

## THE CROATIAN PARLIAMENT

Pursuant to Article 88 of the Constitution of the Republic of Croatia, I hereby issue the

### DECISION

#### PROMULGATING THE ACT ON AMENDMENTS TO THE MARITIME CODE

I hereby promulgate the Act on Amendments to the Maritime Code, passed by the Croatian Parliament at its session on 5 December 2008. Class: 011-01/08-01/163 Reg. No: 71-05-03/1-08-2 Zagreb, 12 December 2008

The President of the Republic of Croatia  
Stjepan Mesić, m.p.

### ACT

#### ON AMENDMENTS TO THE MARITIME CODE

##### Article 1

In the Maritime Code (Official Gazette 181/04 and 76/07), in Article 5, paragraph 1, item 22, a comma and the words „a Coast Guard vessel“ are added after the words „a port authority vessel“.

Item 31a) is added after item 31 which reads:

“31.a) A wreck resulting from a maritime accident shall be:

- a) a sunken or stranded ship, or
- b) any part of a sunken or stranded ship, including any object that is or was on that ship, or
- c) any object that has disappeared in the sea from a stranded, sunken or floating ship, or
- d) a ship that is about to be sunken or stranded or it is justifiable to expect that it will be sunken or stranded if efficient measures still have not been undertaken to help the ship or any endangered property.”

##### Article 2

In Article 46, paragraph 4 the words “coast guard vessels” are added after the words “undertaken”.

##### Article 3

A new paragraph 3 is added after paragraph 2 in Article 51 which reads:

“(3) Hydrographic objects shall be used for the purpose of the conduct of activities referred to in paragraph 2”

Former paragraphs 3 and 4 become paragraphs 4 and 5.

#### Article 4

In Article 52 the words “paragraphs 1 and 4” are replaced by the words “paragraph 1” and the words “paragraphs 2 and 3” are replaced by the words “paragraphs 2, 3 and 4”.

#### Article 5

In Article 61, paragraph 2 is amended to read:

“(2) The Ministry shall deliver the documentation received regarding the safety of the nuclear facility to the state administration body authorised for nuclear safety, for the purpose of expert assessment of the ship's nuclear safety.

A new paragraph 3 is added after paragraph 2 which reads:

“(3) The Ministry shall inform the state administration body competent for protection from ionising radiation of a foreign nuclear ship intending to sail into a Croatian port referred to in paragraph 1 of this Article. This competent body shall, upon consent of a state administration body competent for nuclear safety, decide on a programme for testing and measuring the content of radioactive substances in the nuclear ship surroundings and the amount of a special fee that must be paid by the ship owner to cover the costs of the programme for testing and measuring the content of radioactive substances in the ship's surroundings”.

In former paragraph 3, which becomes paragraph 4, number “2” is replaced by number “3”.

In former paragraph 4, which becomes paragraph 5, the words “paragraph 3 of this Article, the competent port authority” are replaced by the words “paragraph 4 of this Article, the competent organisational unit of the Ministry”, and the words “port authority” are replaced by the words “competent organisational unit of the Ministry”.

#### Article 6

In Article 62, paragraphs 3, 4 and 5 are added after paragraph 2 and read:

“(3) A domestic and foreign vessel of gross tonnage exceeding 1000 tons intending to sail into a Croatian port shall be obliged to present evidence on concluded insurance or some other financial guarantee as coverage for liability for damage resulting from pollution by motor oil in the amount corresponding to the extent of liability laid down in Article 391 of this Code for claims in case of death or personal injury and for other claims.

(4) The vessel referred to in paragraph 3 of this Article must be in possession of a valid certificate issued by competent bodies of a country whose flag the ship is authorised to fly confirming that insurance policy or other financial guarantee in force is in compliance with to the provisions of the 2001 International Convention on Civil Liability for Bunker Oil Pollution Damage.

(5) A domestic vessel in international transport or a foreign vessel of tonnage exceeding 300 tons, intending to sail into a Croatian port, that is dock at an off-shore facility in the coastal

waters or epicontinental belt of the Republic of Croatia, shall be obliged to present evidence on a concluded insurance policy or some other financial guarantee, such as a bank guarantee or a guarantee of a similar institution, for the purpose of coverage of costs of locating, marking and removing the wreck, in the amount prescribed in Article 823b of this Act.”

#### Article 7

In Article 63 the words “competent port authority” are replaced by the words “competent organisational unit of the Ministry.”

