

ŽUPANIJSKA LUČKA UPRAVA

ZADAR



**SHIP WASTE RECEPTION AND HANDLING PLAN
FOR THE PORT AREAS UNDER THE
MANAGEMENT OF THE COUNTY PORT
AUTHORITY ZADAR**

Zadar, kolovoz 2026.

Pursuant to Article 56a of the Maritime Code ("Official Gazette", Nos. 181/04, 76/07, 146/08, 61/11, 56/13, 26/15 and 17/19), Article 3, paragraph 1, item 7 of the Regulation on the Conditions to be Met by Ports ("Official Gazette", No. 110/04), Article 61 of the Ordinance on the Conditions and Procedures for Maintaining Order in Ports and in Other Parts of the Internal Waters and Territorial Sea of the Republic of Croatia ("Official Gazette", No. 72/21), and Article 15 of the Statute of the County Port Authority Zadar, the Governing Council of the County Port Authority Zadar, at its session held on 20 August 2026, adopted the following:

SHIP WASTE RECEPTION AND HANDLING PLAN FOR THE PORT AREAS UNDER THE MANAGEMENT OF THE COUNTY PORT AUTHORITY ZADAR

1. GENERAL PROVISIONS

1.1. The Ship Waste Reception and Handling Plan prescribes the notification, delivery, reception, collection, storage and treatment of waste generated by ships calling at the port areas under the management of the County Port Authority Zadar (hereinafter: the **Plan**).

1.2. The port areas managed by the County Port Authority Zadar (hereinafter: the **Port Authority**) comprise the land and sea areas as defined in the Decision on the Establishment of the County Port Authority Zadar for Ports of County and Local Significance ("Official Gazette of the Zadar County", No. 04/26).

1.3. This Plan regulates:

- assessment of the need for port reception facilities and equipment enabling the separate reception of individual categories of ship-generated waste as defined by the MARPOL Convention, in accordance with the needs of ships normally calling at or using the ports;
- types and capacities of the port reception facilities and equipment required for the reception of ship-generated waste;
- procedures for the reception and collection of ship-generated waste according to its categories;
- the system of fees for the reception and handling of ship-generated waste;
- procedures for reporting and handling complaints concerning the inadequacy of port reception facilities and the manner in which such complaints are resolved;
- procedures for continuous consultation with port users, Operators and other interested parties;
- types and usual quantities of ship-generated waste received and handled by the facilities located within the port areas;
- the manner and procedure for determining the quantities of waste included in the fee for the reception and handling of waste and cargo residues; and
- identification of persons responsible for the implementation of the Plan.

1.4. Prior to and following the adoption of the Plan, the Port Authority shall conduct consultations with port users, representatives of port users, competent local authorities, Operators, organizations implementing extended producer responsibility obligations, representatives of civil society, shipowners/operators of ships engaged in scheduled services, as well as other shipowners/operators who normally use the port and other interested persons and bodies.

1.5. All natural and legal persons using the port areas under the management of the Port Authority shall comply with the provisions of:

1. the Maritime Code ("Official Gazette", Nos. 181/04, 76/07, 146/08, 61/11, 56/13, 26/15 and 17/19);
2. the Ordinance on Maintaining Order in the Port and Conditions of Use of the Port in the Area under the Management of the County Port Authority Zadar;
3. the Waste Management Act ("Official Gazette", Nos. 84/21 and 142/23);
4. international regulations concerning the protection of the marine environment which have been accepted by the Republic of Croatia; and
5. other applicable legislation governing environmental protection, waste management and port authorities.

2. DEFINITIONS

For the purposes of this Plan, the following definitions shall apply:

1. Ship means, except for a warship, a ship, submarine, yacht, boat, fixed or floating offshore installation or other floating object.

2. Ship-generated waste means all waste, including cargo residues, generated during the operation of a ship or during loading, unloading and cleaning operations and falling within the scope of Annexes I, II, IV, V and VI of the MARPOL Convention, as well as passively fished waste.

