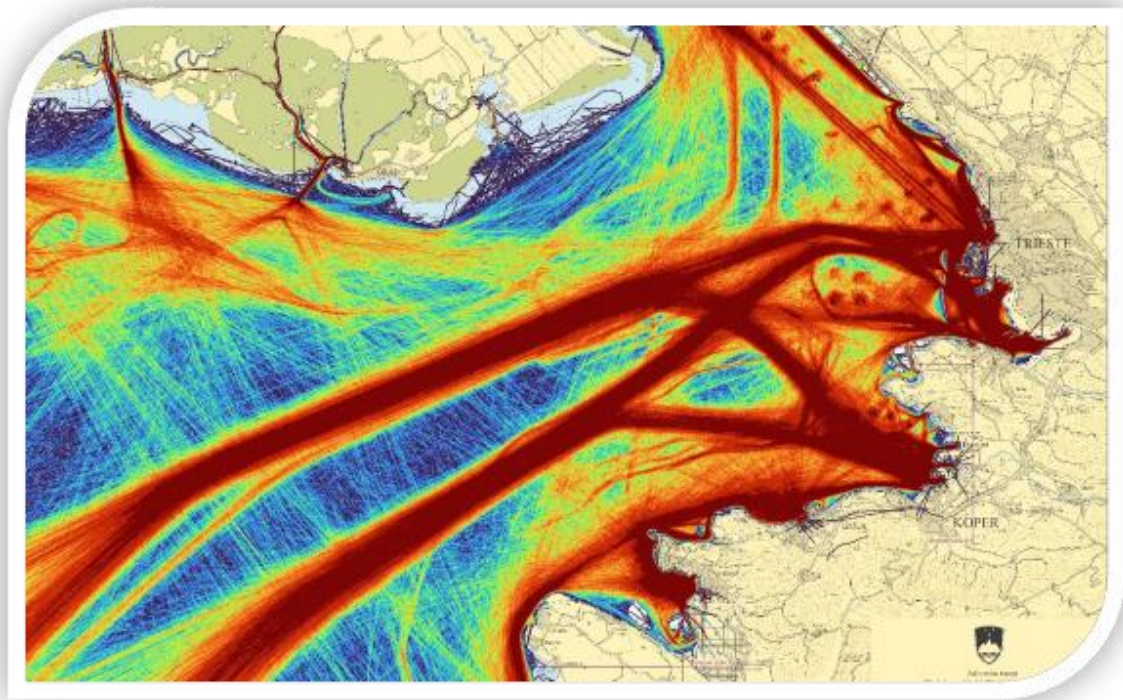




REPUBLIC OF SLOVENIA  
MINISTRY OF INFRASTRUCTURE  
SLOVENIAN MARITIME ADMINISTRATION

# VESSEL TRAFFIC SERVICE KOPER VTS



## VTS USER'S MANUAL

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## 1 LIST OF CHANGES

<b>Version</b>	<b>Changes</b>	<b>Name, date</b>
1.	Initial version	M. Mehlmauer, 30.Nov.2025

## 2 INTRODUCTION

### 2.1 LEGISLATION

The Republic of Slovenia has adopted the Amendments to the [Regulation on maritime traffic control](#) and the [Rules on the vessel traffic service](#) in accordance with the provisions of SOLAS Chapter V, Regulation 12, and following the guidelines set out in IMO Resolution A.1158(32) (Guidelines for Vessel Traffic Services) for the establishment and commencement of operation of a Vessel Traffic Service (VTS) in the Republic of Slovenia.

### 2.2 PURPOSE AND SCOPE OF THE MANUAL

This VTS User's Manual provides mariners, vessel operators, agents, and other maritime stakeholders with essential information about VTS in the Republic of Slovenia.

Key topics covered in this manual include:

- The geographical coverage and boundaries of the Koper VTS Area.
- VTS participation rules and vessel reporting requirements.
- Communication procedures, VTS working channels, and essential contact information.
- Navigational information, including port limits, anchorages, pilotage, and traffic routing measures.
- Emergency and contingency procedures, including coordination with Search and Rescue (SAR) services.
- Guidance for complying with relevant national regulations and international standards.

### 2.3 MASTER'S RESPONSIBILITIES

**Masters of vessels always remains responsible for the safe navigation and operation of their vessels, including compliance with VTS participation and reporting requirements.**

### 3 VTS AREA

Koper VTS area covers the **internal waters** and **territorial sea** of the Republic of Slovenia.

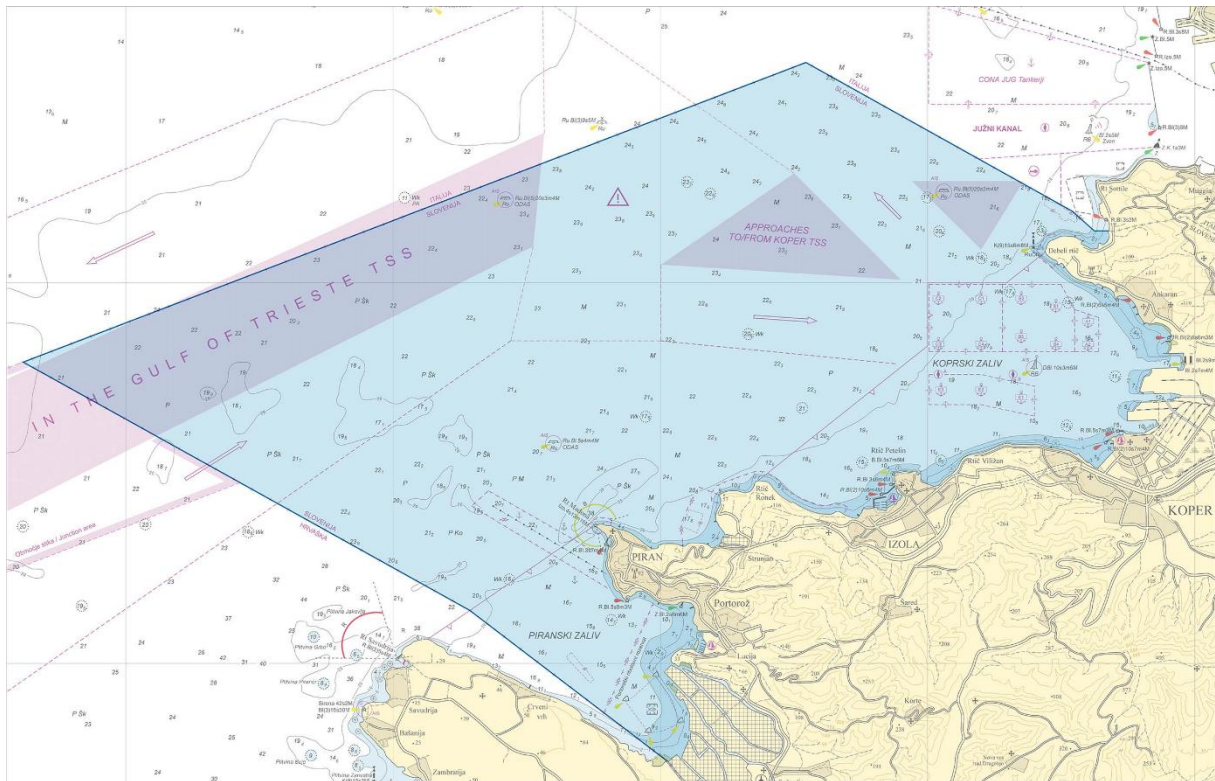


Photo 1: VTS area

List of Slovenian **official ENCs** covering the VTS area:

- S13TZ003 - Approach to Port of Koper
- S1500001 - Port of Koper
- S15KP001 - Koper Bay
- S15PI002 - Piran Bay

## 4 PARTICIPATION RULES AND SERVICES PROVIDED

While within the VTS area, the following vessels **shall be required** to participate in and report to the VTS:

1. **all ships of 300 gross tonnage (GT) and upwards;** and
2. **fishing vessels, traditional ships, and recreational crafts with a length of 45 metres and upwards.**

Warships, government vessels of any size and all other vessels under the above limits are exempt but encouraged to participate voluntarily.