#### Article 8

In Article 64, paragraph 1 the words: “the protection of the sea from pollution” are deleted.

New paragraphs 2, 3, 4, 5 and 6 are added after paragraph 1 which read:

“The captain of the ship, crew members, a person operating the boat or yacht and crew members of this boat or yacht must, when sailing in internal waters and territorial waters of the Republic of Croatia, comply with international regulations and standards and Croatian regulations on the protection of the sea and air from pollution maritime crafts and from pollution resulting from sinking of maritime crafts.

(3) The provision of paragraph 2 of this Article shall apply to the captain and crew members of maritime crafts of the Republic of Croatia regardless of the sailing area.

(4) The captain of the maritime craft referred to in paragraph 2 of this Article who pollutes the sea or notices sea pollution shall immediately notify the Ministry thereof.

(5) Following the receipt of the notification about sea pollution, the Ministry must investigate all the circumstances that caused the pollution, conduct proceedings to establish the culprit and depending on the circumstances of the case, institute misdemeanour proceedings and/or file criminal charges in compliance with the Criminal Code.

(6) Specific regulations on the protection from pollution of maritime environment from maritime crafts, and on conducting investigations about sea pollution shall be issued by the minister.”

Former paragraph 2 is deleted.

Former paragraph 3 becomes paragraph 7.

#### Article 9

In Article 65, paragraph 1 the words “competent port authority” are replaced by the words “competent organisational unit of the Ministry.”

#### Article 10

In Article 66, paragraph 1 the words “competent port authority” are replaced by the words “competent organisational unit of the Ministry.”

#### Article 11

In Article 70, paragraph 4 the words “competent port authority” are replaced by the words “competent organisational unit of the Ministry.”

A new paragraph 6 is added after paragraph 5 which reads:

“(6) If it is established that the company conducting pilotage on the basis of the Ministry’s approval does not satisfy the conditions on the basis of which it was granted the authorisation, or if some other irregularity in the business operations of the company is established, the Ministry may withdraw the authorisation.

Former paragraphs 6 and 7 become paragraphs 7 and 8.

In former paragraph 8, which becomes paragraph 9, the words “conditions and manner for the withdrawal of the authorisation” are added after the words “for conducting pilotage”.

## Article 12

In Part Three, Safety of Navigation, Title IV.a “Monitoring and Management of Maritime Transport” are added after Article 75, Title IV, as well as Articles 75.a, 75.b. and 75.c which read:

### “TITLE IV.a MONITORING AND MANAGEMENT OF MARITIME TRANSPORT

#### Article 75.a

(1) Monitoring and management of maritime transport shall be carried out with the aim to increase the safety of maritime navigation, efficiency of maritime transport and protection of maritime environment.

(2) Monitoring and management of maritime transport (VTMIS) shall include:

- 1 collecting of data on maritime crafts and maritime transport;
- 2 providing data on maritime crafts;
- 3 providing navigational advice and support to navigation of maritime crafts;
- 4 organising navigation and management of maritime transport.

(3) Monitoring and management of maritime transport referred to in paragraph 2 of this Article shall be carried out by means of cooperation between competent services of the Ministry and port authorities with maritime crafts navigating or situated in the area subject to monitoring and management.

(4) The area subject to monitoring and management shall comprise inland waterways, territorial waters and protected ecological-fishery zone of the Republic of Croatia.

#### Article 75.b

(1) The tasks of monitoring and management of maritime transport referred to in Article 75.a of this Code shall be carried out by the service for monitoring and management of maritime transport of the Ministry and port authorities in cooperation with port authorities’ branch offices, Plovput Company and the Hydrographic Institute of the Republic of Croatia.

(2) In the carrying out of its tasks, the service for monitoring and supervision of maritime transport referred to in paragraph 1 of this Article may request the cooperation and support from the Coast Guard of the Republic of Croatia, police and other bodies competent for operational supervision.

(3) Competence, organisation, tasks, manner of work of the service for monitoring and management of maritime transport, as well as the manner of work and cooperation with other bodies and services referred to in paragraphs 1 and 2 of this Article shall be laid down in a special regulation.

#### Article 75.c

Maritime crafts that are navigating or are situated in the area subject to monitoring and management referred to in Article 75.a, paragraph 4 of this Act shall be obliged to:

- (1) act in accordance with navigation rules laid down in international agreements, this Code and regulations adopted pursuant to this Code;
- (2) submit data to the service for monitoring and management of maritime transport;
- (3) act pursuant to instructions of the service for monitoring and management of maritime transport.”