3. Adequate storage capacity means sufficient capacity to store waste on board from the time of departure until the next port of call, including waste that is likely to be generated during the voyage.

4. Concessionaire means a legal person authorized, pursuant to a concession agreement concluded with the Port Authority, to perform the relevant activities within the port area, excluding the activity of reception and handling of ship-generated waste.

5. Scheduled service means a service based on a published or planned schedule of departures and arrivals between specified ports, or repeated voyages constituting an accepted schedule, including the operation of excursion vessels characterized by regular and frequent calls at a port.

6. Harbour Master's Office means the Port of Zadar Harbour Master's Office.

7. Port area means the area under the management of the County Port Authority Zadar.

8. Port Authority means the County Port Authority Zadar.

9. Port reception facility means any fixed, floating or mobile facility capable of providing services for the reception of ship-generated waste.

10. Passively fished waste means waste collected in fishing nets during fishing operations.

11. Treatment means recovery or disposal operations, including preparatory operations prior to recovery or disposal.

12. Operator of a port reception facility (hereinafter: **Operator**) means the Port Authority or any natural or legal person to whom the Port Authority, in accordance with

applicable legislation, has granted a concession to perform the registered port activity of receiving waste within the port area.

13. Cargo residues means the remnants of any cargo on board, on deck or in cargo holds or tanks which remain after loading and unloading operations, including excess or spillage during loading and unloading operations, irrespective of whether in wet or dry condition or contained in wash water, excluding cargo dust remaining on deck after sweeping or dust on external surfaces of the ship.

3. RECEPTION AND HANDLING OF SHIP-GENERATED WASTE WITHIN THE PORT AREA

3.1. The discharge of ship-generated waste into the sea or its disposal on land outside designated port reception facilities is strictly prohibited within the port area.

Information concerning the locations of port reception facilities shall be publicly available and published on the official website of the County Port Authority Zadar.

3.2. Ship-generated waste shall be handled within the port area in such a manner as to avoid:

- danger to human health;
- harm to flora and fauna;
- pollution of water, the sea, soil and air;
- uncontrolled disposal and burning;
- the occurrence of explosions or fires;
- noise and unpleasant odours;
- the occurrence and reproduction of harmful animal and plant organisms and the development of pathogenic microorganisms; and
- disturbance of public order and peace.

3.3. The objectives of the reception and handling of ship-generated waste are:

- separate collection and treatment of ship-generated waste with a view to maximizing its reuse or recycling;
- controlled reception, collection, storage and treatment of ship-generated waste;
- prevention of irresponsible and unlawful waste management;
- education and training of personnel handling ship-generated waste in health- and safety-compliant procedures for handling such waste; and
- avoiding unnecessary delays to ships caused by the delivery of ship-generated waste.

4. OBLIGATIONS OF CONCESSIONAIRES WITHIN THE PORT AREA

4.1. Concessionaires operating within the port area shall comply with the provisions of this Plan.

4.2. Concessionaires shall adapt their technological and operational processes within the port area and on board ships in order to ensure the highest possible level of environmental protection. Upon completion of their daily operations, they shall clean the shore areas, roads and other port infrastructure and superstructure used by them of ship-generated waste and cargo residues.

4.3. In cooperation with the Port Authority, Concessionaires shall designate an area within the port area where port reception facilities for waste generated by port activities

shall be installed, in order to ensure its appropriate temporary storage pending final recovery or disposal.

5. OPERATORS OF PORT RECEPTION FACILITIES FOR THE RECEPTION AND HANDLING OF SHIP-GENERATED WASTE

5.1. Within the port area, ships may deliver ship-generated waste to port reception facilities operated by the Port Authority or by Operators that have concluded a concession agreement with the Port Authority for the performance of activities involving the reception and handling of ship-generated waste.

