, the users shall act in such a way that their activities do not restrict or hinder the operation of public ports; in particular, they may not create any obstacles that would prevent VPAS or another authorised user to access the public port facilities, and may not damage the public port facilities and contaminate the public port area.
- 5.5** Hot works in a public port are strictly prohibited.
- 5.6** Activities that are not related to the public port operation (e.g. video/audio and/or photographic recording in the Roadstead

and outside the Roadstead) require the prior consent of VPAS and may be subject to a charge. In order to perform such an activity, a consent of VPAS must be requested in advance.

- 5.7** Along with the obligations stipulated herein, the public port users who use a public port or a respective part thereof under a written contract executed with VPAS shall comply with all obligations set out in such a contract. In case of ambiguities or a conflict between these Port Guidelines and a special contract, the contractual commitment or obligation of the user or VPAS shall prevail; this shall not apply to special contracts on port dues' payment insofar as it relates to the agreements on payment of dues and payment terms, which shall be governed by the terms stipulated by these Port Guidelines and the applicable Schedule.
- 5.8** Obligations and authorisations not stipulated divergently by special contracts shall be governed by these Port Guidelines.
- 5.9** A public port is not guarded by VPAS, and VPAS shall not be held liable for damage to movable property brought into the premises of a public port, nor for its destruction or loss in the course of the use of the public port.
- 5.10** VPAS shall not bear responsibility for ensuring have no duty to ensure the occupational health and safety of the public port users and not be held liable damage to health suffered by the public port users. When performing their activity within the public port area, each user shall comply with the obligations relating to ensuring occupational health and safety at their own expense and responsibility.
- 5.11** VPAS shall be entitled to:
- a) request the user to comply with these Port Guidelines;
 - b) install a vehicle/vessel immobilisation device or give the order to tow such vehicle/vessel away at the user's expense if the user fails to comply with these Port Guidelines or is in default with the payment of port dues; in this case, the risk of damage shall be borne exclusively by the user and VPAS shall not be held liable for damages incurred by towing the vehicle/vessel out of the public port;
 - c) seek indemnity for damage that the user caused to VPAS or a third party in a public port;
 - d) request from the user to pay and enforce the payment of the port dues and penalties.

B. Obligations of the Vessel Owners

- 5.12** A vessel may enter into the territorial district of a public port only in case it complies with the conditions according to a valid navigational measure of the Transport Authority and on condition that:
- a) the Vessel Owner and/or the vessel, after entering into the public port area, shall adhere to the instructions of VPAS and follow the instructions and obligations stipulated in the applicable Port Guidelines and related applicable navigational measures of the Transport Authority;
 - b) the vessel is in a good working order and an operational state, has valid ship documents, and the safety, hygienic, anti-epidemiological, or fire protection regulations do not prevent it to do so. The Vessel Owner shall ensure good working order and technical capability of the vessel, in particular, that by its properties, the vessel will not endanger the fluency and safety of its operation and also the fluency and safety of navigation on the waterway, as well as the environment.
- 5.13** Before entering the defined area of the public port, the Vessel Owner must notify their intention. If the Vessel Owner/ Master has already submitted an electronic arrival Notification through the CEERIS system, they must report the vessel's name (or names of all vessels in a convoy), current position (r.km), navigation direction (downstream/upstream), and initial and destination ports via radio on the appropriate VHF channel to the relevant Inland Navigation Port Authority. If no prior electronic notification was given, they must report the information as per Article 8.02 of CEVNI via radio on the appropriate

VHF channel and, upon arrival, register the vessel in person at the relevant VPAS branch or electronically by sending the completed Notification form to the email address: **pobba@vpas.sk of Verejné prístavy, a. s., Bratislava Branch** or to the address **pobkom@vpas.sk of Verejné prístavy, a. s., Komárno Branch**. The fulfilment of the registration and de-registration obligation hereunder shall be without prejudice to the obligations stipulated by the Inland Navigation Act. The Vessel Owner/Master is required to promptly inform the relevant Inland Navigation Port Authority via the specified VHF radio channels or telephone numbers once the vessel is docked at the port. This time is considered the actual arrival time for calculating public port usage dues.

- 5.14** If during the stay in the port, a vessel changes its Vessel Owner, who is obliged to pay the port dues for the vessel stay and activities performed in the port, the original Vessel Owner shall de-register the vessel from the stay in the port in writing within three (3) working days of such change and deliver the Notification of Departure to VPAS. Within three (3) working days of such change, the new Vessel Owner shall register the vessel for stay in the port by delivering the Notification of Arrival. If the original or the new Vessel Owner fails to comply with this notification duty, VPAS may charge the port dues to the original Vessel Owner until the change is notified or until the end of the vessel's stay in the area of public ports.
- 5.15** Immediately, no later than three (3) days, the Vessel Owner, through the master of the vessel or another authorised person, shall report each change that impacts the amount of payment, payment method, and determination of a person through whom the Vessel Owner shall pay the port dues for the services connected with the use of the ports by a vessel (this shall apply also to the vessels which changed their names and/or were re-registered under a different country (reflagged) during their stay in the port, as well as vessels which were demolished, partially demolished, or separated during their stay). If such change is not reported within three (3) working days from the occurrence of the change at the latest, VPAS, when billing the port dues, shall not be obliged to take into account the fact that impacts the decrease of the amount of payment for the use of the port by the vessel. In case the Vessel Owner enters into liquidation, or insolvency, bankruptcy, or enforcement proceedings are initiated against them, the Vessel Owner shall report to VPAS any of such facts no later than within three (3) working days from the occurrence thereof. Notwithstanding the foregoing, VPAS may charge a relevant penalty for each case of non-compliance with the notification duty in line with the applicable Schedule. Notwithstanding the foregoing, VPAS may seek indemnity exceeding the penalty above.
- 5.16** If the vessel was outside the area of the public port Roadstead due to repair, the Vessel Owner shall produce evidence of the vessel's presence outside the public port's Roadstead when settling port dues. If an invoice was already issued, pursuant to this Section the Vessel Owner shall submit such receipt no later than three (3) working days from the date when the vessel was taken out of the Roadstead. If the period above is not complied with, VPAS shall have no duty to accept the receipt delivered after the deadline and may request the payment of the port dues for the vessel's stay as if it stayed in the public port Roadstead.
- 5.17** The Vessel Owner, who/which was not charged the port dues due to taking the vessel out of the Roadstead, shall communicate the placement of the vessel back in the Roadstead to VPAS no later than three (3) working days.
- 5.18** VPAS shall categorise a vessel or a floating facility as a non-operational vessel upon the Vessel Owner's request, or based on an out-of-service notification. A vessel is categorised as a non-operational vessel immediately upon the delivery of the request, which might, for instance, include evidence indicating that the vessel's certificate is invalid or an SPS document indicating that the vessel is out of order (a vessel certificate suspension notice), or upon the vessel's arrival at the port at the request of the Vessel Owner.
- 5.19** VPAS shall be entitled to categorise a vessel as a non-operational vessel for collecting port dues if the vessel stays in a public port for more than two consecutive calendar months, and if the Owner of such vessel is at the same time in default with the payment of the respective port dues for a period of more than 60 days after their payment date.

- 5.20** If a vessel intended for transport of goods or other handling of goods is categorised as a non-operational vessel, the vessel may not be used for the transshipment or other activity relating to the handling of goods while it is categorised as a non-operational vessel.
- 5.21** For the purposes of collection of port dues, a vessel which is moored for winter stay during the winter season from 15 December to 15 March of a respective calendar year shall not be deemed to be out non-operational even if it had been categorised as a non-operational vessel before it was moored for winter stay.
- 5.22** In order to determine the dimensions of a vessel, the data registered in the vessel's vessel certificate shall be decisive (max. length, max. width).
- 5.23** In order to determine the quantity of loaded or unloaded tonnes of goods, the data specified in the bills of lading, which form attachments to the Notification – DAVID form. The Vessel Owner shall deliver such documents to the respective VPAS branch.
- 5.24** The Vessel Owner/Master must submit the Notification and related documents to the relevant VPAS branch either in person or electronically by sending the completed Notification form to the following email addresses: **pobba@vpas.sk** of Verejné prístavy, a. s., Bratislava Branch or to the address **pobkom@vpas.sk** of Verejné prístavy, a. s., Komárno Branch. Additionally, an electronic port departure Notification can be submitted through the CEERIS system. Immediately after departing from the port dock, the departure must be reported to the relevant Port Authority via the specified VHF radio channels or telephone numbers; this time is considered the actual departure time for calculating public port dues. Unless otherwise agreed, the Vessel Owner must pay the port dues, or an invoice will be issued in accordance with the applicable Schedule of Port Dues. For long-term stays, the Vessel Owner must pay port dues monthly, no later than the fifth (5th) day of the following month for the previous calendar month. If this payment is not made, VPAS will issue an invoice in accordance with applicable Schedule of Port Dues..
- 5.25** If the vessel has not departed from the public port area within the notified period, the Vessel Owner shall submit a new Notification without delay, which shall repeal the original Notification automatically.
- 5.26** The port dues for the stay of passenger vessels shall be paid by the Floating Facility Owner who owns the relevant Floating Facility unless otherwise agreed or stipulated herein. A Floating Facility Owner, which serves as a landing dock for passenger vessels, shall continuously deliver the Notifications for all vessels that have landed at their floating facility to VPAS. If an Owner operates more than one floating facility in a public port, such Owner shall deliver the Notifications to VPAS according to the previous sentence for each floating facility separately.
- 5.27** The Vessel Owner shall allow VPAS to perform an inspection of the compliance with the Port Guidelines. For this purpose, upon request, the Vessel Owner shall allow an authorised VPAS employee immediate, free of charge, and unconditional and safe access to the vessel.
- 5.28** The Vessel Owner must promptly provide VPAS with the current valid vessel certificate upon the vessel's arrival in the defined public port area, unless it has already been submitted. Any changes to the vessel certificate must also be promptly reported to VPAS during the vessel's stay. If the Vessel Owner signs a vessel operation contract while using public ports, the Vessel Owner must submit a copy of this contract to VPAS without delay. If the vessel operation contract was signed before the effective date of these Port Guidelines and is not noted in the vessel certificate, the Vessel Owner shall submit a copy of the vessel operation contract to VPAS promptly upon the effective date of the Port Guidelines (if the vessel is in the designated area upon the effective date of the Port Guidelines) or upon the vessel's arrival in the defined area of the public port, as the case may be.