### 4.1 SERVICES PROVIDED

Koper VTS provides the following services in accordance with IMO Resolution A.1158(32) and IALA recommendation R0127 – VTS Operations:

- **Provision of Information:** Delivering timely and relevant information on factors that may affect vessel movements to support onboard decision-making, such as:
  - vessel position, identity, intentions, and movements,
  - maritime Safety Information (MSI),
  - vessel limitations within the VTS area that may affect or impede the navigation of other vessels (e.g., manoeuvring capabilities) or other potential navigational hazards or obstructions,
  - meteorological and hydrographic information,
  - any other information that may affect the safety of navigation, information regarding reporting formalities, and details concerning vessel and port security levels in accordance with the ISPS Code,
  - information required to support and cooperate with allied services.
- **Monitoring and Management of Ship Traffic:** Monitoring and managing ship traffic to enhance the safety, efficiency, and predictability of vessel movements within the VTS area. In this scope, the VTS may:
  - plan vessel movements in advance,
  - organize vessel manoeuvres (while underway),
  - organize space allocation,
  - monitor the voyage or passage plan,
  - advise on the route,
  - within the scope of its competence, ensure compliance or warn of non-compliance, and forward information regarding violations to the competent authorities.
- **Response to developing unsafe situations:** Responding promptly to developing unsafe situations by providing guidance, recommendations, or navigational assistance to reduce risk and support safe navigation, this may include:
  - request and identification: request of ship's information, status of ship's equipment,
  - navigational information: provision of range and bearing from fixed objects, fairway/channel or waypoints, providing proximity information to navigational hazards, providing information related to navigation in a fairway/channel,

- advices: advising a ship to alter the course and/or speed, advising a ship to close up or drop back from another ship, advising a ship to keep clear from an area or position,
- warnings: warning about deviation from the planned or recommended route towards shallow water, dangerous wrecks or other obstacles that may not be yet promulgated on charts, warning about diving operations in the area, warning about ships not under command,
- instructions: instructing a vessel to keep clear from an area or position,
- any other information that may be of help.

Navigational Assistance may be initiated at the request of the vessel's Master or pilot, or when deemed necessary by the VTSO. The provision of such assistance does not relieve the Master of the responsibility for the safe navigation and command of the vessel at any time. Navigational assistance is not a substitute for compulsory pilotage.

## 4.2 BROADCAST OF MARITIME SAFETY INFORMATION (MSI) VIA VHF

**Maritime Safety Information (MSI) is broadcast according to the schedule below. An announcement will be made on the VHF channel 16 prior to the broadcast.**

MSI information includes:

- navigational and meteorological warnings,
- meteorological forecasts, and
- other urgent safety related messages.

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### 4.2.1 BROADCAST SCHEDULE

RADIO STATION	VHF CHANNELS	VHF BROADCAST SCHEDULE (UTC)
VTS Koper	Ch 07	04:40 / 10:40 / 16:40 / 22:40

Unscheduled broadcasts may be issued as the situation warrants (e.g., rapid development of a strong storm or an urgent navigational warning).

## 5 CONTACTS

### 5.1 KOPER VTS ID CARD

<b>VHF Call ID</b>	Koper VTS
<b>Organization</b>	Ministry of Infrastructure Slovenian Maritime Administration
<b>Address</b>	Kopališko nabrežje 9 6000 Koper Slovenia
<b>Telephone</b>	+386 5 6632 106 (24H) +386 5 6632 107
<b>Email</b>	<a href="mailto:kp.promet@gov.si">kp.promet@gov.si</a>
<b>Website</b>	<a href="https://www.up.gov.si">https://www.up.gov.si</a>
<b>VHF</b>	16; 69 72
<b>Operating hours</b>	24H (Continuous service)

### 5.2 LOCAL AUTHORITIES AND STAKEHOLDERS

Local authorities and stakeholders contacts:

Service	VHF Call ID	VHF Channel	Telephone	e-mail
MRCC Koper	Koper MRCC	16; 12	+386 5 6632 108	<a href="mailto:koper.mrcc@gov.si">koper.mrcc@gov.si</a>
Pilot services	Koper Pilots or Piloti Koper	08	+386 5 8502 440	<a href="mailto:info@kopp.si">info@kopp.si</a>
Tug service	Adria Tow	08	+386 5 6656 318	<a href="mailto:adria.tow@adria-tow.si">adria.tow@adria-tow.si</a>
Pollution response services - SVOM	N/A	Contact VTS or MRCC on working channels	+386 5 6632 108 or +386 5 6632 106	
Police	N/A	N/A	113	<a href="mailto:ppop.pukp@policija.si">ppop.pukp@policija.si</a>
ReCO <sup>1</sup>	N/A	N/A	112	<a href="mailto:izpostava.kp@urszr.si">izpostava.kp@urszr.si</a>
Koper port operational planning service	Plan Koper	08		

<sup>1</sup> Regional information centre: operating a dispatch service for firefighting units, emergency medical services, etc.

## 6 WORKING CHANNELS AND REPORTING REQUIREMENTS

### 6.1 WORKING CHANNELS

When a vessel reaches a reporting point defined by the coordinates for the VTS area, it shall report its entry into or exit from the VTS area to Koper VTS via the designated VHF channels:

1. Primary channel: **VHF Channel 69**
2. Backup channel: VHF Channel 72

**ALL VESSELS SHALL MAINTAIN A CONTINUOUS LISTENING WATCH ON VHF CHANNELS 69 AND 16 WHILE UNDERWAY OR AT ANCHOR INSIDE THE VTS AREA**

In exceptional circumstances other communication media may be used, such as telephone or any other media.

### 6.2 MANDATORY REPORTS

*Note: Notwithstanding the below, vessels shall not be required to report information which the VTS can obtain from its existing electronic information systems and/or databases, such as the Automatic Identification System (AIS) and SafeSeaNet (SSN), except when requested by Koper VTS. Upon first contact, VTS Koper shall advise the vessel which information the vessel is required to report.*

Vessel must contact the VTS Centre as follows:

**(a) Vessels bound for ports and anchorages in Republic of Slovenia:**

- (i) one hour before entering the VTS area
- (ii) on entering the VTS area
- (iii) on entering the Koper port limits
- (iv) on anchoring and heaving up anchor
- (v) on commencing pilotage
- (vi) on mooring or completion of pilotage

**(b) Outbound vessels**

- (i) on commencing pilotage or before casting off
- (ii) on completion of pilotage
- (iii) on anchoring and heaving up anchor
- (iv) on exiting Koper port limits
- (v) on exiting the VTS area

**(c) Vessels transiting the VTS area:**

(i) one hour before entering the VTS area

(ii) on entering the VTS area

(iii) on exiting the VTS area

(2) **Vessels bound for ports and anchorages in Republic of Slovenia** shall report to Koper VTS on VHF CH 69 the following information:

(a) one hour before entering the VTS area

<b>ID</b>	<b>Information required</b>
A	Ship's name, IMO number, MMSI number
H	Estimated time and position of entry in VTS area
I	Port of destination and ETA to pilot station or anchorage
Q	Defects, damages or limitations
X	Any other relevant information

(b) on entering the VTS area

<b>ID</b>	<b>Information required</b>
A	Ship's name, IMO number, MMSI number
H	Time and position of entry in VTS area
X	Any other relevant information

(c) on entering the Koper port limits

<b>ID</b>	<b>Information required</b>
A	Ship's name, IMO number, MMSI number
H	Time and position of entry Koper port limits
X	Any other relevant information