5.2. The port reception facilities operated by the Port Authority and other Operators may receive those categories of waste generated by ships normally calling at the ports managed by the Port Authority, as specified in **Annex 1** to this Plan.

5.3. If ship-generated waste cannot be received, either wholly or partially, due to a lack of appropriate port reception facilities or if the capacity of the port reception facilities is insufficient to receive the ship-generated waste, the Port Authority shall notify the Harbour Master's Office of the inability to receive such waste.

5.4. Operators shall perform activities involving the reception and handling of ship-generated waste in accordance with this Plan, the provisions of the concession agreement concluded with the Port Authority, the obligations prescribed by their valid waste management permits and the provisions of the Waste Management Act and other legislation adopted pursuant thereto.

6. ASSESSMENT OF THE CAPACITY REQUIRED FOR PORT RECEPTION FACILITIES WITHIN THE PORT AREA

6.1. The average annual number of ships, yachts and/or boats calling at or using the port areas, according to category, type and/or class, as well as the average annual number of passengers handled and the quantity of cargo handled within the port areas, are set out in **Annex 2** to this Plan, which forms an integral part thereof.

6.2. The assessment of the capacity required for the reception and handling of ship-generated waste shall be based on data concerning the quantities and types of waste received by the port reception facilities.

6.3. The Port Authority may also arrange for the reception of other categories of ship-generated waste, with the exception of radioactive waste, provided that appropriate port reception facilities are available, that the Operator holds the relevant permits for the management of such waste and that prior notification of the type and quantity of such waste has been submitted at least 48 hours before delivery.

6.5. In the event of significant changes in port operations, such as structural changes in port traffic, development of new infrastructure, changes in demand and the availability of port reception facilities, or the introduction of new waste treatment technologies on board ships, the Port Authority shall amend the Plan accordingly and submit it to the competent Harbour Master's Office for re-approval.

7. TYPES AND METHODS OF RECEPTION AND HANDLING OF SHIP-GENERATED WASTE

7.1. The types and methods of reception and handling of ship-generated waste are set out in **Annex 4** to this Plan.

7.2. The daily reception capacity for each category of waste shall be determined by the capacity of the containers/tanks specified in **Annex 3**.

If the daily available capacity of the port reception facilities is insufficient to receive the notified ship-generated waste, the Port Authority shall arrange with the Operator for additional reception capacity.

If appropriate reception capacity cannot be provided, the Port Authority shall notify the Harbour Master's Office of the inability to receive the ship-generated waste.

7.3. The treatment and disposal of waste shall be carried out in accordance with the treatment and disposal operations authorized under the Operator's valid waste management permit, issued pursuant to the Waste Management Act and all applicable legislation adopted thereunder.

7.4. The Operator of a port reception facility may, where necessary, take samples of ship-generated waste for the purpose of conducting a physicochemical analysis in order to determine the basic characterization of the waste.

7.5. Operators shall submit to the Port Authority, in writing, an annual report on the total quantity and types of ship-generated waste collected and treated within the port areas within 30 days following the end of the calendar year. The report shall be submitted to the person responsible for the implementation of this Plan. The Port Authority shall submit the collected data to the competent Ministry.

7.6. The types of ship-generated waste, the types and capacities of port reception facilities and their Operators are specified in **Annex 3** to this Plan, which forms an integral part thereof.

8. SUBMISSION OF ADVANCE INFORMATION ON WASTE DELIVERY

8.1. The shipowner, agent or master of the ship shall truthfully and accurately complete the **Advance Information on Waste Delivery Form** and notify the Port Authority, the Operator and the competent Harbour Master's Office accordingly. The **Advance Information on Waste Delivery Form** constitutes **Annex 5** to this Plan and forms an integral part thereof.

8.2. The following are exempt from the obligation to submit advance information on the delivery of ship-generated waste:

- ships of 300 gross tonnage or less;
- warships;
- public vessels;
- fishing vessels;
- traditional ships; and
- yachts less than 45 metres in length overall.