Article 6 – Penalties and Damage Liability

- 6.1** VPAS may charge a public port user (including the Vessel Owner) payment of a relevant penalty under the applicable Schedule for a non-compliance with the Port Guidelines separately for each case of non-compliance. The penalties shall be payable upon the payment request; an penalty payment invoice shall be construed as a penalty request.
- 6.2** Notwithstanding the payment of penalty under Section 6.1 of this Article, the public port user shall remedy the situation and continue to comply with the Port Guidelines. Notwithstanding the payment of penalty under Section 6.1, VPAS may seek indemnity above the value of the penalty.
- 6.3** If the public port user repeatedly breaches an obligation, for which a penalty has already been imposed, VPAS may repeatedly charge the public port user a penalty for each individual case of non-compliance.
- 6.4** The public port user shall pay the penalty calculated pursuant to the applicable Schedule also if a breach of obligations resulting from the Port Guidelines has been caused by negligence. In justified cases, VPAS may relieve the public port user from the penalty pursuant to this Article upon the public port user's request.
- 6.5** The Vessel Owner shall pay the port dues in a proper and timely manner. If the Vessel Owner fails to comply with the payment terms, i.e. the Vessel Owner is in default with payment of port dues for the use of the public port, VPAS may exercise all rights granted by the applicable law, and seek default interest in the amount stipulated by applicable law.
- 6.6** If the public port user fails to comply with the terms defined by these Port Guidelines or the terms of operation of vessels stipulated by the Transport Authority, VPAS shall be entitled to ban the vessel from the public port or request the removal of the vessel from the public port, in particular, if:
- a) the vessel does not comply with the conditions stipulated in Section 5.12 of Article 5 hereof or has become out of order;
 - b) the stay of the vessel compromises the safety of other port users or the operation of the public port, and the Vessel Owner has not implemented the corrective measures even after being requested by VPAS within the period specified in the request;
 - c) the Vessel Owner is in default with payment of port dues or penalties and does not pay the amount due in full (including its potential related amounts) even after being requested by VPAS within the period specified in the request;
 - d) a special written contract for the use of public port made with the Vessel Owner is terminated (if such contract is made, the Vessel Owner shall comply with the respective contract's termination clauses);
 - e) the Vessel Owner fails to comply the Port Guidelines or applicable law and fails to remedy the situation even after being requested in writing by VPAS within the period specified in the request.
- 6.7** If VPAS bans a vessel from a public port under Section 6.6 of this Article hereof, and the Vessel Owner/User fails to remove the vessel from the public port within the period set by VPAS, or arranged together with VPAS, VPAS may charge the user with a penalty; notwithstanding the foregoing, VPAS may seek other penalties from the Vessel Owner/User for other types of non-compliances. At the same time, in such a case, VPAS shall be entitled to relocate the vessel to another port dock determined by VPAS at the user's expense, of which the public port user will be notified in writing; notwithstanding the vessel relocation above, the Vessel Owner shall still has the duty pay all applicable port dues and penalties and comply with the Port Guidelines until the moment the vessel is removed from the public port.
- 6.8** Notwithstanding the payment of penalties under this Section of the Port Guidelines, VPAS may seek indemnity for damages caused on the part of the user.
- 6.9** The damage liability in a public port shall be governed by relevant provisions of applicable law. Within the use of public ports, each public port user shall act in such a way as to avoid the occurrence of damage to public port facilities or other

damage to the property of VPAS, third parties, damage to life or health of persons, or environmental damage. In case of imminent damage, the respective public port user shall forthwith perform any and all actions necessary for countering the imminent damage or mitigating the consequences of a damage event. In case the user neglects the duties pursuant to the previous sentence, VPAS shall be entitled to perform actions necessary for countering the imminent damage or mitigating the consequences of a damage event; during the performance of the preventive measures, VPAS shall be entitled, if required, to provide the relocation of the vessel to another port dock or to another suitable location in the public port, or to perform other measures with the aim to eliminate the danger of damage or its consequences; the user shall be notified of this afterwards.

6.10 The public port user shall indemnify other public port users or VPAS for any and all damage caused by the failure of the public port user to comply with these Port Guidelines and/or applicable law.

6.11 VPAS waives any liability vis-à-vis the public port user for damages incurred in a public port caused by a third party.

Article 7 – Protection of Vessels and the Area of Public Ports of the Slovak Republic

7.1 If a vessel becomes out of order during the stay in the public port, its Vessel Owner shall communicate this to VPAS without delay and, upon request, implement measures to remedy the failure, due to which the vessel became out of order, or remove the vessel from the public port. If the Vessel Owner fails to do so in line with the foregoing, VPAS may ban the vessel from the public port or relocate the vessel to another port dock at the Vessel Owner's expense; this shall be without prejudice to the right of VPAS to charge the relevant port dues and penalties or to the Vessel Owner's obligation to remove the vessel from the public port (if it is relocated to another port dock).

7.2 A user of public ports—who uses the port dock located in the defined area of public ports of the Slovak Republic whether under a written contract with VPAS or not—shall maintain the relevant port dock at their own expense. This includes keeping the port dock in operational condition, maintaining utilities, mooring elements, and equipment for vessels and floating facilities, as well as all other facilities and equipment (including structures) at the port dock. They shall also perform the necessary maintenance, service, and repairs, follow all regulations and instructions, and ensure the cleaning of the embankment where the floating facility is stationed, all at their own expense, for the entire duration of the floating facility stay at the port dock.

7.3 Within the public ports area, it is possible to leave municipal waste in places exclusively intended for that purpose only.

7.4 Within the public ports area, the following is prohibited:

- to throw away, spill, let fall, or leak any objects and substances that may create a navigational obstacle or a danger to navigation and to other waterway users, and may pollute the watercourse;
- to throw away, spill, or let leak to the Roadstead part of a public port other substances that may cause a decrease in quality of surface waters;
- to leave municipal waste in other places than those exclusively intended for that purpose;
- to damage the banks and their embankment;
- to use equipment and means for the mooring of a vessel, which are not intended for that purpose;
- to damage and overload waterfront mooring equipment;
- to create navigational obstacles or environmental burden;
- to create general hazard, endanger other persons or property, etc.

7.5 In case of any extraordinary event, accident, release of items or, leakage of substances specified in Section 7.4 of this Article hereof, or in case of a threat of such release or leakage in the area of public ports, the person involved in the event or a witness thereof shall inform:

- VPAS by phone to +421 911 891 914;
- the Port Authority by radio connection on channel 22 for Bratislava and Štúrovo, and channel 18 for Komárno;
- the nearest competent authority (Fire and Rescue Brigade).

7.6 For liquidation and management of municipal waste, the containers are placed for the vessels at the following locations:

Bratislava Port:

- dock No. HTD 9 – 1,867.290 RKM – for disposing of municipal waste;
- dock No. HTD 53 – 1,865.880 RKM – for disposing of municipal waste and drainage water. During the waste disposal, it is necessary to report to the service pontoon owner – the company SPaP a.s.

Komárno Port:

- **dock No. HTD 25** – 1767.470 RKM, for disposing of municipal waste.

7.7 If a larger number of vessels are present due to stoppage or limitation of navigation or winter stay, VPAS shall, upon request, provide bulk containers subject to charge. For the purpose of liquid waste disposal, the Vessel Owner may contact the VPAS employee on duty, who performs such disposal based on a confirmed order.

7.8 Drinking water supply for vessels is carried out in Bratislava Port at the dock HTD 9 (1,867.290 RKM) pursuant to instructions of VPAS and in accordance with the Schedule.

7.9 The supervision over the vessels categorised as non-operational vessels in the public ports shall be provided by the Vessel Owner at their own expense. The provision of supervision over a vessel shall not relive the Vessel Owner from their damage liability, which may incur to VPAS, other public port users, or to third parties in connection with the presence of the vessel in the public port area. VPAS shall reserve the right to perform actions and measures in the area of public ports with the aim to minimise the danger of occurrence of potential damage. The costs connected with the performance of action pursuant to previous sentence shall be reimbursed in full by the Vessel Owner to VPAS immediately upon request by VPAS.

7.10 During the winter regime, the public port users shall comply with the guidelines and instructions of VPAS and the TA DIN. If the TA DIN issues a Navigational Measure mandating special conditions for safe navigation of vessels in public ports, all public port users shall respect such Navigational Measure and enforce full compliance with the conditions and requirements set forth by the Navigational Measure.

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Medical rescue service, phone: 155

Police of the Slovak Republic, phone: 158

Integrated Rescue System, phone: 112

PORT RULES – PART TWO

Article 8 – Bratislava Port

8.1 The Bratislava Port lies on both banks of the Danube river, from 1,871.350 RKM to 1,862.000 RKM. It comprises 4 port basins on the left bank, where cargo is handled, and the basins also serve as protective parts of the port against unfavourable navigation conditions (high water, ice, etc.). From the perspective of activities, the Bratislava Port is divided into thirteen sections, i.e. sections 0 to 12. VPAS determines a protection zone under the bridges that cross the Danube river in the port Roadstead. For safety reasons, this zone is 20 metres long downstream and upstream. In this place, we recommend observing increased safety.

Bratislava Port													
Port part:	Passenger port	HTD	North and South Basin			HTD	Pálenisko Basin				Vessel Repair Workshop (NOL) Basin		HTD
Section:	0.	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Number of port docks:	32	12	14	13	4	5	9	8	3	3	8	5	8

8.2 This part of the Port Guidelines stipulates the handling, service, repair, parking, and other not further specified docks, conditions and manner of anchoring, mooring, and admissibility of stay of a vessel in the port. The manner of mooring is recommended, and the mooring description at individual docks represents minimum requirements. The placement and mooring of a given floating facility is subject to the SPS approval. The conditions and manner of vessels' anchoring is stipulated in currently applicable navigational measure issued by the Transport Authority including the annex thereto, which stipulates the public port navigation safety requirements of the Transport Authority.