#### Article 13

In Article 99, paragraph 3, the words “one year” are replaced by the words “three months”.

#### Article 14

Paragraph 109.a is added after paragraph 109 which reads:

#### “Article 109.a

The registration mark of a floating facility or a fixed offshore facility shall consist of the first two letters taken from the name of the port where the seat of the port authority is located, and which had registered the facility and of the number representing the reference number of this facility in the register of floating facilities and fixed offshore facilities.”

#### Article 15

In Article 125, after paragraph 2, a new paragraph 3 is added which reads:

“(3) The provisions of this Title of the Code shall apply mutatis mutandis to crew members of yachts, and of floating and fixed offshore facilities.”

#### Article 16

In Article 125.a, paragraph 2, a full stop is deleted after the words “regulations” and the words “and to which the Ministry has granted a licence” are added.

#### Article 17

In Article 126, paragraph 1 the words “this title” are replaced by the words “Articles 127, 128,129 and 129.a of this Code”.In paragraph 2 the word “liner” is deleted.

#### Article 18

In Article 129, paragraph 2 is amended to read:

“(2) The registration of the compulsory pension scheme and the compulsory health insurance of the crew member referred to in paragraph 1 herein, whose employer, ship operator or company is a domestic legal person, shall be made by the employer, ship operator or the company.”

In paragraph 3, the words “ship operator and company” shall be added after the words “employer”.

#### Article 19

In Article 146, paragraph 3, the words “ship operator or”, are added after the words: “relieved by”.

#### Article 20

In Article 165, paragraph 2 a comma is added after the words “port authority” and the following words are added: “and authorised officials of the service for monitoring and management of maritime transport”.

A new paragraph 3 is added after paragraph 2 which reads: “Specific tasks of safety of navigation inspection may also be carried out by police officers and authorised persons from the Coast Guard under a special authorisation granted by the minister.” In former paragraph 3, which becomes paragraph 4, the words “that is authorised officials referred to in paragraphs 2 and 3 of this Article” are added after the words “safety of navigation”.

Former paragraph 4, which becomes paragraph 5, is followed by paragraph 6 which reads: “(6) The inspection over the implementation of provisions of Article 125.a of this Act and regulations adopted pursuant to this Act shall be carried out by the Safety of Navigation Inspection of the Ministry and the State Inspector’s Office.”

#### Article 21

In Article 166, paragraph 1, item 3 a comma is added after the words “from the ship” and the following words are added “and remains and mixtures containing remains of harmful fluids, faeces, substances destroying the ozone and devices for storage of such equipment once it has been removed from ships”.

Items 12 and 13 are added after item 11) which read:

- “(12) the carrying out employment mediation services for sailors
- (13) the fulfilment of conditions for the carrying out of the activity of a maritime agent.”

#### Article 22

In Article 167, paragraph 2, item 9) is added after item 8) which reads:

“9) 2001 International Convention on Civil Liability for Bunker Oil Pollution Damage.”

#### Article 23

In Article 171, paragraph 7 the words “other floating, and” are added after the words: “shall apply to”.

#### Article 24

In Article 172, after paragraph 3, a new paragraph 4 is added which reads:

“(4) The provisions of this Article of the Code shall apply mutatis mutandis to ports open to public traffic in national navigation and special purpose ports.”

#### Article 25

In Article 175, paragraph 4, number “1” is replaced by number: “2”.

## Article 26

Articles 176.a and 176.b are added after Article 176 which read:  
“Article 176.a

(1) During inspection of employment mediation services for sailors pursuant to the provision of Article 125.a of this Code the following shall be verified: a) whether the legal person carrying out employment mediation services has been granted a licence; and

b) whether the legal person that has been granted the licence for employment mediation services for sailors carries out the activity pursuant to the provisions of a special act referred to in Article 125.a, paragraph 3 and the granted licence.

(2) The inspection pursuant to the provision of paragraph 1, item a) of this Article shall be carried out by the State Inspector's Office, and the inspection pursuant to the provision of paragraph 1, item b) of this Article shall be carried out by the Safety of Navigation Inspection of the Ministry and the State Inspector's Office.