8.3.By way of exception, a ship engaged in a scheduled service may be exempted from the obligation to submit the **Advance Information on Waste Delivery** for certain ports and may be authorized to deliver waste, or pay the applicable fee, only in one of the ports regularly called at by the ship, provided that such port has appropriate reception facilities. This shall be determined on the basis of information available through the CIMIS, SafeSeaNet or GISIS systems.

The Port Authority and the company or shipowner of a ship engaged in a scheduled service shall conclude a separate agreement on the delivery/reception of waste, specifying the exemptions applicable to the ship and the duration of such exemptions.

The certificate of exemption shall be issued by the competent Harbour Master's Office upon the request of the company or shipowner.

8.4.The Advance Information on Waste Delivery shall be submitted electronically through the CIMIS system:

1. at least 24 hours prior to arrival, if the port of arrival or place of anchorage is known; or
2. immediately upon becoming aware of the port of arrival or place of anchorage, if such information becomes available less than 24 hours before arrival or anchoring; or
3. no later than upon departure from the previous port, if the voyage lasts less than 24 hours.

8.5.The Advance Information on Waste Delivery shall be kept available on board at least until the next port of call and shall be made available to the competent authorities upon request.

8.6.The Port Authority or the Harbour Master's Office may, in exceptional circumstances, require the shipowner, agent or master of the ship to provide additional information necessary for the Harbour Master's Office to take action and make decisions for the purpose of preventing pollution from ships and protecting the marine environment.

9. DELIVERY OF SHIP-GENERATED WASTE

9.1.The master of a ship shall, before departing from the port, deliver all ship-generated waste to an authorized Operator of a port reception facility in accordance with the provisions of this Plan.

9.2.Following receipt of the waste, the Operator of the port reception facility shall complete and certify the **Waste Delivery Receipt** and provide it to the master of the ship. The **Waste Delivery Receipt** constitutes **Annex 6** to this Plan and forms an integral part thereof.

9.3.The Operator of the port reception facility shall enter the information contained in the Waste Delivery Receipt electronically, while the shipowner, agent or master of the ship shall confirm the contents of the Waste Delivery Receipt in the CIMIS system without delay and no later than upon departure.

The obligation to enter such data applies where the waste is delivered by ships of 300 gross tonnage or more or by yachts of more than 45 metres in length overall.

9.4. The obligation to issue the Waste Delivery Receipt and enter the relevant information in CIMIS shall not apply in ports where the local waste management system does not provide for the collection and disposal of waste other than municipal waste.

9.5. The certified Waste Delivery Receipt shall, where applicable, be kept on board for at least two years, together with the relevant oil record book, cargo record book, garbage record book and/or waste management plan, and shall be made available to the competent authorities upon request.

9.6. The Operator of the port reception facility shall retain a copy of the issued Waste Delivery Receipt for at least three years from the date of issue.

9.7. By way of exception, the Harbour Master's Office may permit a ship to depart from the port or anchorage without prior delivery of waste to the port reception facilities if the Advance Information on Waste Delivery and the Waste Delivery Receipt, or an inspection carried out, indicate that the ship has sufficient dedicated storage capacity for all waste generated and expected to be generated during the planned voyage to the next port of call.

9.8. The Harbour Master's Office may permit a ship to depart from an anchorage without prior delivery of waste to port reception facilities where the ship has remained at anchorage for less than 24 hours or in adverse weather conditions.

9.9. The Harbour Master's Office shall prohibit the ship from continuing its voyage and order the delivery of all ship-generated waste to the port reception facilities of the port where the ship is berthed, or, if the ship is at anchorage, order the ship to leave the anchorage and enter the port for the purpose of delivering its waste, in the following cases:

1. where, on the basis of available information, including information available electronically through the CIMIS, SafeSeaNet or GISIS systems, it cannot be established that appropriate port reception facilities are available at the next port of call;
2. where the next port of call is unknown; and/or
3. where an inspection establishes that the ship has not delivered ship-generated waste to port reception facilities in accordance with the provisions of this Plan.