8.2.1 SECTION 0 – **1,870.450 to 1,867.400 RKM** is located on both banks of the main Danube river stream. All floating facilities placed in this section shall have a valid decision of stay permission issued by the SPS. The docks at **1,870.450 to 1,867.400 RKM** are primarily intended for placement of a floating facility/pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels, and with the consent of VPAS, the placement of a floating facility, on which services are provided or activities performed that are not in conflict with the Port Guidelines or applicable law, is possible. In order to inform the public port users, VPAS specifies, along with the port docks description, approximate draught for vessels at the Bratislava water state of 300 cm.

The given section is formed by the following docks:

The **OPBA 1 dock – left bank, 1,870.450 to 1,870.330 RKM** is primarily intended for mooring a floating facility on which services are provided or activities performed that are not in conflict with the Port Guidelines or any other generally binding legal regulation.

The **OPBA 2 dock – left bank, 1,870.250 to 1,870.200 RKM** is primarily intended for mooring a floating facility on which services are provided or activities performed that are not in conflict with the Port Guidelines or any other generally binding legal regulation. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.0 m.

The **OPBA 3 dock – left bank, 1,870.180 to 1,870.090 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.5 m.

The **OPBA 4 dock – left bank, 1,870.079 to 1,870.026 RKM** is primarily intended for mooring a floating facility on which services are provided or activities performed that are not in conflict with the Port Guidelines or any other generally binding legal regulation. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.5 m.

The **OPBA 5 dock – left bank, 1,870.000 to 1,869.860 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.

The **OPBA 6 dock – left bank, 1,869.840 to 1,869.720 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.



Source: Verejné prístavy, a. s..

The **OPBA 7 dock – left bank, 1,869.700 to 1,869.640 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.5 m.

The **OPBA 8 dock – left bank, 1,869.620 to 1,869.500 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.0 m.

The **OPBA 9 dock – left bank, 1,869.480 to 1,869.400 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.0 m.

The **OPBA 10 dock – left bank, 1,869.370 to 1,869.240 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.0 m.

The **OPBA 11 dock – left bank, 1,869.230 to 1,869.150 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.0 m.



Source: Verejné prístavy, a. s.

The **OPBA 12 dock – left bank, 1,869.050 to 1,868.995 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.0 m.

The **OPBA 13 dock – left bank, 1,868.976 to 1,868.896 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.0 m.

The **OPBA 14 dock – left bank, 1,868.890 to 1,868.840 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.

The **OPBA 15 dock – left bank, 1,868.830 to 1,868.780 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.

The **OPBA 16 dock – left bank, 1,868.760 to 1,868.700 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.

The **OPBA 17 dock – left bank, 1,868.680 to 1,868.600 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.



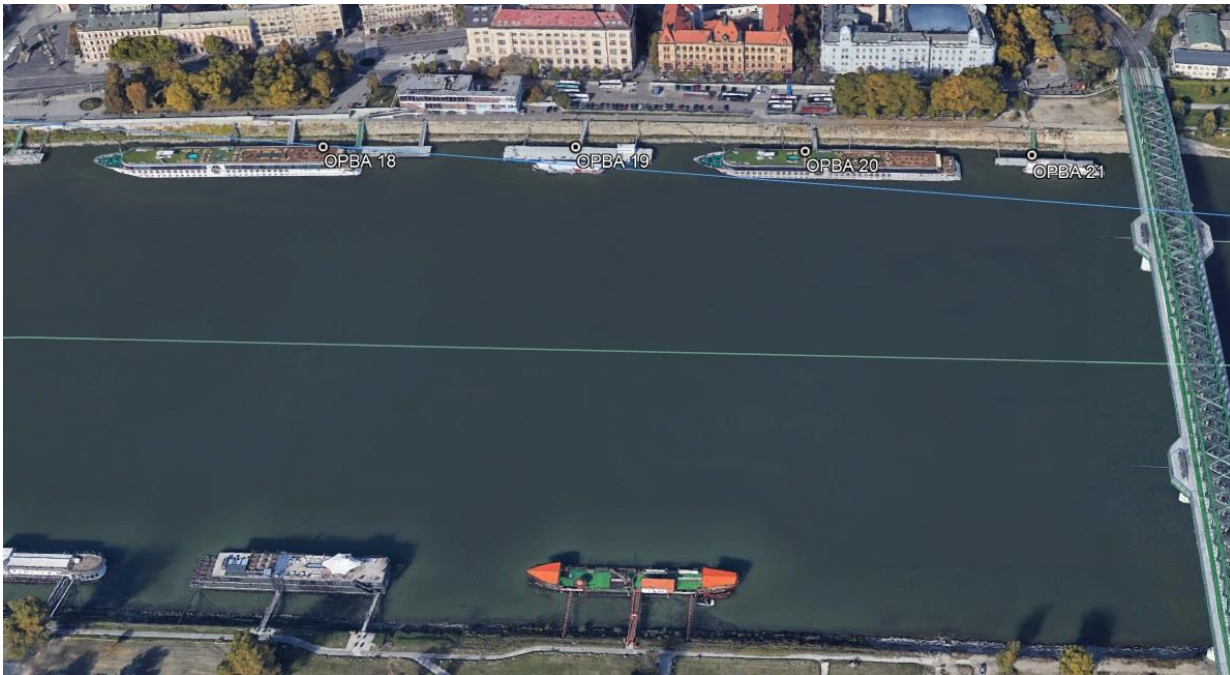
Source: Verejné prístavy, a. s.

The **OPBA 18 dock – left bank, 1,868.580 to 1,868.470 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.5 m.

The **OPBA 19 dock – left bank, 1,868.460 to 1,868.360 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.5 m.

The **OPBA 20 dock – left bank, 1,868.350 to 1,868.250 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.5 m.

The **OPBA 21 dock – left bank, 1,868.240 to 1,868.140 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.



Source: Verejné prístavy, a. s.

The **OPBA 22A dock– left bank, 1,868.050 to 1,867.890 RKM** is intended for placement of floating facilities (pontoons) which **will primarily serve as a landing dock for passenger cabin vessels**. The placement of floating facilities must be in accordance with the decision of stay permission issued by the TA DIN, SPS. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.

The **OPBA 22B dock – left bank, 1,867.850 to 1,867.650 RKM** is intended for placement of floating facilities (pontoons) which will serve as a landing dock for cruise vessels. The placement of floating facilities must be in accordance with the decision of stay permission issued by the TA DIN, SPS. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.

The **OPBA 23 dock – left bank, 1,867.620 to 1,867.500 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.

The **OPBA 24 dock – left bank, 1,867.490 to 1,867.400 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.0 m.



Source: Verejné prístavy, a. s.

The **OPBA 25 dock – right bank, 1,868.900 to 1,868.800 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 4.0 m.

The **OPBA 26 dock – right bank, 1,868.790 to 1,868.720 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 4.5 m.

The **OPBA 27 dock – right bank, 1,868.710 to 1,868.610 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.5 m.

The **OPBA 28 dock – right bank, 1,868.600 to 1,868.510 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.5 m.

The **OPBA 29 dock – right bank, 1,868.500 to 1,868.410 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 3.5 m.

The **OPBA 30 dock – right bank, 1,868.400 to 1,868.290 RKM** is primarily intended for placement of a floating facility/a pontoon which serves as a landing dock for passenger cruise vessels or passenger cabin vessels. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.5 m.

The **OPBA 31 dock – right bank, 1,868.280 to 1,868.200 RKM** is primarily intended for mooring a floating facility/a pontoon on which services are provided or activities performed that are not in conflict with the Port Guidelines or any other generally binding legal regulation. At the water state of 300 cm (Bratislava gauge), the draught for vessels is approx. 2.5 m.



Source: Verejné prístavy, a. s.

8.2.2 SECTION 1 – 1,867.290 to 1,866.250 RKM is located on the left bank of the main Danube river stream. All floating facilities placed in this section must have a valid decision of stay permission issued by the SPS. The given section is formed by the following docks:

The **HTD 9 dock – left bank, 1,867.290 to 1,867.210 RKM** is intended for a floating facility that serves the purpose of mooring of maximum 3 vessels moored side by side up to the maximum width of 35 m, of which the first and the third vessel will be anchored. Cargo vessels, pushed convoys 1+1 and 1+2 shall anchor at Bratislava water state of 400 cm and higher. A pushed convoy in the 1+3 or 1+2+2 arrangement may stay at the pontoon only on its own, and if two vessels in the convoy are loaded, they shall be anchored. The dock is intended for inspections of vessels performed by the SPS. At the given dock, VPAS provides the vessels with the option to draw drinking water and dispose of municipal waste produced in the Slovak Republic.

The **HTD 10 dock – left bank, 1,867.210 to 1,867.130 RKM** is intended for a floating facility that serves the purpose of mooring of maximum 3 vessels moored side by side up to the maximum width of 35 m, of which the first and the third vessel will be anchored. Cargo vessels, pushed convoys 1+1 and 1+2 shall anchor at Bratislava water state of 400 cm and higher. A pushed convoy in the 1+3 or 1+2+2 arrangement may stay at the pontoon only on its own, and if two vessels in the convoy are loaded, they shall be anchored. In case of a state of emergency on the vessel (quarantine), this dock is intended for the mooring of the affected vessel.

The **HTD 11 dock – left bank, 1,867.130 to 1,867.050 RKM** is a service dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 24 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and a rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 12 dock – left bank, 1,867.050 to 1,866.970 RKM** is a service dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 24 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and a rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 13 dock – left bank, 1,866.970 to 1,866.890 RKM** is a service dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 24 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 14 dock – left bank, 1,866.890 to 1,866.810 RKM** is a service dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 24 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 15 dock – left bank, 1,866.810 to 1,866.730 RKM** is a service dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 24 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 16 dock – left bank, 1,866.730 to 1,866.660 RKM** is a service dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 24 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 17 dock – left bank, 1,866.660 to 1,866.590 RKM** is a parking dock intended for two vessels of width up to 24 m, which do not transport dangerous cargo. The shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 18 dock – left bank, 1,866.590 to 1,866.510 RKM** is a parking dock intended for two vessels of width up to 24 m, which do not transport dangerous cargo. The shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope. If the second vessel is loaded, it must be anchored.