## Article 176.b

(1) If, while carrying out inspection referred to in Article 176.a of this Code, the inspector from the State Inspector's Office establishes that a natural or legal person has been carrying out employment mediation services for employment of sailors without the licence granted by the Ministry, the legal or natural person in relation to which it has been established that it carries out employment mediation services for sailors shall be temporarily prohibited from carrying out of the abovementioned activities by means of an oral decision noted in the minutes, until the removal of the irregularity.

(2) The decision referred to in paragraph 1 of this Article shall be enforced immediately by sealing business premises, equipment for work or in any other appropriate manner.

(3) The letter containing the oral decision referred to in paragraph 1 of this Article must be delivered by the inspector to the party in question in writing within eight days from the declaration of the prohibition by means of the oral decision.

(4) The decision referred to in paragraph 1 of this Article may be appealed. The decision on the appeal shall be adopted by the Ministry and this decision shall not postpone the enforcement of the decision.

(5) If the safety of navigation inspection or the State Inspector's Office establishes that the legal person has been carrying out employment mediation services for sailors contrary to the licence granted by the Ministry, it shall order the removal of deficiencies or irregularities within a period of time not exceeding fifteen days. If the deficiencies and irregularities are not removed within the specified time limit, it shall advise the Ministry to revoke the licence.

(6) The safety of navigation inspection and the State Inspector's Office shall notify the Ministry of any supervision and measures that have been undertaken.“

## Article 27

Article 187 is amended to read:

“(1) The following vessels may be entered into the ship register:

a) a ship fully or partially owned by nationals of the Republic of Croatia; b) a ship fully or partially owned by nationals of a Member State of the European Union if the company or the ship operator is a Croatian legal person;

- c) a ship fully or partially owned by a legal person with headquarters in the Republic of Croatia;
- d) a ship fully or partially owned by a legal person with headquarters in a Member State of the European Union if the company or the ship operator is a legal person with headquarters in the Republic of Croatia;
- e) a ship fully or partially owned by nationals of a Member State of the European Union or a legal person established pursuant to regulations of a Member State of the European Union and having headquarters in a Member State of the European Union under the condition that the ship is operated from a branch office in the Republic of Croatia;
- f) a ship owned by a foreign natural person with residence outside the Republic of Croatia or outside a Member State of the European Union if the company or the ship operator is a legal person with headquarters in the Republic of Croatia
- g) a ship owned by a foreign legal person with headquarters outside the Republic of Croatia or outside a Member State of the European Union if a company or a ship operator is a legal person with headquarters in a Member State of the European Union and the company or the ship operator has a branch office in the Republic of Croatia.

(2) In cases referred to in items b), d), f) and g) of paragraph 1 of this Article, the owner of the ship must agree to the request made by the company or by the ship operator.” Article 28 Article 188 is amended to read: “(1) The following vessels may be entered into the register of yachts:

a) a yacht fully or partially owned by a domestic natural or legal person; b) a yacht fully owned by a foreign natural or legal person if it is mostly located in the Republic of Croatia.

(2) A fee shall be paid for the entry of a ship or a yacht into the register or ships or yachts.

(3) Criteria for the establishment and amount of the fee shall be prescribed by the minister.” Article 29

In Article 208, the words “and yacht under construction” are added after the words “yacht”.

#### Article 30

In Article 307, paragraph 1 the words: “Civil Procedure Act” are replaced by the words “General Administrative Procedure Act.”

#### Article 31

In Article 378, paragraph 4 the word “ruling” is replaced by the word “Appeals”.

#### Article 32

In Article 391, paragraph 1 is amended to read:

“(1) The extent of liability for claims arising from one and the same event, except for those indicated in Article 392 of this Code, shall be calculated in the following manner:

- 1) for claims resulting from loss of life or personal injury,
  - (a) 2 million accounting units of Special Drawing Rights for a ship the tonnage of which does not exceed 2,000 tons,

(b) for a ship the tonnage of which exceeds 2,000 tons, the following amount shall be calculated as an addition to the amount given in subparagraph (a):

-800 accounting units of Special Drawing Rights for each additional ton from 2,001 to 30,000 tons,

- 600 accounting units of Special Drawing Rights for each additional ton from 30,001 to 70,000 tons,

- 400 accounting units of Special Drawing Rights for each additional ton exceeding 70,000 tons, 2) as regards other claims:

(a) 1 million accounting units of Special Drawing Rights for a ship the tonnage of which does not exceed 2,000 tons,

(b) for a ship the tonnage of which exceeds 2,000 tons, the following amount shall be calculated as an addition to the amount given under a):

- 400 accounting units of Special Drawing Rights for each additional ton from 20,001 to 30,000 tons,

- 300 accounting units of Special Drawing Rights for each additional ton from 30,001 to 70,000 tons, and -200 accounting units of Special Drawing Rights for each additional ton exceeding 70,000 tons.“

#### Article 33

In Article 386, paragraph 1, the conjunction “and” after the words “the ship owner” is replaced by a comma and the words “and the ship master” are added after the words “contract”.