10. FEE SYSTEM FOR THE RECEPTION AND HANDLING OF SHIP-GENERATED WASTE

10.1. The fee system for the reception and handling of ship-generated waste consists of **indirect fees and direct fees**.

10.2. Indirect fees shall be paid by all ships regardless of whether or not they deliver ship-generated waste to port reception facilities.

10.3. The indirect fee, except for boats and yachts, shall consist of the sum of the indirect administrative cost and the direct operational cost.

10.4. The criteria and amount of the indirect fee for the reception and handling of individual categories of ship-generated waste shall be determined by the Tariff approved by the Port Authority.

When calculating the direct operational cost, the following shall be taken into account:

- a) the category, type and size of the ship;
- b) the average duration of the ship's stay in the port; and
- c) the average costs of receiving, collecting, storing and treating waste, determined on the basis of the costs incurred during the previous year, taking into account the costs associated with the expected volume of traffic in the following year.

10.5. The system of indirect fees shall also apply to passively fished waste.

10.6. Indirect fees shall not be charged to ships engaged in scheduled services and excursion vessels that deliver their ship-generated waste at another port of call, in accordance with a valid certificate of exemption issued pursuant to the Ordinance on the Conditions and Procedures for Maintaining Order in Ports and in Other Parts of the Internal Waters and Territorial Sea of the Republic of Croatia.

10.7. When calculating the reduction of the indirect fee for ships meeting certain criteria, a reasonable and fair percentage reduction of the indirect fee shall be determined. The indirect fee shall be reduced if the ship meets all or any of the following criteria:

1. Pollution prevention criterion for oily water in accordance with MARPOL Annex I, where the ship is equipped with oil filtering equipment ensuring that the oil content in the effluent does not exceed 15 parts per million (15 ppm), equipment for the incineration of oily residues, a Crude Oil Washing System in accordance with IMO Resolution A.446(XI), as amended and supplemented by Resolution A.497(XII) and IMO Resolution A.897(21), and possesses the following documents demonstrating eligibility for the fee reduction:

- certificate of approval for oil filtering equipment in accordance with IMO Resolution MEPC.60(33) or MEPC.107(49);
- International Oil Pollution Prevention Certificate (IOPP Certificate); and/or
- Shipboard Marine Pollution Emergency Plan / Shipboard Oil Pollution Emergency Plan (SOPEP/SMPEP).

2. Pollution prevention criterion for sewage in accordance with MARPOL Annex IV, where the ship is equipped with a sewage treatment plant and possesses the following documents demonstrating eligibility for the fee reduction:

- International Sewage Pollution Prevention Certificate (ISPP Certificate); and/or
- Sewage Treatment Plant Type Approval Certificate in accordance with IMO Resolution MEPC.227(64).

3. Pollution prevention criterion for garbage in accordance with MARPOL Annex V, where the ship is equipped with an incinerator and/or garbage comminuter and/or garbage compactor and possesses the following documents demonstrating eligibility for the fee reduction:

- Garbage Pollution Prevention Certificate;
- Garbage Management Plan; and/or
- Incinerator Type Approval Certificate in accordance with IMO Resolution MEPC.244(66).

10.8. When calculating the reduction of the indirect fee for ships meeting the prescribed criteria, a reasonable and fair incentive subsidy shall be determined.

The incentive subsidy shall apply to delivered persistent high-viscosity liquid waste classified under MARPOL Annex I, including machinery-space oily residues, oily bilge water, oily residues (sludge), oily residues from tank cleaning, oily contaminated ballast water from cargo tanks, tank cleaning deposits and sludge, and used engine oil.

The amount of the incentive subsidy shall be determined by the Port Authority by a separate decision for each individual case, in agreement with the Operator.