The **HTD 19 dock – left bank, 1,866.510 to 1,866.450 RKM** is a handling dock intended for vessels, which do not transport dangerous cargo, on which it shall be prohibited to park the vessels in a manner that would interfere with the protection zone of the bridge and where only one moored and anchored vessel may stay. If required, it may serve the purpose of a parking dock for vessels in the state of quarantine after performing initial actions at the HTD 9 dock.

The **HTD 19B dock (TRANZIT) – left bank, 1,866.350 to 1,866.250 RKM** is a parking dock for vessels which do not transport dangerous cargo, on which it shall be prohibited to park the vessels in a manner that would interfere with the protection zone of the bridge and the maximum allowed width is 24 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope. If the second vessel is loaded, it must be anchored.



Source: Verejné prístavy, a. s..

8.2.3 SECTION 2 – 1,866.250 RKM – South Basin – comprises the south bank of the South Basin in the length of 750 m towards the front bank (ship lift) and continues in the length of 400 m with the north bank of the South Basin.

- **On the west (front) bank**, there is a ship lift intended for maintenance, repair and reconstruction of vessels.
- The **south bank** has the length of 750 m and comprises nine parking docks and one fuel filling dock for the vessels.

The **P-1 dock** – a parking dock intended for a stay of the vessels up to the length of 35 m.

The **P-2 dock** – a parking dock intended for a stay of the vessels up to the length of 30 m.

The **P-3 dock** – a parking dock intended for a stay of the vessels up to the length of 30 m.

The **P-4 dock** – a parking dock intended for a stay of the vessels up to the length of 30 m.

The **P-5 dock** – a parking dock intended for a stay of the vessels up to the length of 30 m.

The **P-6 dock** – a parking dock intended for a stay of the vessels, which do not transport dangerous cargo, up to the length of 24 m.

The **P-7 dock** – a parking dock intended for a stay of the vessels, which do not transport dangerous cargo, up to the length of 24 m.

The **P-8 dock** – a parking dock intended for a stay of the vessels, which do not transport dangerous cargo, up to the length of 24 m.

The **P-9 dock** – a service dock intended for a stay of the vessels of width up to 26 m.

The **P-10 dock** – a fuel filling dock intended for a stay of one vessel being filled in with fuel



Source: Verejné prístavy, a. s.

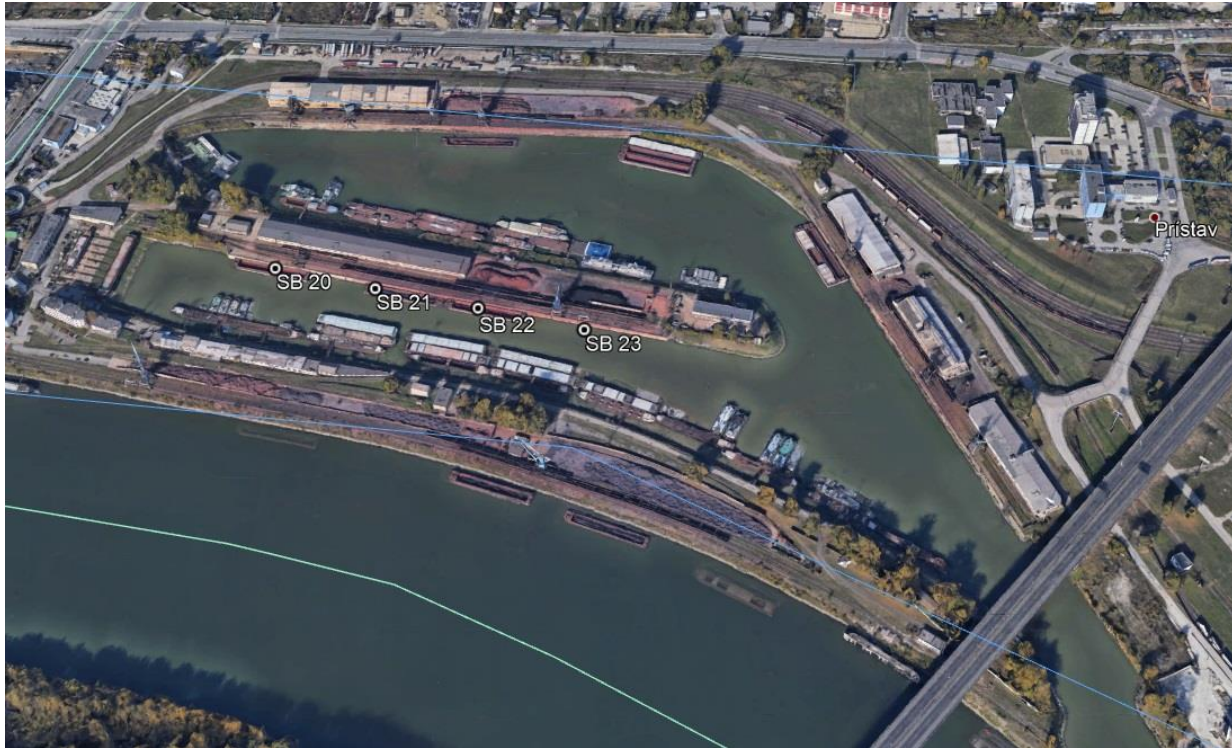
- The **north bank** has the length of 400 m and contains four handling docks. The given section is formed by the following docks:

The **SB 20 dock** – a handling dock intended for a stay of the vessels, which do not transport dangerous cargo, up to the width of up to 24 m.

The **SB 21 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB 22 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB 23 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.



Source: Verejné prístavy, a. s..

8.2.4 SECTION 3 – 1,866.250 RKM – North Basin – comprises the south bank of the North Basin in the length of 590 m towards the front bank and continues in the length of 660 m with the north bank of the North Basin.

- The **south bank** has the length of 590 m and comprises eight parking docks from the front bank towards the estuary of the entrance part. The given section is formed by the following docks:

The **JB 1 dock** – a parking dock intended for stay of the vessels of the watercourse administrator, in the length of 40 m from the front of the basin.

The **JB 2 dock** – a parking dock intended for stay of the vessels of the SPS and service vessels of VPAS in the length of 80 m.

The **JB 3 dock** – a parking dock intended for stay of the vessels of the watercourse administrator, in the length of 80 m.

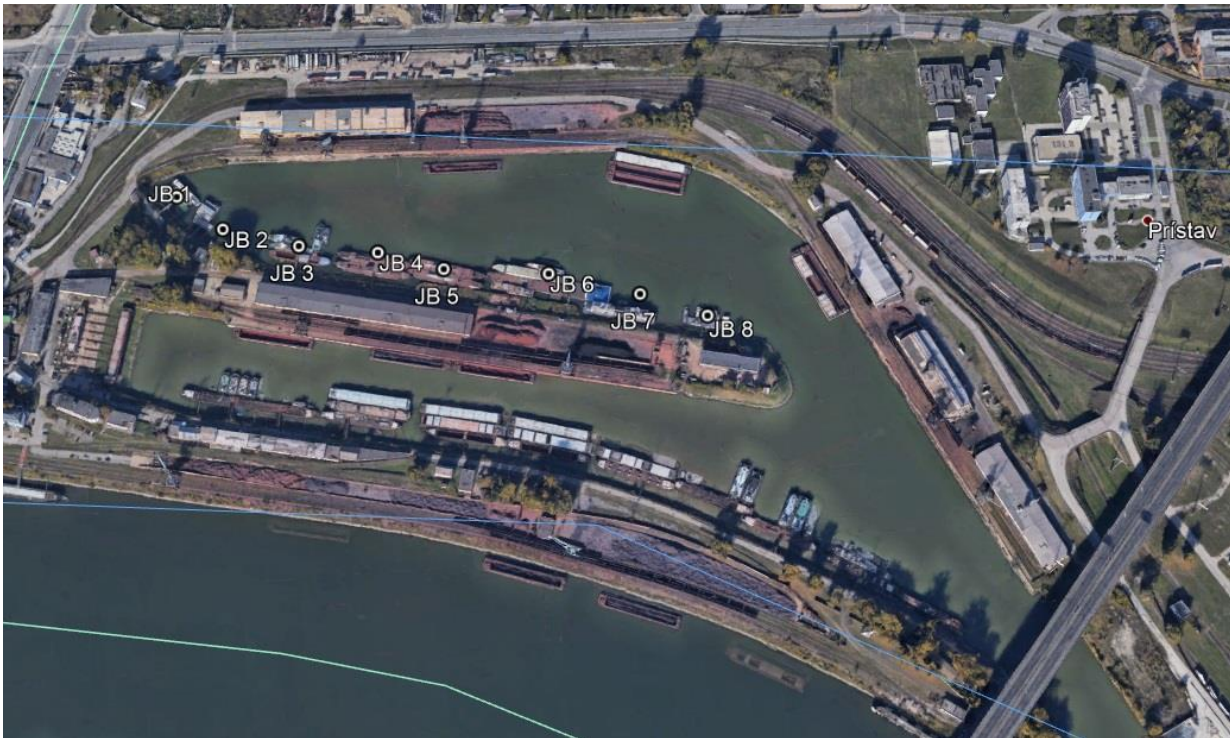
The **JB 4 dock** – a parking dock intended for pontoons and passenger transport vessels of width up to 44 m in the length of 80 m.

The **JB 5 dock** – a parking dock intended for pontoons and passenger transport vessels of width up to 44 m in the length of 80 m.

The **JB 6 dock** – a parking dock intended for maintenance, repair and reconstruction of vessels of width up to 34 m in the length of 90 m.

The **JB 7 dock** – a parking dock intended for vessels waiting for repair of width up to 44 m in the length of 90 m, and the period of stay is limited to 1 month and after this period, the stay is permitted only with the consent of VPAS.

The **JB 8 dock** – a parking dock intended for stay of the vessels, pontoons, floating garages of the Ministry of Interior of the Slovak Republic in the length of 50 m.