(d) on anchoring and heaving up anchor

<b>ID</b>	<b>Information required</b>
A	Ship's name, IMO number, MMSI number
B	Time of anchoring / anchor aweigh
C	Anchor berth
X	Number of shackles in water and any other relevant information

(e) on commencing pilotage

ID	Information required
A	Ship's name, IMO number, MMSI number
B	Time commenced pilotage
C	Destination berth
J	Pilot's licence no.
X	Number of tugs assisting the manoeuvre and any other relevant information

(f) on completion of pilotage or when all fast

ID	Information required
A	Ship's name, IMO number, MMSI number
B	Time of all fast / finished pilotage
X	Any other relevant information

(3) **Outbound vessels** shall report to Koper VTS on VHF CH 69 the following information

(a) on commencing pilotage or before casting off

ID	Information required
A	Ship's name, IMO number, MMSI number
B	Time commenced pilotage
C	Berth
J	Pilot's licence no.
Q	Defects, damages or limitations
X	Number of tugs assisting the manoeuvre and any other relevant information

(b) on disembarkation of pilot

ID	Information required
A	Ship's name, IMO number, MMSI number
B	Time pilotage finished
X	Any other relevant information

(c) on anchoring and heaving up anchor

ID	Information required
A	Ship's name, IMO number, MMSI number
B	Time of anchoring / anchor aweigh
C	Anchor berth
X	Number of shackles in water and any other relevant information

(d) on exiting the Koper port limits

ID	Information required
A	Ship's name, IMO number, MMSI number
K	Time and position of exit Koper port limits
X	Any other relevant information

(e) on exiting the VTS area

ID	Information required
A	Ship's name, IMO number, MMSI number
K	Time and position of exit from VTS area
X	Any other relevant information

(4) **Vessels transiting the VTS area** shall report to Koper VTS on VHF CH 69 the following information:

(a) one hour before entering the VTS area

ID	Information required
A	Ship's name, IMO number, MMSI number
I	Port of destination and ETA
P	Quantity and IMO class of cargo on board
Q	Defects, damages or limitations
W	Number of persons on board (crew and passenger)
X	Any other relevant information

(b) on entering the VTS area

ID	Information required
A	Ship's name, IMO number, MMSI number
H	Time and position of entry in VTS area
X	Any other relevant information

(c) on exiting the VTS area

ID	Information required
A	Ship's name, IMO number, MMSI number
K	Time and position of exit from VTS area
X	Any other relevant information

**A vessel navigating within the VTS area shall immediately inform the VTS, via VHF, in the following cases:**

- (1) damage or failure of the ship's propulsion or navigational equipment,
- (2) deviation from the planned route,
- (3) presence of obstructions at sea,
- (4) dangerous manoeuvres or non-compliance with the COLREGs by other vessels,
- (5) persons or vessels in distress at sea,
- (6) any maritime incident that may affect the safety of navigation or endanger human life,
- (7) risk of marine pollution,
- (8) any maritime incident that has caused, or may cause, marine pollution.

**In addition to the above reporting obligations, a vessel navigating within the VTS area shall at all times provide any information or data as required by the VTS.**

### 6.3 TRAFFIC CLEARANCE

**Participating vessels must obtain permission** from Koper VTS prior to:

1. Berthing, unberthing, shifting, anchoring, or heaving up anchor; and
2. Commencing any dangerous manoeuvre.

### 7.1 TRAFFIC SEPARATION SCHEME IN THE GULF OF TRIESTE<sup>2</sup>

#### 7.1.1 DESCRIPTION OF THE TRAFFIC SEPARATION SCHEME IN THE GULF OF TRIESTE

A separation zone is bounded by a line connecting the following positions:

- (1) 45°31,34' N, 013°20,90' E    (3) 45°36,97' N, 013°32,83' E  
(2) 45°35,48' N, 013°32,62' E    (4) 45°32,84' N, 013°20,00' E

A traffic lane for north-eastbound traffic is established between the separation zone and a line connecting the following positions:

- (5) 45°29,30 N, 013°22,10' E    (6) 45°34,24' N, 013°32,20' E

A traffic lane for south-westbound traffic is established between the separation zone and a line connecting the following positions:

- (7) 45°34,74' N, 013°18,90' E    (8) 45°38,74' N, 013°32,80' E

#### 7.1.2 DESCRIPTION OF THE TRAFFIC SEPARATION SCHEME APPROACHES TO AND FROM KOPER

A separation zone is bounded by a line connecting the following positions:

- (9) 45°35,24' N, 013°35,00' E    (11) 45°36,44' N, 013°37,50' E  
(10) 45°35,04' N, 013°39,50' E

A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following positions:

- (12) 45°34,24' N, 013°35,00' E    (13) 45°33,94' N, 013°39,40' E

A traffic lane for north-westbound traffic is established between the separation zone as defined above and a separation zone bounded by a line connecting the following positions:

- (14) 45°36,34' N, 013°39,70' E    (16) 45°36,34' N, 013°41,80' E  
(15) 45°35,44' N, 013°41,00' E

#### 7.1.3 PRECAUTIONARY AREA

A precautionary area is established by a line connecting the following positions:

- (6) 45°34,24' N, 013°32,20' E    (11) 45°36,44' N, 013°37,50' E  
(2) 45°35,48' N, 013°32,62' E    (9) 45°35,24' N, 013°35,00' E  
(3) 45°36,97' N, 013°32,83' E    (12) 45°34,24' N, 013°35,00' E  
(8) 45°38,74' N, 013°32,80' E

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<sup>2</sup> Source: IMO - Ships' Routing

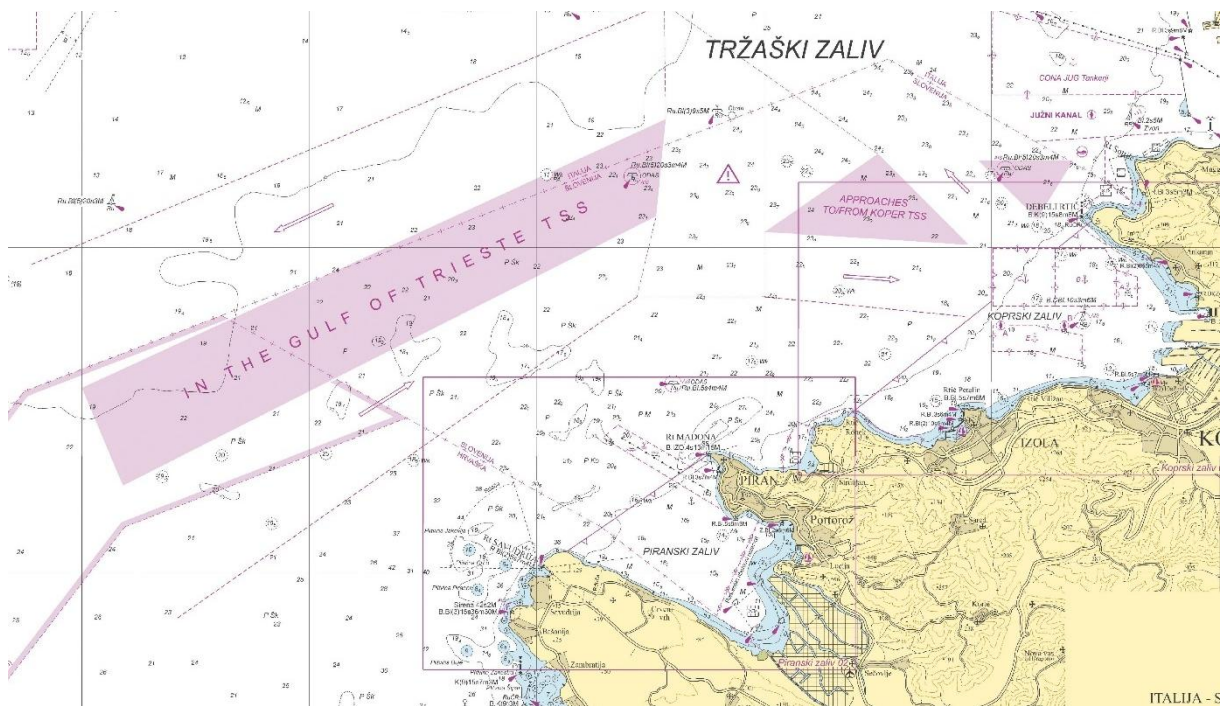


Photo 2: Traffic separation scheme in the Gulf of Trieste

While navigating within the VTS area, vessels shall use the appropriate traffic lane and comply with COLREGs at all times.