The incentive subsidy shall be paid up to the maximum quantity of the ship's dedicated storage capacity specified in the IOPP Certificate.

Exceptionally, where restrictions exist concerning the reception of such waste, the Port Authority shall determine the maximum quantity of high-viscosity liquid waste that may be received from an individual ship, which may be lower than the maximum dedicated storage capacity specified in the IOPP Certificate.

10.9. The reception and treatment of waste from ship exhaust gas cleaning systems shall be charged as a direct fee based on the actual quantity of such waste delivered.

If the quantity of ship-generated waste referred to in MARPOL Annex V exceeds the maximum dedicated shipboard storage capacity expressed in cubic metres (m³) specified in the Advance Information on Waste Delivery, the indirect fee shall be charged for the quantity delivered up to the maximum dedicated storage capacity, while an additional proportional direct fee shall be charged for the quantity exceeding the maximum dedicated storage capacity.

This provision shall apply accordingly to the delivery of hazardous waste if the funds collected through the indirect fee are insufficient to ensure the reception, collection and treatment of such waste.

10.10. The fee for the delivery of cargo residues shall be paid by the user of the port reception facility in accordance with the contractual provisions specifically established for the loading or unloading of cargo.

10.11. On the basis of data collected from the Operators, the Port Authority shall submit to the competent Ministry and the Harbour Master's Office data concerning:

- total annual quantities and categories of waste collected;
- total annual costs of waste reception, collection and treatment by waste category, using the **Waste Types, Quantities and Costs** form, which constitutes Annex 8 to this Plan and forms an integral part thereof;
- a breakdown of annual eligible costs of waste reception, collection and disposal and the cost criteria;
- the category and type of ships that called at the port during the previous year and the duration of their calls; and
- exemptions, incentive subsidies and reductions of the indirect fee.

11. OBLIGATIONS OF PERSONS INVOLVED IN THE RECEPTION AND HANDLING OF SHIP-GENERATED WASTE

11.1. Obligations of the Port Authority

The Port Authority shall:

- ensure that the Operator performs activities involving the reception and handling of ship-generated waste in accordance with the concession conditions;
- undertake all necessary actions and measures to ensure adequate reception and handling of ship-generated waste;
- develop criteria for determining the amount and method of calculating fees for the reception and handling of ship-generated waste;
- conclude separate agreements with shipowners concerning exemptions for ships engaged in scheduled services;
- conduct consultations with port users, Operators, shipowners/operators of ships engaged in scheduled services, other shipowners/operators who normally use the port, and other interested persons and bodies regarding port reception facilities, fees for the reception of ship-generated waste, submission of the Advance Information on Waste Delivery, the waste delivery procedure and the issuing of the Waste Delivery Receipt;
- verify and retain annual reports submitted by Operators; and
- submit an annual report to the competent Ministry containing data on the categories and quantities of ship-generated waste received from ships calling at the port area, as well as all information concerning complaints received from port users and the action taken in response to such complaints.

11.2. Obligations of the Master of the Ship

The master of the ship shall:

- notify the Port Authority, the Operator and the competent Harbour Master's Office of the type and quantity of ship-generated waste that the ship intends to deliver to the port reception facilities;
- receive the Waste Delivery Receipt;
- ensure that ship-generated waste is segregated in accordance with the requirements of the MARPOL 73/78 Convention; and
- ensure compliance with all requirements concerning the mandatory delivery of ship-generated waste.

11.3. Obligations of the Maritime Agent

The maritime agent shall:

- on behalf of the master of the ship, enter into the CIMIS system information concerning the type and quantity of ship-generated waste that the ship intends to deliver to the port reception facilities;
- on behalf of the master of the ship, accept and pay invoices issued by the Operator; and
- inform the master and crew of the contents of the national regulations applicable within the port area governing the reception and handling of ship-generated waste and the system for charging the costs of using port reception facilities.