Source: Verejné prístavy, a. s.

- The **north bank** comprises two parking docks and three handling docks from the front bank to the start of the 4th section in the length of 660 m.

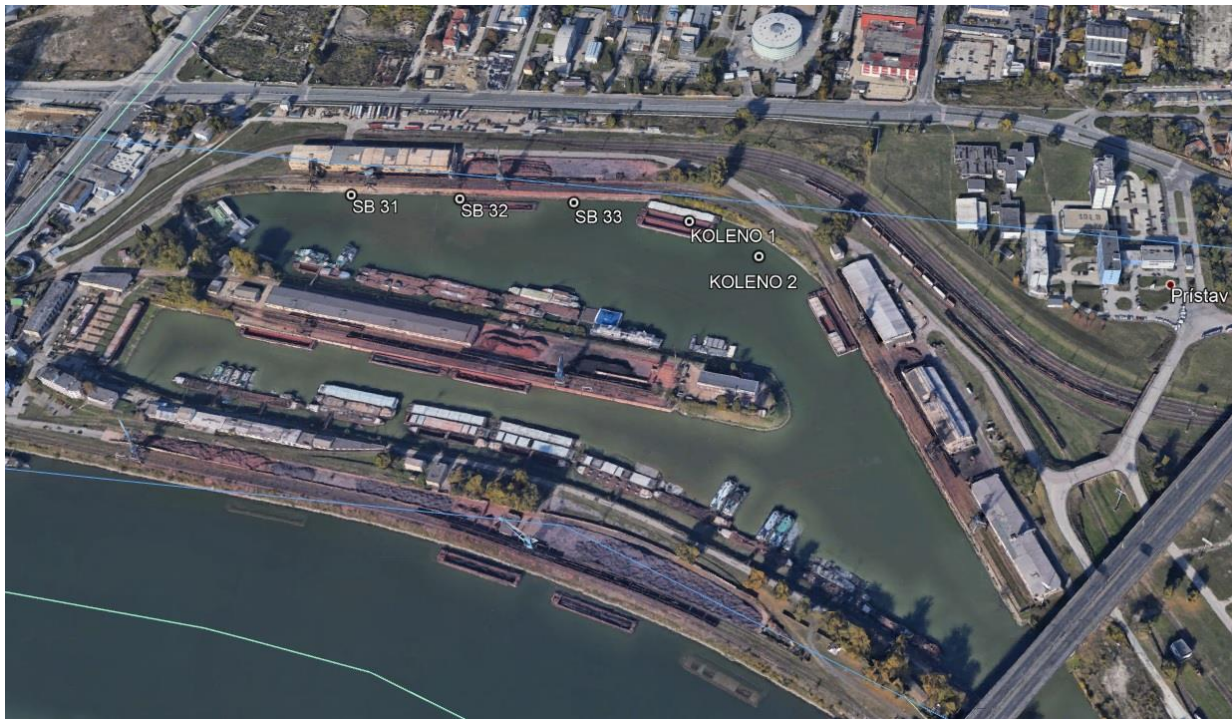
The **SB 31 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB 32 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB 33 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB KOLENO 1 dock** – a parking dock intended for the stay of the vessels, which do not transport dangerous cargo, of width up to 35 m.

The **SB KOLENO 2 dock** – a parking dock intended for the stay of the vessels, which do not transport dangerous cargo, of width up to 35 m.



Source: Verejné prístavy, a. s.

8.2.5 SECTION 4 – 1,866.250 RKM – North Basin – formed by the north bank of the North Basin from the KOLENO 2 parking dock towards the estuary of the entrance part in the length of 400 m. It comprises one parking dock and three handling docks as follows:

The **SB 41 dock** – a parking dock intended for the stay of the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB 42 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB 43 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **SB 44 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.



Source: Verejné prístavy, a. s.

8.2.6 SECTION 5 – 1,866.000 to 1,865.400 RKM is located on the left bank of the main Danube river stream. It comprises five handling and service docks. The given section is formed by the following docks:

The **HTD 51 dock – left bank, 1,866.000 to 1,865.890 RKM** – a handling dock, where one vessel, anchored and moored by one shore rope, may be moored on a floating facility (a pontoon).

The **HTD 52 dock – left bank, 1,865.890 to 1,865.790 RKM** – a handling dock, where one vessel, anchored and moored by one shore rope, may be moored on a floating facility (a pontoon).

The **HTD 53 dock – left bank, 1,865.790 to 1,865.650 RKM** – a handling dock, where on a floating facility (a pontoon), small and large vessels with their own propulsion may be filled in with fuel, drainage and sewage water may be extracted, and municipal waste disposed of.

The **HTD 54 dock – left bank, 1,865.650 to 1,865.550 RKM** – a handling dock, where one vessel transporting dangerous cargo, anchored and moored by one shore rope, may be moored on a floating facility (a pontoon).

The **HTD 55 dock – left bank, 1,865.550 to 1,865.400 RKM** – a handling dock, where one vessel transporting dangerous cargo, anchored and moored by one shore rope, may be moored on a floating facility (a pontoon).



Source: Verejné prístavy, a. s..

8.2.7 SECTION 6 – 1,865.400 RKM – Pálenisko – formed by the west bank of the Pálenisko Basin from the front bank towards the estuary of the entrance part to the product pipeline in the length of 800 m. It comprises nine parking and handling docks, of which three parking docks are exclusively intended for the mooring of vessels transporting dangerous cargo. The given section is formed by the following docks:

The **ZB 61 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, in the length of 85 m, of width up to 24 m.

The **ZB 62 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, in the length of 85 m, of width up to 24 m.

The **ZB 63 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m, in the length of 85 m.

The **ZB 64 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24 m, in the length of 85 m.

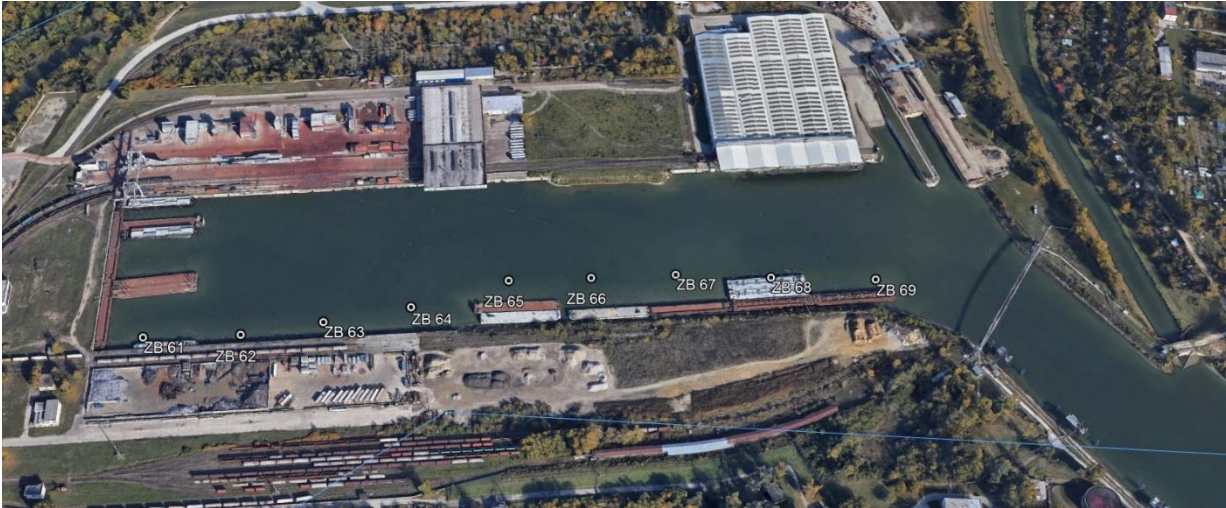
The **ZB 65 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, of width up to 80 m, in the length of 85 m.

The **ZB 66 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, of width up to 80 m, in the length of 80 m.

The **ZB 67 dock** – a parking dock intended for the vessels, which transport dangerous cargo, of width up to 80 m, in the length of 80 m.

The **ZB 68 dock** – a parking dock intended for the vessels, which transport dangerous cargo, of width up to 80 m, in the length of 100 m.

The **ZB 69 dock** – a parking dock intended for the vessels, which transport dangerous cargo, of width up to 35 m.



Source: Verejné prístavy, a. s..

8.2.8 SECTION 7 – 1,865.400 RKM – Pálenisko – formed by the north (front) bank and south bank of the Pálenisko Basin. It comprises eight handling and parking docks as follows:

The **ČB 70 dock** – a parking dock intended for perpendicular mooring of vessels with or without their own propulsion in the maximum length of 110 m, which may not create an obstacle to vessels at handling docks of the east and west bank.

The **VB 71 dock** – a trimodal handling dock intended for the vessels, which do not transport dangerous cargo, in the length of 100 m, of width up to 24 m.

The **VB 72 dock** – a trimodal handling dock intended for the vessels, which do not transport dangerous cargo, in the length of 100 m, of width up to 24 m.