Vessels transiting through the VTS area with a destination other than a Slovenian port or anchorage shall not use the inshore traffic zone if she can safely use the appropriate traffic lane, except:

- when a deviation outside of the TSS is required for the safety of navigation, or
- when specifically instructed by Koper VTS.

In compliance with the Maritime Code of the Republic of Slovenia, ships shall not navigate within 300 metres of the coastline, except when proceeding to or from a port.

## 7.2 PORT LIMITS

The port limits of the Port of Koper are defined as inland from the parallel 45°35' N and meridian 013°40' E, as indicated by the dashed red line in Photo 3.

The master of the vessel shall ensure that, when crossing the port limits and during manoeuvring while inbound, the vessel's speed does not exceed 6 knots.

If, due to the manoeuvring characteristics of the vessel or prevailing conditions, it becomes necessary to exceed this speed, the master shall promptly inform Koper VTS prior to or during the manoeuvre.

For outbound vessels the speed restriction is valid until Pilot Station B or up to the first pair of buoys at the entry of the approach channel to the basin the vessel is departing.

THE MASTER OF THE VESSEL SHALL ENSURE THAT, WHEN CROSSING  
THE PORT LIMITS AND DURING MANOEUVRING WHILE INBOUND, THE  
VESSEL'S SPEED DOES NOT EXCEED 6 KNOTS

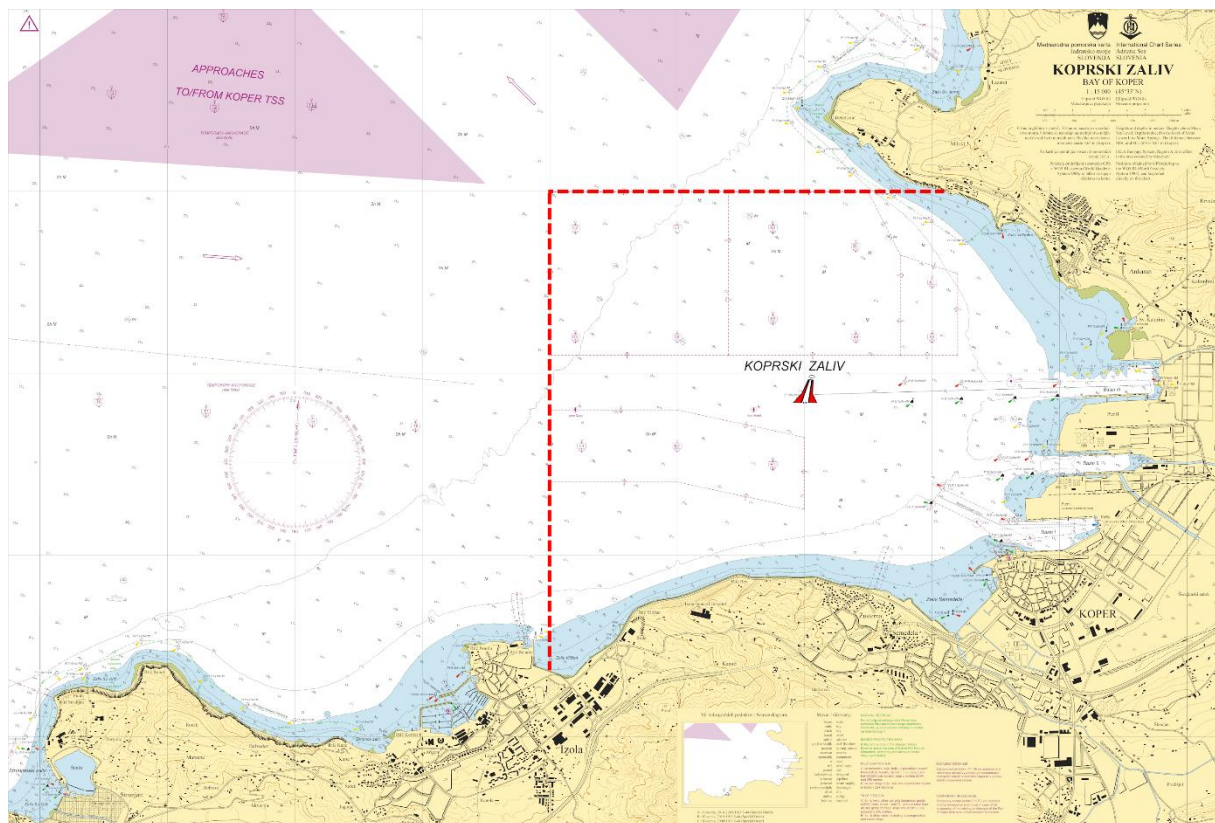


Photo 3: Port limits and fairway buoy - Port of Koper

### 7.2.1 FAIRWAY BUOY

The **Fairway Buoy** is located at **lat. 45°33,875' N and long. 013°42,0'E**, in front of the inbound channel to basin III. The floating buoy is illuminated with one long flash every 10 seconds (**L Fl 10s**) and it is marked with a synthetic AtoN AIS marker with **MMSI 992783000**.

## 7.3 ANCHORAGE AREAS

### 7.3.1 PORT OF KOPER

For the purpose of traffic organization, VTS Koper shall instruct the vessel on the designated anchorage area and specific anchor berth where the vessel shall anchor.

The following anchorage areas are available:

1) **Permanent anchorage areas: A, B, C, and E.**

2) **Temporary anchorage areas: T, located:**

- a) North of the inbound traffic lane leading to the Port of Koper (inside the separation triangle),
- b) South of the inbound traffic lane.

Each anchorage area contains multiple anchor berths with defined radii (swinging circles). Specific operational and safety restrictions apply within each designated area.