11.4. Obligations of the Operator

The Operator shall:

- agree with the maritime agent on the time and method of receiving ship-generated waste;
- keep records of the type and quantity of ship-generated waste received;

- issue the master of the ship and the maritime agent with a **Waste Receipt Certificate**;
- provide appropriate equipment for the reception and handling of ship-generated waste;
- take all necessary measures to protect the port area and prevent pollution during the reception and handling of ship-generated waste; and
- submit annual reports to the Port Authority on the types and quantities of ship-generated waste received.

12. SUBMISSION OF COMPLAINTS CONCERNING THE INADEQUACY OF THE SHIP WASTE RECEPTION SYSTEM AND SERVICES

12.1. Port users may submit complaints concerning waste handling operations carried out within the port area under the management of the Port Authority.

12.2. The Governing Council of the Port Authority shall act as the committee responsible for deciding on the merits of complaints submitted by port users.

12.3. Complaints submitted by port users may concern:

- matters subject to consultation which the Port Authority is required to conduct under this Plan;
- the adequacy and maintenance of port reception facilities for waste and cargo residues;
- the operating costs of port reception facilities and the provision of requested or rendered services, as well as the amount of fees for the reception of waste and cargo residues or the basis on which such fees are calculated;
- compensation for damage caused by unnecessary delays to ships associated with the delivery or reception of ship-generated waste; and/or
- other matters relating to the operation of the ports which are connected with this Plan.

12.4. Complaints shall be submitted using the prescribed **Waste Reception Facility Inadequacy Report** form contained in Annex 8 to this Plan, which forms an integral part thereof.

12.5. The committee responsible for deciding on complaints submitted by port users shall undertake the necessary corrective actions if the complaint is found to be justified. All complaints submitted, decisions adopted and corrective actions taken shall be published on the official website of the Port Authority.

12.6. If a port user is not satisfied with the action taken by the committee responsible for deciding on complaints, the port user may submit a complaint to the competent Ministry responsible for maritime affairs.

12.7. If the competent Ministry determines that the complaint is justified, it shall order the Port Authority to remedy the identified deficiencies.

12.8. Inadequacies of port reception facilities, together with the reasons for the complaint, may also be reported to the Harbour Master's Office.

13. PERSON RESPONSIBLE FOR THE IMPLEMENTATION OF THE PLAN

13.1. The person responsible for the implementation of this Plan is:

Name and surname: Davor Škibola

Tel.: +385-23-250-563

E-mail: davor.skibola@cpa-zadar.hr

Address: Franka Lisice 77, 23000 Zadar, Republic of Croatia

14. FINAL PROVISIONS

14.1. The Port Authority shall promptly incorporate any changes arising into the Plan, update the relevant data and procedures, and notify the Harbour Master's Office accordingly.

14.2. Amendments and supplements to this Plan shall be adopted in accordance with the procedure prescribed for its adoption.

14.3. This Plan shall be approved by the Harbour Master's Office for a period of three years.

14.4. This Plan shall enter into force on the eighth day following the date of its publication on the notice board of the Port Authority.

CLASS: 342-29/26-01/03

REFERENCE NO.: 2198-01-87/04-26-1

Zadar, 20 August 2026

LIST OF ANNEXES

Annex 1 – Types of waste that may be received at ports/port areas

Annex 2 – Port traffic within the ports/port areas under the management of the County Port Authority Zadar

Annex 3 – Types and capacities of port reception facilities for the reception and handling of ship-generated waste and their Operators

Annex 4 – Description of procedures for the reception, collection, storage and treatment of ship-generated waste at ports/port areas under the management of the County Port Authority Zadar

Annex 5 – “Advance Information on Waste Delivery” Form

Annex 6 – “Waste Delivery Receipt” Form

Annex 7 – “Waste Types, Quantities and Costs” Form

Annex 8 – “Report on Alleged Inadequacies of Port Reception Facilities” Form
(Format for reporting alleged inadequacies of port reception facilities)