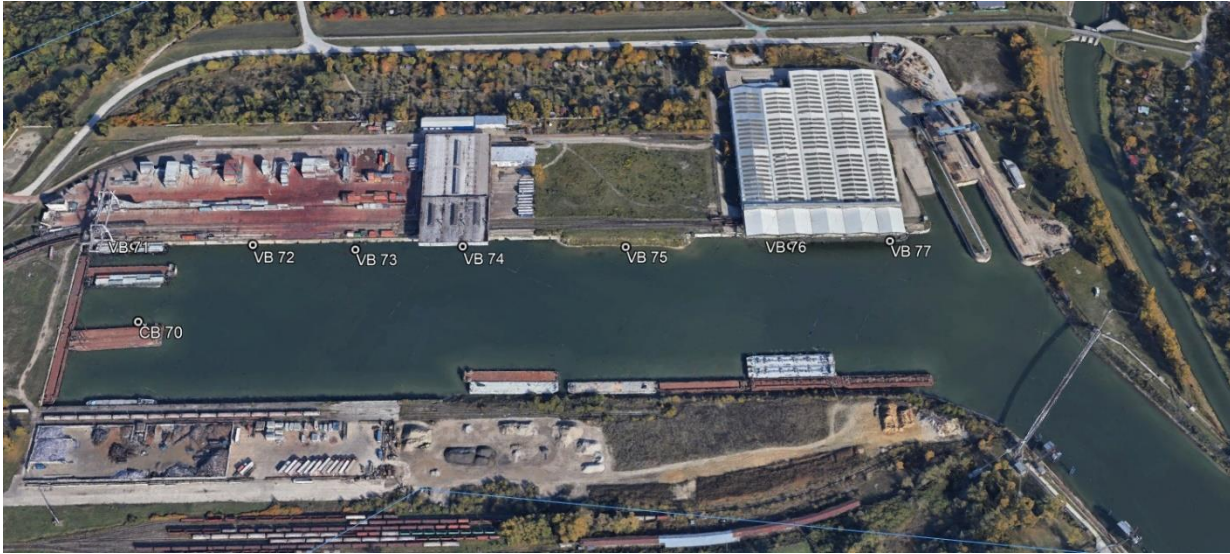
The **VB 73 dock** – a trimodal handling dock intended for the vessels, which do not transport dangerous cargo, in the length of 100 m, of width up to 24 m.

The **VB 74 dock** – a trimodal handling dock intended for the vessels, which do not transport dangerous cargo, in the length of 100 m, of width up to 24 m.

The **ZB 75 dock** – a parking dock intended for the vessels of width up to 12 m, in the length of 100 m.

The **VB 76 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24m, in the length of 100 m.

The **VB 77 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, of width up to 24m, in the length of 100 m.



Source: Verejné prístavy, a. s.

8.2.9 SECTION 8 – 1,865.400 RKM – Pálenisko – formed by the north (front) bank and south bank of the Pálenisko Basin. It comprises three manipulation docks for heavy load, exceptional load, and RO/RO cargo. The given section is formed by the following docks:

The **VB 80 dock** – a handling dock intended for RO/RO cargo.

The **VB 81 dock** – a handling dock intended for vessels transporting heavy or exceptional load cargo.

The **VB 82 dock** – a handling dock intended for vessels transporting heavy or exceptional load cargo – Priority stay for wrecked vessels.



Source: Verejné prístavy, a. s.

8.2.10 SECTION 9 – 1,865.400 RKM – Pálenisko – formed by the west bank from the bridging of the product pipeline above the estuary of the Pálenisko Basin towards the main Danube river stream in the length of 220 m. It comprises three handling docks that serve the purpose of transshipment of liquid goods. The given section is formed by the following docks:

The **DALBY 91 dock** – a handling dock of the terminal point for transshipment of liquid goods, on which only one vessel currently being handled may be moored.

The **DALBY 92 dock** – a handling dock of the terminal point for transshipment of liquid goods, on which only one vessel currently being handled may be moored.

The **DALBY 93 dock** – a handling dock of the terminal point for transshipment of liquid goods, on which only one vessel currently being handled may be moored.



Source: Verejné prístavy, a. s.

8.2.11 SECTION 10 – 1,865.000 RKM – Vessel Repair Workshop (NOL) – formed by the north bank of the port part of the Vessel Repair Workshop Basin from the front bank to the estuary of the entrance part; comprising eight parking and repair docks as follows:

The **SB 101 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 70 m, in the length of 85 m.

The **SB 102 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 70 m, in the length of 65 m.

The **SB 103 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 70 m, in the length of 70 m.

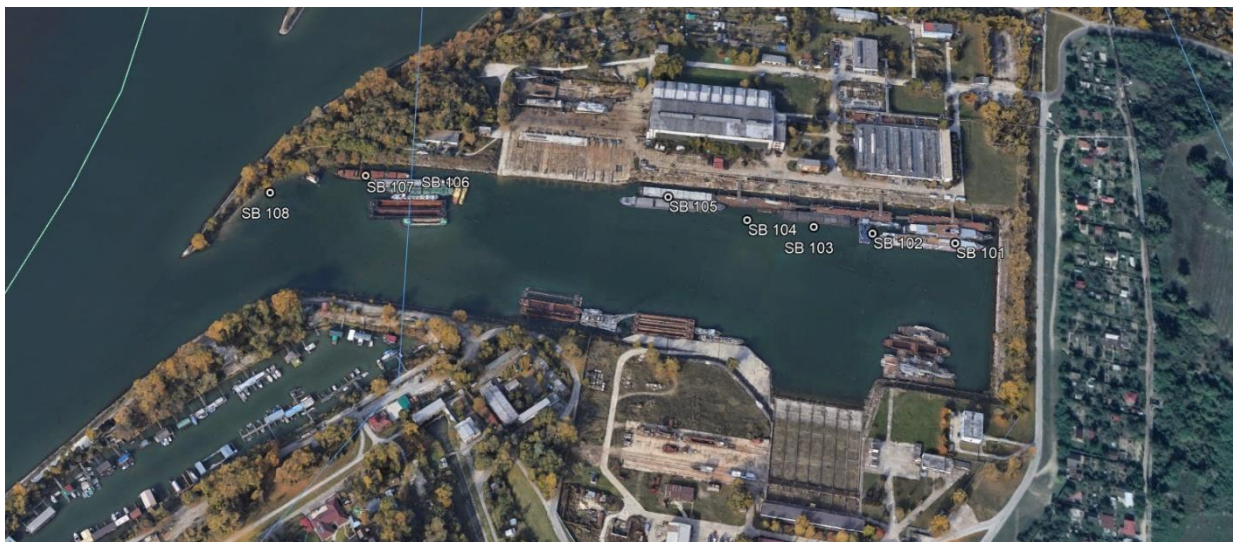
The **SB 104 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 70 m, in the length of 65 m.

The **SB 105 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 70 m, in the length of 80 m.

The **SB 106 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 35 m, in the length of 90 m.

The **SB 107 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 35 m, in the length of 90 m.

The **SB 108 dock** – a parking dock intended for vessels at the repair or waiting for repair of width up to 35 m, in the length of 80 m.



Source: Verejné prístavy, a. s.

8.2.12 SECTION 11 – 1,865.000 RKM – Vessel Repair Workshop (NOL) – formed by the south bank of the port part of the Vessel Repair Workshop Basin from the front bank to the estuary of the entrance part; comprising five parking and repair docks, where first three docks are intended for the vessels of the watercourse administrator, as follows:

The **JB 111 dock** – a parking dock of width up to 35 m in the length of 90 m.

The **JB 112 dock** – a repair dock of width up to 25 m in the length of 105 m.

The **JB 113 dock** – a parking dock of width up to 35 m in the length of 105 m.

The **JB 114 dock** – a parking dock up intended for vessels, the Vessel Owners of which do not comply with the terms stipulated herein, of width up to 25 m in the length of 95 m.

The **JB 115 dock** – a parking dock up intended for vessels, the Vessel Owners of which do not comply with the terms stipulated herein, of width up to 25 m in the length of 95 m.



Source: Verejné prístavy, a. s.

8.2.13 SECTION 12 – 1864,600 to 1863,700 RKM – comprises eight parking docks, of which four on the left bank, where it is possible to park vessels at the water state up to 550 cm at the Bratislava gauge, and four docks at the right bank of the Danube river, where it is possible to park vessels at the water state up to 400 cm at the Bratislava gauge.

The **HTD 121L dock – left bank, 1,864.600 to 1,864.500 RKM** is a parking dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 12 m, in the length of 100 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope.

The **HTD 122L dock – left bank, 1,864.500 to 1,864.400 RKM** is a parking dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 12 m, in the length of 100 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope.

The **HTD 123L dock – left bank, 1,864.400 to 1,864.300 RKM** is a parking dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 12 m, in the length of 100 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope.

The **HTD 124L dock – left bank, 1,864.300 to 1,864.200 RKM** is a parking dock for vessels which do not transport dangerous cargo, intended for two vessels of width up to 12 m, in the length of 100 m, where the shore vessel will be anchored and moored by two shore ropes, the cross rope, and the rear rope.

The **HTD 128P dock – right bank, 1,864.100 to 1,864.000 RKM** is a parking dock for unloaded vessels which do not transport dangerous cargo, of width up to 24 m, in the length of 100 m, and the shore vessel will be anchored, moored by one shore rope. At the water state of 400 cm and higher, such vessel will be moored by two ropes.

The **HTD 129P dock – right bank, 1,864.000 to 1,863.900 RKM** is a parking dock for unloaded vessels which do not transport dangerous cargo, of width up to 24 m, in the length of 100 m, and the shore vessel will be anchored, moored by one shore rope. At the water state of 400 cm and higher, such vessel will be moored by two ropes.

The **HTD 130P dock – right bank, 1,863.900 to 1,863.800 RKM** is a parking dock for loaded vessels which do not transport dangerous cargo, of width up to 24 m, in the length of 100 m, while the shore vessel will be anchored, moored by one front and rear shore rope. At the water state of 400 cm and higher, the second vessel must also be moored by a front shore rope.

The **HTD 131P dock – right bank, 1,863.800 to 1,863.700 RKM** is a parking dock for loaded vessels which do not transport dangerous cargo, of width up to 24 m, in the length of 100 m, and the shore vessel will be anchored, moored by one front and rear shore rope. At the water state of 400 cm and higher, the second vessel must also be moored by a front shore rope.



Source: Verejné prístavy, a. s.