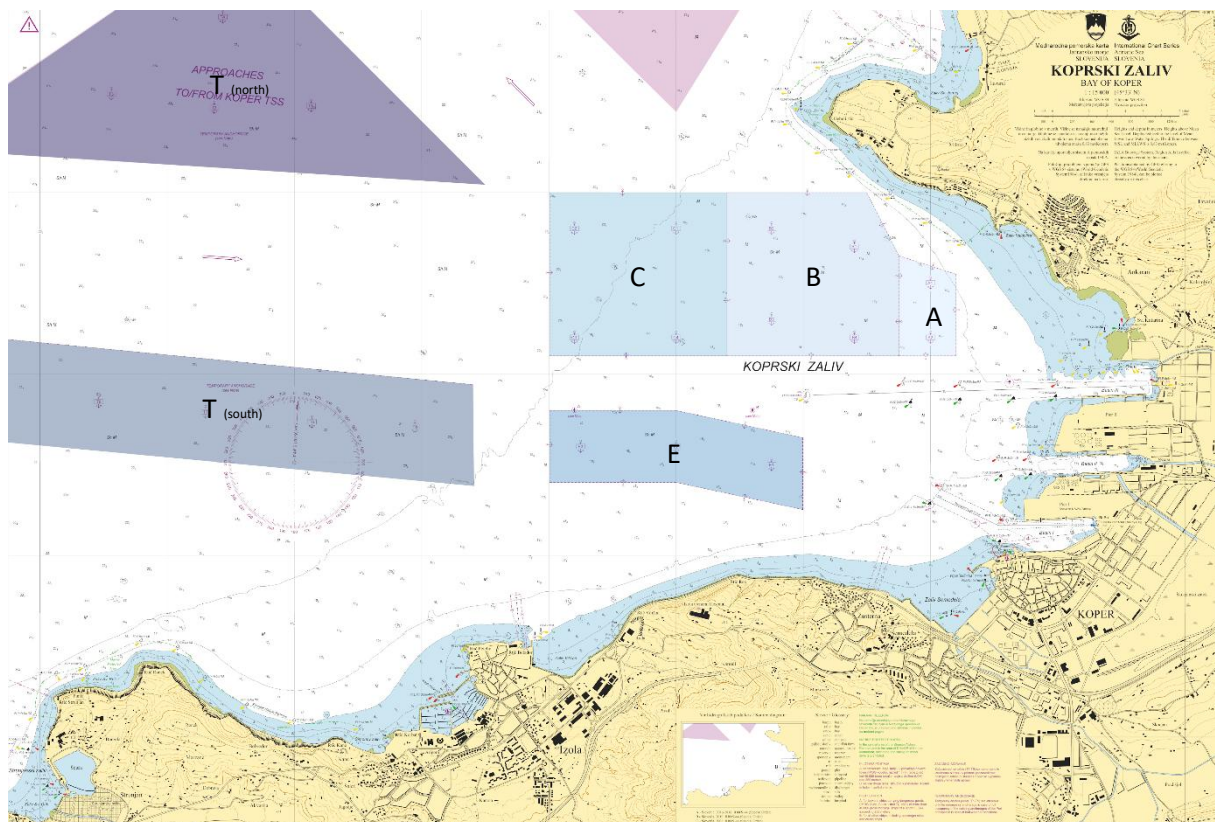


Photo 4: Anchorage areas

#### Area A:

Anchor berth	Position		Radius
	Lat.	Long.	
A1	45°34,47' N	013°43,00' E	230m
A2	45°34,21' N	013°43,00' E	230m

Restrictions:

1. Ships under 100m LOA
2. Drafts under 8m
3. Prohibited for tankers

**Area B:**

Anchor berth	Position		Radius
	Lat.	Long.	
B1	45°34,70' N	013°42,40' E	350m
B2	45°34,80' N	013°41,77' E	450m
B3	45°34,29' N	013°41,77' E	450m
B4	45°34,29' N	013°42,40' E	350m

Restrictions:

1. Ships under 250m LOA
2. Drafts under 15m
3. Prohibited for tankers (except anchor berth B3)

**Area C:**

Anchor berth	Position		Radius
	Lat.	Long.	
C1	45°34,80' N	013°41,00' E	500m
C2	45°34,80' N	013°40,20' E	500m
C3	45°34,25' N	013°40,20' E	500m
C4	45°34,25' N	013°41,00' E	500m

Restrictions:

1. Ships above 250m LOA
2. Drafts under 17,5m
3. Allowed for tankers

**Area E:**

Anchor berth	Position		Radius
	Lat.	Long.	
E1	45°33,50' N	013°41,75' E	350m
E2	45°33,60' N	013°41,00' E	350m
E3	45°33,60' N	013°40,25' E	350m

Restrictions:

1. No size limit
2. Prohibited for tankers

**Area T<sub>(north)</sub>** (temporary anchor berths):

Anchor berth	Position		Radius
	Lat.	Long.	
T1	45°35,47' N	013°38,13' E	500m
T2	45°35,46' N	013°37,37' E	425m
T3	45°35,54' N	013°36,56' E	500m
T4	45°35,96' N	013°37,44' E	500m

Restrictions:

1. No size limit
2. **Area outside Port of Koper anchorage area, vessels may only be directed to this area under exceptional circumstances, such as the temporary unavailability or overcrowding of regular anchorage areas, or in other cases as instructed by the VTS**

**Area T<sub>(south)</sub>** (temporary anchor berths):

Anchor berth	Position		Radius
	Lat.	Long.	
T5	45°33,71' N	013°38,95' E	425m
T6	45°33,74' N	013°38,14' E	500m
T7	45°33,79' N	013°37,30' E	500m
T8	45°33,85' N	013°36,46' E	500m
T9	45°33,90' N	013°35,63' E	500m

Restrictions:

1. No size limit
2. **Area outside Port of Koper anchorage area, vessels may only be directed to this area under exceptional circumstances, such as the temporary unavailability or overcrowding of regular anchorage areas, or in other cases as instructed by the VTS**

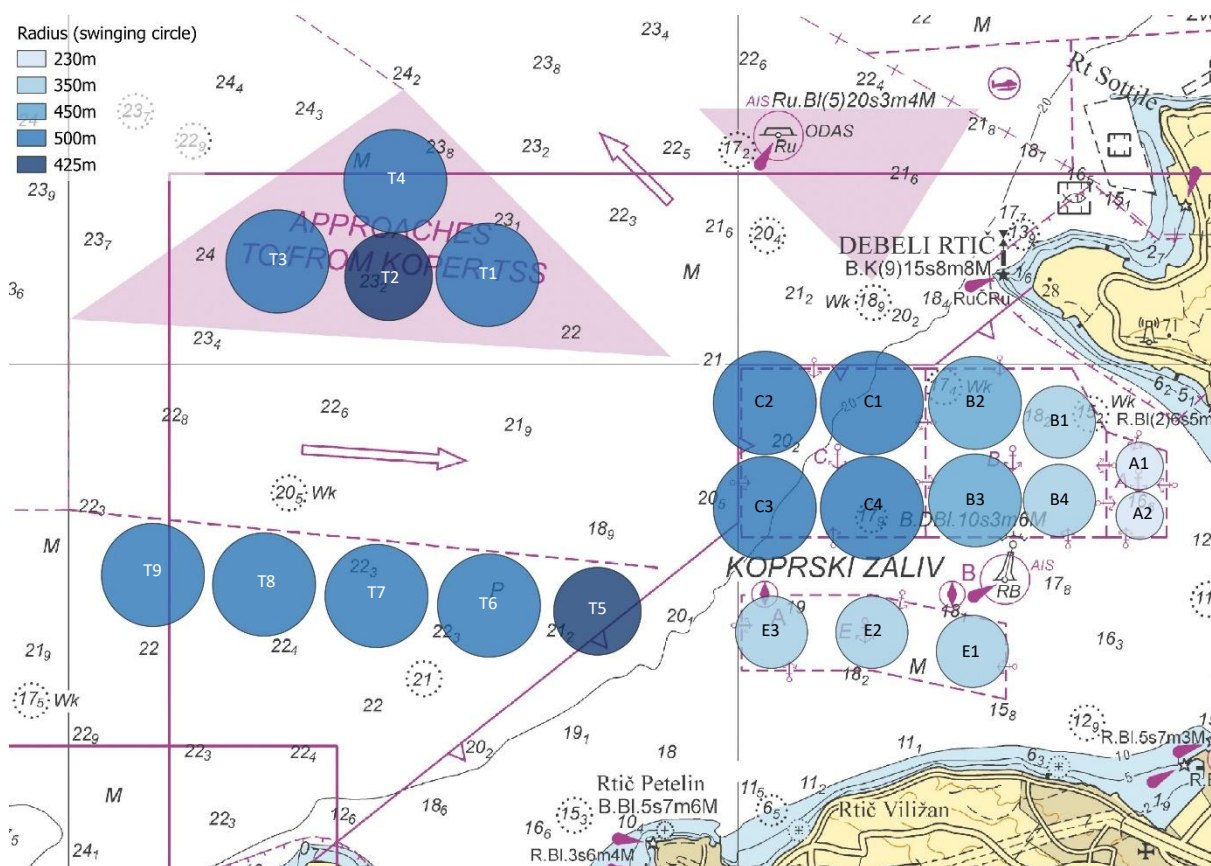


Photo 5: Anchor berths – Port of Koper



**THE MASTER OF THE VESSEL SHALL ENSURE THAT THE VESSEL REMAINS  
WITHIN THE ASSIGNED SWINGING CIRCLE AT ALL TIMES WHILE AT  
ANCHOR**