#### Article 34

A new Article 809.a is added after Article 809 which reads:

##### “Article 809.a

The provisions of this part of this Title of the Code shall apply to damage in the territory of the Republic of Croatia and in the territory of the protected ecological-fishery zone of the Republic of Croatia.”

#### Article 35

In Article 813, paragraph 3 is added after paragraph 2 which reads:

“The provisions of Articles 813-823 shall apply to pollution damage caused in internal maritime waters, territorial sea and the protected ecological-fishery zone of the Republic of Croatia and to safeguard measures undertaken to prevent or mitigate the damage, regardless of where these measures have been undertaken.”

#### Article 36

Articles 823.a and 832.b are added after Article 823 which read:

##### "Article 823.a

(1) The owner of a ship the tonnage of which exceeds 1000 tons, and which is entered into the register of ships in the Republic of Croatia shall be obliged to keep insurance or other financial guarantee such as a bank guarantee or a guarantee of a similar financial institution as coverage for liability for damage resulting from oil pollution in the amount corresponding to the extent of liability prescribed in Article 391 of this Code for claims resulting from death or personal injury and for other claims.

(2) The owner of the ship referred to in paragraph 1 of this Article must request from the port authority in which the register of ships in which the ship has been entered is kept, to issue a certificate certifying the existence of insurance or some other financial guarantee in compliance with the 2001 International Convention on Civil Liability for Bunker Oil Pollution Damage and this Code.

(3) The certificate referred to in paragraph 2 of this Article shall be issued in Croatian and English language and shall contain the following data:

- a) name of the ship, numbers or letters for recognition, and registry port;
- b) name and principal place of business of the registered owner;
- c) IMO number for ship identification;
- d) type and duration of guarantee;
- e) name and principal place of business of insurer or another person providing financial guarantee and, where appropriate, the place of business where the insurance or another financial guarantee is established;
- f) the period of validity of the certificate, which shall not exceed the period of validity of the insurance or guarantee."

#### Article 823.b

(1) The owner of the ship in international navigation with gross tonnage exceeding 300, which is entered into the register of ships in the Republic of Croatia shall be obliged to keep insurance or other financial guarantee such as a bank guarantee or a guarantee of a similar financial institution as coverage for costs of locating, marking and removing the wreck.

(2) The amount of insurance or other financial guarantees referred to in paragraph 1 of this Article shall be calculated in the following manner:

(a) 1 million accounting units of Special Drawing Rights for a ship the tonnage of which does not exceed 2,000 tons,

(b) for a ship the tonnage of which exceeds 2,000 tons, the following amount shall be calculated as an addition to the amount given under (a): -400

- accounting units for each ton from 2,001 to 30,000 tons,  
– 300 accounting units for each ton from 30,001 to 70,000 tons,  
– 200 accounting units for each ton exceeding 70,000 tons,

(3) The insurance or other financial guarantee referred to in paragraph 1 of this Article must be composed in the form generally accepted in maritime practice.

(4) When it has established that the requirements referred to in the previous paragraphs of this Article have been fulfilled, the port authority keeping the register in which the ship in question

has been entered shall, upon request of the owner of the ship, grant a certificate confirming the existence of insurance or another financial guarantee.

(5) The certificate referred to in paragraph 4 of this Article shall be issued in Croatian and English and it shall contain at least the following data: a) name of ship, numbers or letters for identification, and registry port;

b) gross tonnage of ship;

c) name and principal place of business of the owner;

d) IMO ship identification number

e) type and duration of guarantee;

f) name and principal place of business of insurer or another person providing financial guarantee and, where appropriate, the place of business where the insurance or another financial guarantee is established;

g) the period of validity of the certificate, which shall not exceed the period of validity of the insurance or guarantee."