Article 9 – Komárno Port

- 9.1** The Komárno Port is formed by the left bank of the Danube river to the left edge of the waterway in the section from 1,770.000 to 1,762.000 RKM, both banks of the Váh river to the railway bridge, a bank with a delimited territory. Komárno Port is divided into six sections by their purpose. VPAS determines a protection zone under the bridges that cross the Danube river in the port Roadstead. For safety reasons, this zone is 20 metres long downstream and upstream. In this place, we recommend observing increased safety.
- 9.2** This part of the Port Guidelines stipulates the handling, service, repair, and parking docks, anchoring and mooring requirements, and admissibility of stay of a vessel in the port. The manner of mooring is recommended, and the mooring description at individual docks represents minimum requirements. Parking and handling docks of the Komárno public port at the left bank of the free flow of the Danube comprise the following sections:

Komárno Port								
Port part:	HTD	Passenger port	HTD	HTD	East Basin	West Basin	HTD	Right bank of the Váh river
Section:	1.	2.		3.	4.	5.	6.	
Number of port docks:	19	4	2	11	10	30	2	1

- 9.2.1 SECTION 1 – 1,770.000 to 1,768.100 RKM** comprise nineteen parking docks for vessels which do not transport dangerous cargo, as follows:

The **HTD 1 dock – left bank, 1,770.000 to 1,769.900 RKM** is a parking dock for the vessels in the length of 100 m which do not transport dangerous cargo, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 2 dock – left bank, 1,769.900 to 1,769.800 RKM** is a parking dock for the vessels in the length of 100 m which do not transport dangerous cargo, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 3 dock – left bank, 1,769.800 to 1,769.700 RKM** is a parking dock for the vessels in the length of 100 m which do not transport dangerous cargo, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 4 dock – left bank, 1,769.700 to 1,769.600 RKM** is a parking dock for the vessels in the length of 100 m which do not transport dangerous cargo, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 5 dock – left bank, 1,769.600 to 1,769.500 RKM** is a parking dock for the vessels in the length of 100 m which do not transport dangerous cargo, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 6 dock – left bank, 1,769.500 to 1,769.400 RKM** is a parking dock for the vessels in the length of 100 m which do not transport dangerous cargo, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 7 dock – left bank, 1,769.400 to 1,769.300 RKM** is a parking dock in the length of 100 m, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 8 dock – left bank, 1,769.300 to 1,769.200 RKM** is a parking dock in the length of 100 m, where up to three vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 9 dock – left bank, 1,769.200 to 1,769.100 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 10 dock – left bank, 1,769.100 to 1,769.000 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 11 dock – left bank, 1,769.000 to 1,768.900 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 12 dock – left bank, 1,768.900 to 1,768.800 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 13 dock – left bank, 1,768.800 to 1,768.700 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 14 dock – left bank, 1,768.700 to 1,768.600 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 15 dock – left bank, 1,768.600 to 1,768.500 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 16 dock – left bank, 1,768.500 to 1,768.400 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 17 dock – left bank, 1,768.400 to 1,768.300 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 18 dock – left bank, 1,768.300 to 1,768.200 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.

The **HTD 19 dock – left bank, 1,768.200 to 1,768.100 RKM** is a parking dock in the length of 100 m, where up to four vessels may be moored, while the first moored vessel will be anchored and moored by a shore rope, and the third vessel will be anchored.



Source: Verejné prístavy, a. s.

9.2.2 SECTION 2 – 1,768.100 to 1,767.200 RKM comprises six docks, where the first four docks are intended for a floating facility for the mooring of passenger vessels and the remaining two docks are intended for the SPS inspections.

The **OPKN 21 dock – left bank, 1,768.100 to 1,767.950 RKM** is intended for a floating facility that will serve the purpose of mooring of vessels of width up to 24 m and of length up to 150 m, while the first vessel will be anchored and moored by a front and rear shore rope, and the second vessel will be moored by a front shore rope. The placement and mooring of floating facilities shall be in accordance with the decision of stay permission issued by the SPS.

The **OPKN 22 dock – left bank, 1,767.940 to 1,767.830 RKM** is intended for a floating facility that will serve the purpose of mooring of vessels of width up to 24 m and length up to 110 m, while the first vessel will be anchored and moored by a front and rear shore rope, and the second vessel will be moored by a front shore rope. The placement and mooring of floating facilities shall be in accordance with the decision of stay permission issued by the SPS.

The **OPKN 23 dock – left bank, 1,767.780 to 1,767.600 RKM** is intended for a floating facility that will serve the purpose of mooring of vessels. The placement and mooring of floating facilities shall be in accordance with the decision of stay permission issued by the SPS.

The **OPKN 24 dock – left bank, 1,767.600 to 1,767.470 RKM** is intended for a floating facility that will serve the purpose of mooring of vessels of width up to 24 m and length up to 130 m, while the first vessel will be anchored and moored by a front and rear shore rope, and the second vessel will be moored by a front shore rope.

The **HTD 25 dock – left bank, 1,767.470 to 1,767.360 RKM** is intended for a floating facility that serves the purpose of mooring of up to 3 vessels moored side by side of width up to 38 m, while the first vessel will be anchored and moored by a front and

rear shore rope, and the second and third vessels must be anchored. The dock is intended for inspections of vessels performed by the SPS.

The **HTD 26 dock – left bank, 1,767.360 to 1,767.200 RKM** is intended for potential inspections of cargo transport vessels. Unless the SPS stipulates otherwise, the vessels may be moored up to the width of 50 m from the bank in the length of 150 m, while every second vessel will be anchored. After the execution of inspection, the vessels must leave this dock; an exception may be granted by the SPS.



Source: Verejné prístavy, a. s.

9.2.3 SECTION 3 – 1,767.000 to 1,766.000 RKM is formed by the north bank from the estuary of the East Basin to the mouth of the Váh river and comprises eleven parking and handling docks as follows:

The **HTD 30 dock, 1,767.000 RKM towards the East Basin** – a handling dock for vessels, which do not transport dangerous cargo, where a stay of one vessel is permitted. The vessel will be moored by a front, cross, and rear shore rope and anchored.

The **HTD 31 dock, 1,767.000 to 1,766.915 RKM** – a handling dock for the vessels, which do not transport dangerous cargo, where a stay of one vessel is permitted. The vessel will be moored by a front, cross, and rear shore rope and anchored.

The **HTD 32 dock, 1,766.915 to 1,766.830 RKM** – a handling dock for the vessels, which do not transport dangerous cargo, where a stay of one vessel is permitted. The vessel will be moored by a front, cross, and rear shore rope and anchored.

The **HTD 33 dock, 1,766.830 to 1,766.740 RKM** – a handling dock for the vessels, which do not transport dangerous cargo, where a stay of one vessel is permitted. The vessel will be moored by a front, cross, and rear shore rope and anchored.

The **HTD 34 dock, 1,766.740 to 1,766.650 RKM** – a handling dock for the vessels, which do not transport dangerous cargo, where a stay of up to three vessel is permitted of width up to 38 m, while the first moored vessel will be moored by a front, cross, and rear shore rope. The first and the third vessel will be anchored.

The **HTD 35 dock, 1,766.600 to 1,766.500 RKM** – a handling dock for the vessels, which transport dangerous cargo, where a stay of up to three vessel is permitted of width up to 38 m of length up to 100 m, while the first moored vessel will be moored by a front, cross, and rear shore rope. The first and the third vessel will be anchored.

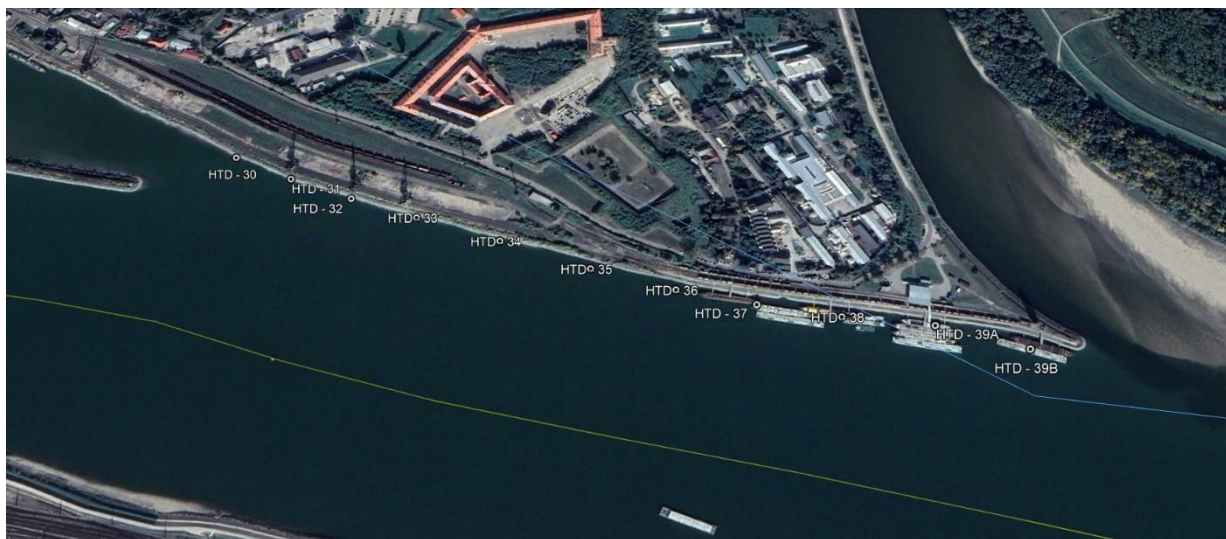
The **HTD 36 dock, 1,766.500 to 1,766.400 RKM** – a handling dock for the vessels, which transport dangerous cargo, where a stay of up to three vessels is permitted of width up to 38 m, while the first moored vessel will be moored by a front, cross and, rear shore rope. The first and the third vessel will be anchored.

The **HTD 37 dock, 1,766.400 to 1,766.300 RKM** – a handling dock at a pontoon, which will be moored in accordance with the decision of the SPS and is intended for vessels which transport dangerous cargo. At the pontoon, three vessels which transport dangerous cargo may be moored with the width of up to 38 m; if they are loaded, the first and the third vessel will be anchored and the second vessel will be moored by a shore rope.

The **HTD 38 dock, 1,766.300 to 1,766.200 RKM** – a handling dock at a pontoon, which will be moored in accordance with the decision of the SPS and is intended for vessels which transport dangerous cargo. At the pontoon, three vessels which transport dangerous cargo may be moored with the width of up to 38 m; if they are loaded, the first and the third vessel will be anchored and the second vessel will be moored by a shore rope.

The **HTD 39A dock, 1,766.200 to 1,766.100 RKM** – a handling dock at a pontoon, which will be moored in accordance with the decision of the SPS and is intended for vessels which transport dangerous cargo. At the pontoon, three vessels which transport dangerous cargo may be moored with the width of up to 38 m; if they are loaded, the first and the third vessel will be anchored and the second vessel will be moored by a shore rope.