### 7.3.2 BAY OF PIRAN

In the bay of Piran there are two anchor berths for passenger ships, they are defined as anchor points with a radius (swinging circle):

Anchor berth	Position		Radius
	Lat.	Long.	
P1	45°31,90' N	013°33,10' E	400m
P2	45°31,10' N	013°33,40' E	300m

Restrictions:

1. Intended for the anchoring of passenger ships
2. Vessels shall exercise caution when anchoring, pipelines nearby.

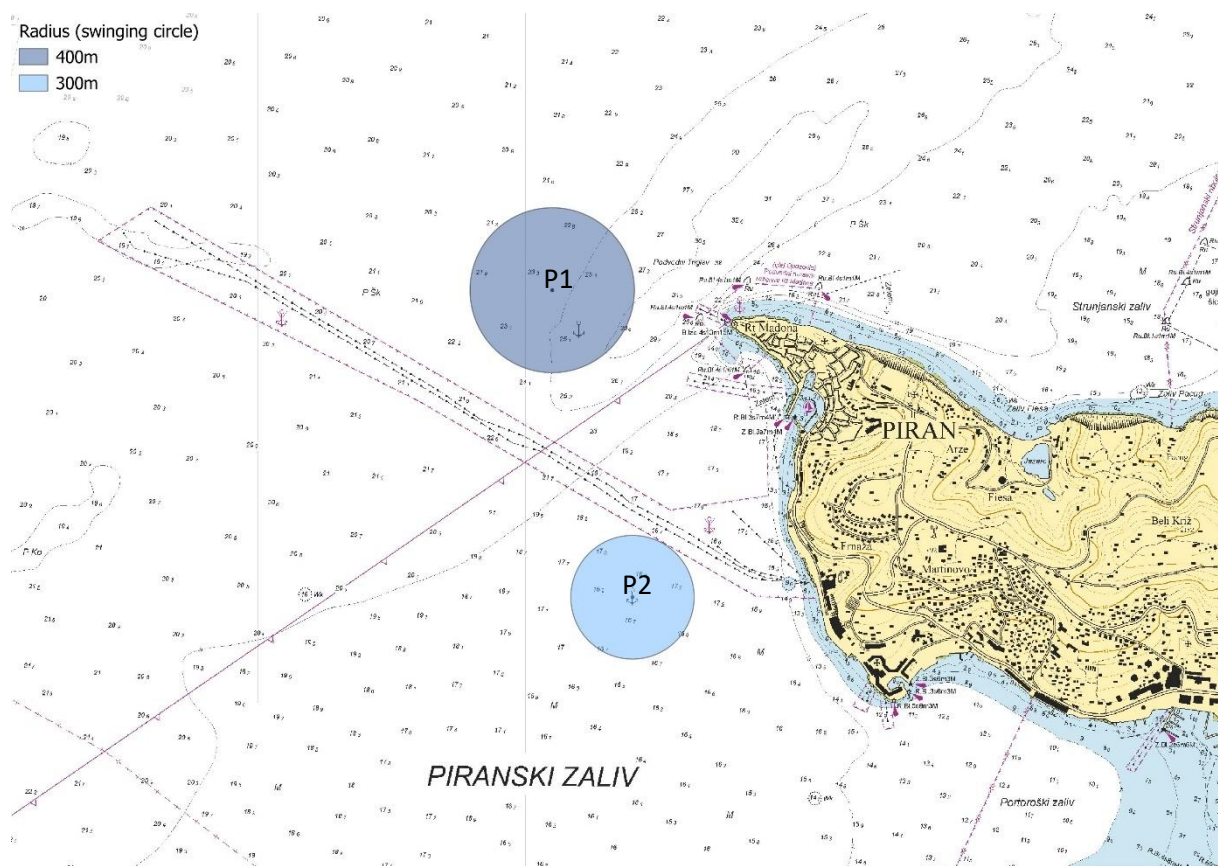


Photo 6: Anchor berths - Piran

## 7.4 PORT OF KOPER

The port has three basins and handles various types of cargoes. Specific restrictions apply for each basin and each quay.

### 7.4.1 BASIN I

The entrance channel to Basin I is marked by two pairs of lateral buoys indicating the channel where a maintained depth of 15.0 m is provided.

Between these two pairs, an additional virtual starboard-hand lateral mark is established, where the channel widens southward towards the second starboard-hand lateral buoy.

Inside the basin, a further virtual starboard-hand lateral mark is established, which may serve as a reference for the recommended track along the centerline of the entrance channel (bearing 115°). This mark is located on the southern limit of the area with maintained depth (15.0 m).

Between berths 6a and 6, a sector light (bearing 090°) is established to assist vessels during manoeuvring.

Maximum allowed draft at the container berths in Basin I is 14.5m; ships with draft above 11.40 m shall remain within the marked channel while entering or exiting the basin.

**Table 1: Berths in Basin I**

Berth	Length	Depth	Cargo	Mooring bollards
1a	120m	From 6,00 to 12,2m	Passengers	From 40 to 100t
1	134m	From 9,70 to 11,40m	Passengers, General cargo, Ro-Ro	From 30 to 40t
2	164m	From 9,80 to 11,40m	Passengers, General cargo, Ro-Ro	From 40 to 100t
3	128m	From 8,90 to 11,40m	Reefer containers, Ro-Ro, General cargo	40t
4	120m	From 9,60 to 10,70m	Reefer containers, Ro-Ro, General cargo	40t
5	163m	From 5,70 to 10,00m	Reefer containers, Ro-Ro, General cargo	60t
6a	Ro-Ro	8,70m	Ro-Ro	100t
6	Ro-Ro	4,00m	Ro-Ro	From 20 to 100t
7	150m	From 10,10 to 11,60m	Containers, Ro-Ro	From 60 to 100t
7a	200m	From 11,10 to 15,10m	Containers	100t
7b	100m	From 14,70 to 15,10m	Containers	100t
7c	146m	From 14,70 to 15,10m	Containers	150t
7d	98m	From 14,80 to 15,10m	Containers	150t, two mooring buoys 200t

*Source: Port Info Book – Luka Koper - Port of Koper*

#### 7.4.2 BASIN II

The approach to basin II is marked with two pairs of lateral buoys. Inside Basin II, there are three virtual AIS AtoN special marks located north of Berth 8A that indicate a depth of 2 meters.

The maximum allowed drafts for the following berths in basin II are:

- PT1: 13.00 m
- TC1: 11.90 m
- TCH: 12.00 m
- SIL: 12.50 m (for tankers)

**Table 2: Berths in Basin II**

Berth	Length	Depth	Cargo	Mooring bollards
TC1	84m	From 12,40 to 13,60m	Methanol, chemicals	100t
TCH	71m	From 12,50 to 13,60m	Berth decommissioned	100t
8a	43m	From 6,10 to 7,40m	Livestock	60t
8	113m	From 4,00 to 8,50m	Phosphates, Fertilizers, Alumina, Soybean, Ro-Ro	60t

9	135m	From 8,90 to 10,00m	Phosphates, Fertilizers, Alumina, Soybean, Ro-Ro	60t
10	273m	From 10,00 to 13,50m	Phosphates, Fertilizers, Alumina, Soybean, Ro-Ro	150t
11	262m	From 6,00 to 13,70m	Bulk and General cargo, Ro-Ro	From 60 to 150t
SIL	183m	From 13,00 to 14,00m	Grain, Jet A-1, Oilseeds, Vegetable oil, Ro-Ro, Chemicals	From 100 to 150t (Jet)
PT1	102m	Od 13,50 to 15,00m	Petroleum products (diesel, gasoline)	100t

Source: Port Info Book – Luka Koper - Port of Koper

### 7.4.3 BASIN III

The entrance channel to basin III is marked with four pairs of lateral buoys. Mariners should note that the third port-hand buoy in this series has been replaced by a virtual AIS AtoN. This substitution creates additional sea room, which may be used for turning maneuvers.