#### Article 37

Article 988.a is added after Article 998 which reads:

#### "Article 988.a

In case of disputes for the compensation of damage resulting from personal injury or loss of life of a crew member or from endangerment of health suffered by a crew member during work or in relation to his work on the ship, a Croatian court shall have international jurisdiction provided that the plaintiff has residence in the territory of the Republic of Croatia."

#### Article 38

In Article 1001, paragraph 1, item 12 is deleted.

#### Article 39

Article 1001.a is added after Article 1001 which reads:

(1) The captain of the ship, boat or yacht and/or a member of the crew shall be fined for an offence with HRK 5,000 to HRK 50,000:

1) if, when navigating in the economic zone of the Republic of Croatia, fails to comply with the generally accepted international regulations and norms and Croatian regulations on the prevention of sea and air pollution from maritime facilities and pollution resulting from submersion of waste (Article 41); 2) if, when navigating in the economic zone of the Republic of Croatia, fails to comply with international regulations and norms and Croatian regulations on protection from sea and air pollution resulting from submersion of maritime facilities (Article 64):

(2) A natural or legal person who is a ship owner, ship operator or a company shall be fined for the offence referred to in paragraph 1 of this Article with HRK 20,000.00 to 300,000.00.

(3) A responsible person in a legal person shall be fined for the offence referred to in paragraph 2 of this Article with HRK 5.000,00 to 50.000,00.

#### Article 40

In Article 1002, paragraph 1, number: "15,000" shall be replaced by number: "30,000".

Paragraphs 2 and 3 are added after paragraph 1 which read:

"(2) The captain of the ship or the officer standing in for the captain, that is, a person managing the floating facility or a fixed offshore facility shall be fined for an offence with HRK 3,000 to HRK 25,000 if he or she fails to act in compliance with Article 75.c of this Code."

(3) The captain of a yacht, that is, a person operating a boat shall be fined for an offence with HRK 1,000 to HRK 15,000.

#### Article 41

In Article 1007, the number: "1001.a" is added after number "1001".

#### Article 42

In Article 1011 paragraphs 4 and 5 are deleted.

#### Article 43

In Article 1012, paragraph 2 is amended to read:

A natural person shall be fined with HRK 100,00 for the offence referred to in paragraph 1, item 2 of this Article at the location where the maritime offence was committed.

Paragraphs 3 and 4 are added after paragraph 2 which read:

"(3) An authorised person shall issue to the offender a certificate confirming the payment of the fine referred to in paragraph 2 of this Article."

(4) The offender who has not paid the fine at the location where the offence was committed will be given a payment slip that may be used by the offender to pay the fine within 8 days."

#### Article 44

Article 1016.a is added after Article 1016 which reads:

"A legal person conducting employment mediation services for sailors on Croatian and foreign ships who does not comply with the conditions prescribed in a special regulation referred to in Article 125.a, paragraph 3 of this Code or conducts the services contrary to the provisions of a special act shall be fined for the offence with HRK 40,000.000 to 150,000.00.

"A responsible person in a legal person shall be fined for the offence referred to in paragraph 1 of this Article with HRK 4,000 to 15,000.

#### Article 45

In Article 1017, numbers: "1001.a, 1002.," are added after number: "1001".

#### Article 46

In Article 1021, paragraph 1, subparagraph 2, the words: "paragraph 4" are replaced by the words: "paragraph 5."

### TRANSITIONAL AND FINAL PROVISIONS

#### Article 47

The provisions of this Act shall apply to court proceedings for compensation of damage resulting from personal injury or death of a crew member or due to health impairment which a crew member suffers while working or in relation to his employment on board in relation to which a final court judgement has not been reached.

#### Article 48

Within one year from the entry into force of this Act the minister shall issue the regulation referred to in Article 8, paragraph 2 of this Act.

#### Article 49

Until the adoption of a special regulation referred to in Article 75.b of the Maritime Code, the tasks referred to in Article 75.a shall be carried out by the National Office for Search and Rescue at Sea and by the port authorities.

#### Article 50

This Act shall enter into force on the eight day after the day of its publication in the Official Gazette, except for the provision of Article 36 of this Act which adds Article 823.b, and which shall enter into force on 1 June 2009, and except for provisions of Articles 27 and 28 of this Act which shall enter into force on the date of accession of the Republic of Croatia to the European Union.

Class: 342-01/08-01/02

Zagreb, 5 December 2008

THE CROATIAN PARLIAMENT  
The President of the Croatian Parliament

Luka Bebić, m.p.