The **HTD 39B dock, 1,766.100 to 1,766.000 RKM** – a handling dock at a pontoon, which will be moored in accordance with the decision of the SPS and is intended for vessels which transport dangerous cargo. At the pontoon, three vessels which transport dangerous cargo may be moored with the width of up to 38 m; if they are loaded, the first and the third vessel will be anchored and the second vessel will be moored by a shore rope.



Source: Verejné prístavy, a. s.

9.2.4 SECTION 4 – 1,767.100 RKM – East Basin is formed by the north bank from the estuary of the East Basin to the closing object, continuing to the south bank towards the estuary of the East Basin, as follows:

The **SB 41 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, where a stay of one vessel is permitted. The vessel will be moored by a front, cross, and a rear rope, and anchored of width up to 24 m.

The **SB 42 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, where a stay of one vessel is permitted. The vessel will be moored by a front, cross and, a rear rope, and anchored of width up to 24 m.

The **SB 43 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, where a stay of one vessel is permitted. The vessel will be moored by a front, cross, and a rear rope, and anchored of width up to 38 m.

The **SB 44 dock** – a parking dock for the vessels, which do not transport dangerous cargo, intended for vessels with their own propulsion. Maximum width of 45 m..

The **SB 45 dock** – a parking dock for the vessels, which do not transport dangerous cargo, intended for vessels that require maintenance or repair, of width up to 38 m.

The **SB 46 dock** – a parking dock for the vessels, which do not transport dangerous cargo, intended for vessels that require maintenance or repair, of width up to 24 m.

The **SB 47 dock** – a parking dock for the vessels, which do not transport dangerous cargo, intended for vessels that require maintenance or repair, of width up to 24 m.

The **JB 48 dock** – a parking dock, the first part of the dock from the edge of the bascule bridge is intended for floating facilities serving the purpose of mooring of small vessels. The placement and mooring of floating facilities must be in accordance with the decision of stay permission issued by the SPS. The second part of the dock is intended for the vessels, which do not transport dangerous cargo, of width up to 24 m.

The **JB 49A dock** – a parking dock, which is intended exclusively for the service vessels of the SPS.

The **JB 49B dock** – a parking dock on the south bank from the estuary of the East Basin towards the closing object, which is predetermined for the vessels transporting dangerous cargo only in case of unfavourable navigation conditions.



Source: Verejné prístavy, a. s.

9.2.5 SECTION 5 – 1,767.100 RKM – West Basin is formed by the north bank from the closing object towards the front bank, continuing through the south bank towards the closing object. Mooring of vessels at individual docks is identical, as follows: the first moored vessel must have one front, rear and cross rope, the second vessel will be moored by a front and a rear rope so as to prevent the movement of the vessel in both axes of the vessel.

The **SB 5.1 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.2 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.3 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.4 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.5 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.6 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.7 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.8 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.9 dock** – a handling dock intended for the vessels, which do not transport dangerous cargo, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.10 dock** – a parking dock intended for the vessels, the Vessel Owners of which do not comply with the terms stipulated herein, while maximum two vessels of width up to 24 m are allowed to stay.

The **SB 5.11 dock** – a parking dock, intended for the vessels, whose Vessel Owners do not comply with the terms stipulated herein.

The **SB 5.12 dock** – a parking dock intended for a floating facility, which serves the purpose of stay of the vessels not transporting dangerous cargo.

The **SB 5.13 dock** – a parking dock intended for stay of vessels of width up to 50 m. A testing operation of machine and propulsion devices (starting) may be carried out only in the defined area based on a permission and subject to terms of the SPS. Starting the ship lift in winter period shall be permitted only upon notifying the SPS and breaking up the continuous ice layer.

The **SB 5.14 dock** – a parking dock intended for a floating facility, which serves the purpose of mooring of small vessels and yachts in the parking boxes of the floating facility of width up to 50 m.

The **JB 5.15 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.16 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.17 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.18 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.19 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.20 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.21 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.22 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.23 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.24 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.25 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.26 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.27 dock** – a parking dock intended for the vessels, which do not transport dangerous cargo, while five vessels may be moored at the dock of width up to 60 m.

The **JB 5.28 dock** – a parking dock intended for the stay of vessels of the watercourse administrator only for technological vessels of width up to 40 m.

The **JB 5.29 dock** – a parking dock intended for the stay of vessels of the watercourse administrator only for technological vessels of width up to 40 m.

The **JB 5.30 dock** – a parking dock intended for the stay of vessels of the watercourse administrator only for technological vessels of width up to 40 m.



Source: Verejné prístavy, a. s.

9.2.6 SECTION 6 – 1,764.000 to 1,762.000 RKM is reserved for waiting and anchoring of the vessels.

The **HTD 61 dock, 1,764.000 to 1,762.500 RKM** – a berth for vessels which do not transport dangerous cargo and may anchor up to the width of 150 m. This dock is located in the defined area of the Komárno public port and is subject to reporting obligation.
The **HTD 62 dock, 1,762.500 to 1,762.000 RKM** – a berth for vessels which do not transport dangerous cargo and may anchor up to the width of 150 m. This dock is located in the defined area of the Komárno public port and is subject to reporting obligation.



Source: Verejné prístavy, a. s.

Dock No. 71 (SECTION 6) – the right bank of the Váh river, a dock in the length of 80 m of a not further specified nature, which is intended for placement of a floating facility. The placement and mooring of a floating facility must be in accordance with the decision of stay permission issued by the SPS.



Source: Verejné prístavy, a. s.

Article 10 – Štúrovo Port

10.1 The Štúrovo Port is formed by the left bank of the Danube river to the left edge of the waterway in the section from 1,718.800 to 1,718.300 RKM, with a defined area. The manner of mooring at individual docks is recommended, and the mooring description represents minimum requirements. VPAS determines a protection zone under the bridge that crosses the Danube river in the port Roadstead. For safety reasons, this zone is 20 metres long downstream and upstream. In this place, we recommend observing increased safety.

Port part:	Passenger port
Section:	1.
Number of port docks:	6

10.2 The Štúrovo Port is formed by the following docks:

The **OPŠT 1 dock – 1,718.785 to 1,718.760 RKM** is intended for a floating facility that will serve the purpose of mooring of small vessels of width up to 10 m.

The **OPŠT 2 dock – 1,718.750 to 1,718.730 RKM** is intended for a floating facility that will serve the purpose of mooring of small vessels of the Customs Authority of width up to 10 m.

The **OPŠT 3 dock – 1,718.680 to 1,718.580 RKM** is intended for a floating facility that will serve the purpose of mooring of passenger vessels up to the length of 100 m and width of 38 m, and the first vessel will be anchored and moored by a front and rear shore rope, and the second vessel will be moored by a front shore rope; in case of a stay of the third vessel, this third vessel will be anchored. These manners of mooring shall not apply to the vessels up to the length of 40 m. The placement and mooring of floating facilities shall be in accordance with the decision of stay permission issued by the SPS.

The **OPŠT 4 dock – 1,718.580 to 1,718.450 RKM** is intended for a floating facility that will serve the purpose of mooring of passenger vessels up to the length of 130 m and width of 38 m, and the first vessel will be anchored and moored by a front and rear shore rope, and the second vessel will be moored by a front shore rope; in case of a stay of the third vessel, this third vessel will be anchored. These manners of mooring shall not apply to the vessels up to the length of 40 m. The placement and mooring of floating facilities shall be in accordance with the decision of stay permission issued by the SPS.

The **OPŠT 5 dock – 1,718.440 to 1,718.370 RKM** is intended for a floating facility that will serve the purpose of mooring of passenger vessels up to the length of 70 m and width of 24 m, while the first vessel will be anchored and moored by a front and rear shore rope, and the second vessel will be moored by a front shore rope. These manners of mooring shall not apply to the vessels up to the length of 40 m. The placement and mooring of floating facilities shall be in accordance with the decision of stay permission issued by the SPS.

The **OPŠT 6 dock – 1,718.360 to 1,718.300 RKM** is intended for a floating facility that will serve the purpose of mooring of passenger vessels of width up to 24 m.



Source: Verejné prístavy, a. s.

PORT RULES – PART THREE

Article 11 – Common and Final Provisions

- 11.1** A public port user, who provides handling, service activities, or other services to other public port users, Vessel Owners, or owners of vessels within the inland navigation, shall acquaint such persons with these Port Guidelines.
- 11.2** Along with the obligations and conditions stipulated herein, the public port users shall comply with the Inland Navigation Act, relevant provisions of Act No. 364/2004 Coll. on waters and on amendment to the Act of the Slovak National Council No. 372/1990 Coll. on offences, as amended (Water Act), as amended, as well as other applicable laws of the Slovak Republic and navigational measures of the Transport Authority.
- 11.3** Landing of vessels is permitted only after thorough assessment of nautical conditions at the port dock. The floating facility owner shall inform the master of the vessel about the situation.
- 11.4** At the same time, these Port Rules represent the general terms and conditions of VPAS applicable to the public port users.

Article 12 – Temporary Provisions

- 12.1** The rights and obligations resulting from previous permissions and exceptions shall remain valid, unless another higher-ranking regulation stipulates otherwise.

Article 13 – Force and Effectiveness

- 13.1** The Port Rules, which stipulate the rules of port operation for public ports of the Slovak Republic, shall start to apply on the date of approval thereof by the Board of Directors of VPAS and enter into force on the date of publishing thereof on the website www.portslovakia.com.

v.r.

Mgr. Matej Danóci

Sole member of the Board of Directors

Verejné prístavy, a. s.

Explanations and Acronyms:

VPAS – Verejné prístavy, a. s.
SPS – State professional supervision
TA DIN – Transport Authority, Division of Inland Navigation
OPBA – Bratislava Passenger Port
OPKN – Komárno Passenger Port
OPŠT – Štúrovo Passenger Port
PZ – Floating facility
SR – Slovak Republic
SB – North bank
JB – South bank
ZB – West bank
VB – East bank
ČB – Front bank
HTD – Main Danube river stream