Two leading lights are positioned behind the VNT berth. When aligned on a bearing of 089°, they indicate the recommended track along the centerline of the entrance channel.

Inside Basin III, there are two virtual AIS AtoN special marks located north of VNT berth that indicate a depth of 7 meters.

The maximum allowed draft at the bulk cargoes terminal (TRT) is 16.5 m; this limit may be increased to a maximum of 17.2 m, subject to a formal decision and approval by the Slovenian Maritime Administration.

Table 3: Berths in Basin III

Berth	Length	Depth	Cargo	Mooring bollards
TRT1	201m	From 17,30 to 18,60m	Iron ore, Coal, Petcoke	150t
TRT2	200m	From 17,80 to 18,90m	Iron ore, Coal, Petcoke, Ro-Ro	150t
TRT3	236m	From 17,20 to 18,70m	Iron ore, Coal, Petcoke, Ro-Ro	150t
VNT	Ro-Ro	10,60m	Ro-Ro, General cargo	60t
Ro4	Ro-Ro	9,85m	Ro-Ro, General cargo	100t, Mooring dolphins 150t

Source: Port Info Book – Luka Koper - Port of Koper

## 7.5 INTERNAL WATERS

The internal waters of the Republic of Slovenia comprise the Bay of Koper inwards from a line drawn from cape Debeli rtič to cape Ronek, including all the anchorages of the Port of Koper (except temporary anchorages T), and the Bay of Piran landward of a line drawn from cape Madona towards cape Savudrija, up to the point where it intersects with the maritime border, therefore it follows the maritime border landwards to the mid of S. Odorik stream.

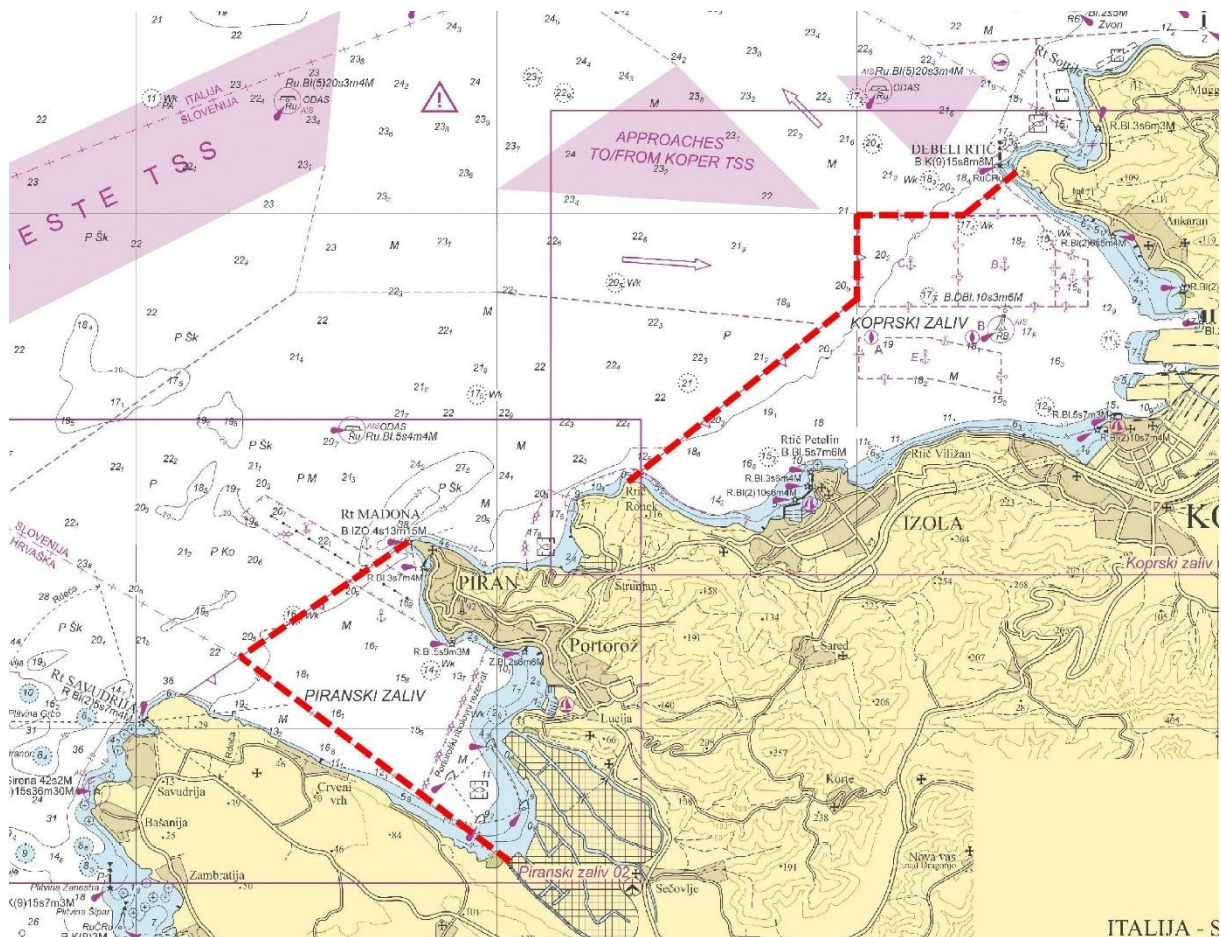


Photo 7: Internal waters

## 7.6 VIRTUAL AND SYNTHETIC AIS ATO N

To enhance navigational safety and situational awareness for vessels, SMA employs both synthetic and virtual AIS AtoN.

Types of AIS AtoN in Use:

- **Synthetic AIS AtoN** are used to supplement existing physical aids. This application includes:
  - Selected buoys under SMA responsibility (e.g., those marking the channel leading to Basin I),
  - Three third-party Oceanographic Data Acquisition System (ODAS) buoys.
- **Virtual AIS AtoN** are used:
  - where deemed appropriate, to replace physical buoys (e.g. marking of shallow water in Basin II),
  - as temporary virtual markers, marking an area or point of interest for mariners, this information will be promulgated via navigational warning messages (via VHF and AIS SRBM).

All permanent virtual and synthetic AtoN are promulgated on official nautical charts. A list of all synthetic and virtual AIS AtoN managed by SMA is provided in Annex II – List of virtual and synthetic AtoN.

All AIS AtoN messages are broadcast from the Izola AIS Base Station (with MMSI: 002780202).

## 7.7 DGPS CORRECTION BROADCAST VIA AIS

SMA broadcasts DGPS corrections via its AIS base station in Izola (MMSI 002780202). These corrections are transmitted using AIS Message 17, enabling the internal DGPS receiver of the shipboard AIS station to achieve enhanced positional accuracy.

## 7.8 PILOTAGE AND PILOT STATIONS

In accordance with "[Regulation on Maritime Pilotage](#)", pilotage is compulsory for all ships above 500GT when entering, leaving, or shifting within the Port of Koper or other areas.

Vessels shall call "**Koper pilots**" or "**Piloti Koper**" on **channel 08** one hour before arrival to the Port of Koper pilot station, before shifting or departure from berth.

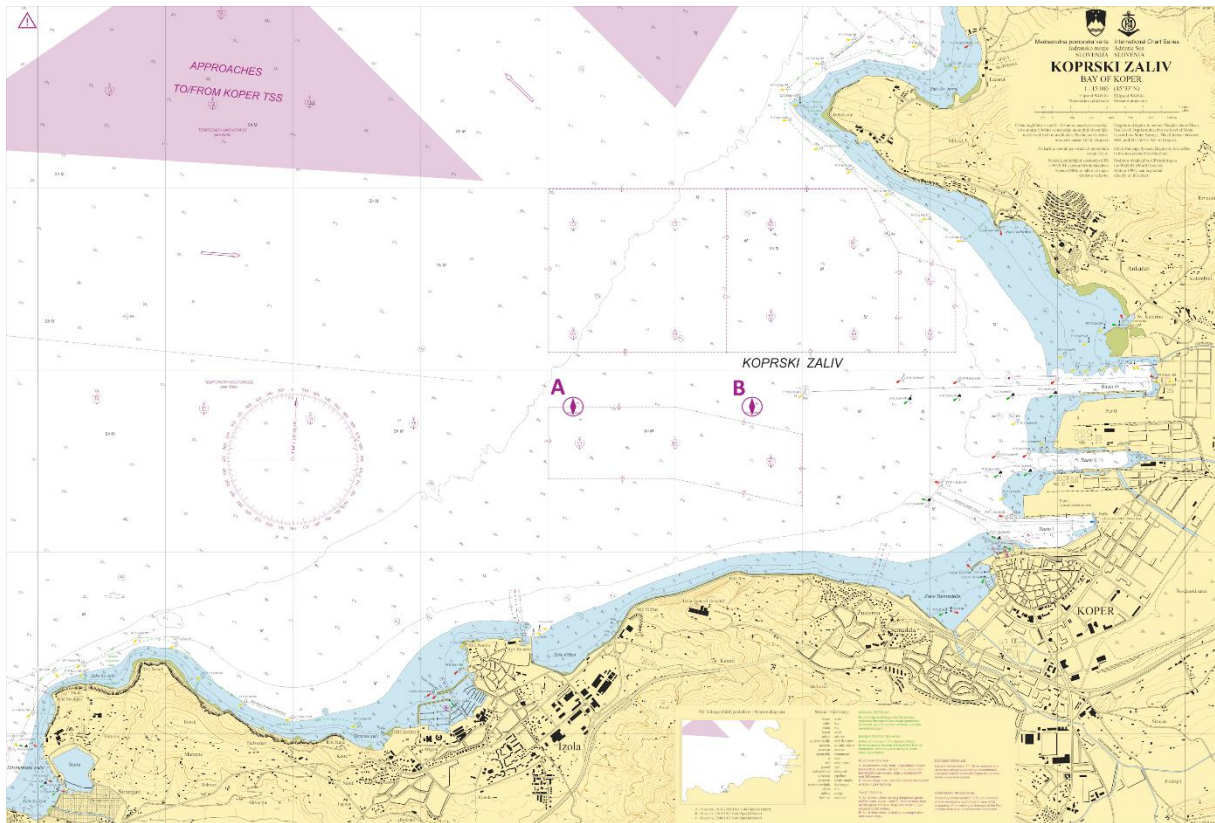


Photo 8: Pilot stations A and B

Two pilot stations are designated, depending on the size/type of ship pilot will board at:

**Station A (45°33,80' N, 013°40.20' E):**

1. For tankers,
2. dangerous goods carriers (IMDG class 1 & 7),
3. ships over 40.000 GT, and
4. ships >250m LOA.

**Station B (45°33.8' N, 013°41.6' E):**

1. For all other ships, including passenger and cruise ships,
2. For the shifting of all vessels from the anchorage to the berth.

**Exemptions from Compulsory Pilotage**

1. Pilotage is not required for ships anchoring at the Port of Koper or other anchorages,
2. Pilotage is not required for administrative vessels and domestic military vessels,
3. Pilotage is not required for vessels of up to 500 GT.

**Special Conditions**

If required for the safety of navigation, VTS may impose compulsory pilotage for certain:

1. Types and sizes of vessels,
2. Cargoes carried,
3. Navigational areas,
4. Weather conditions.

## 7.9 TOWING SERVICE

In the Port of Koper, vessels shall employ harbour tugs in accordance with the [“Regulations on Mandatory Towing of Ships”](#). Towing service is provided by Adria Tow d.o.o. Vessels shall call the towing service “Adria tow” on **channel 08** one hour before arrival at the pilot station or as instructed by the VTS or pilot.

Vessels shall employ the following minimum number of tugs when arriving, shifting between berths, or departing:

### Basins I and III

1. 1.500–8.000 GT: 1 tug
2. 8.000–25.000 GT: 2 tugs
3. 25.000–40.000 GT: 3 tugs
4. >40.000 GT: 4 tugs
5. Special Requirement for Basin III: Vessels with a draught exceeding 16.70 m shall employ five tugs.

*Note: The berthing of vessels with a draught exceeding 16.70 m in Basin III is subject to a formal decision issued by the SMA. This decision will stipulate the specific conditions (number of tugs, etc.) and permissible tidal windows for the manoeuvre.*

### Basin II<sup>3</sup>

1. 500–3.000 GT: 1 tug
2. 3.000–20.000 GT: 2 tugs
3. 20.000–35.000 GT: 3 tugs
4. >35.000 GT: 4 tugs.

The **required tug number may be reduced by the number of the vessel’s transverse thrusters**, except for tankers and vessels carrying dangerous goods.

For the safety of navigation, considering weather, berth position, cargo type/quantity, and other special conditions, VTS Koper may impose different towage conditions. Without prior approval, vessels shall not commence the berthing, shifting, or departure manoeuvre if they do not meet the prescribed tug allocation.

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<sup>3</sup> Applies to tankers at all times. For other vessels, applies only when tankers are berthed in Basin II; otherwise, requirements for Basins I and III apply.

### 8.1 EMERGENCY REPORTING PROCEDURES

**Vessels shall immediately report any emergency situation occurring within the Koper VTS Area of Responsibility** to the Koper VTS on the designated working channels.

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#### 8.1.1 EVENTS REQUIRING IMMEDIATE REPORT

Emergencies include, but are not limited to:

- Collision
- Grounding
- Pollution or threat of pollution
- Fire or explosion
- Man overboard
- Loss of propulsion or steering
- Structural failure or stability issues
- Any other incident endangering the vessel, persons on board, or the marine environment

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#### 8.1.2 REPORTING PROCEDURE

The vessel shall immediately contact Koper VTS on the designated VTS working VHF channel. The report should include, where possible:

- Name and call sign of the vessel
- Position (latitude/longitude or relative to a charted point)
- Nature of the emergency
- Assistance required (if any)
- Persons in danger or injured
- Other relevant information for the safety of navigation and environment

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#### 8.1.3 SEARCH AND RESCUE (SAR) COORDINATION

The Slovenian Maritime Administration (SMA) is the designated competent authority responsible for maritime safety, operating the Maritime Rescue Coordination Centre (MRCC) and Vessel Traffic Service (VTS) to manage daily traffic and SAR incidents.

As VTS and MRCC Koper are co-located (and integrated under the same authority), the exchange of information is immediate. In the event of a distress situation:

1. VTS will immediately notify the MRCC of any anomalous behaviour, potential distress situations, or received distress calls,
2. MRCC assumes the coordination of the SAR effort and utilizes VTS sensors (Radar, AIS, CCTV) to monitor the operation,
3. VTS assists by restricting traffic flow entering the distress area and guiding SAR units to the exact location.

However, for complex emergencies exceeding routine response capabilities—such as major collisions or extensive oil spills—command is transferred to Civil Protection in accordance with the National Contingency Plan. During these operations, the SMA provides nautical expertise and continues to coordinate traffic restrictions and render any assistance required as the maritime operational arm of the Civil Protection intervention.

**All vessels shall monitor the primary distress channels (VHF Ch. 16 and DSC Ch. 70) at all times.**

## 8.2 PLACE OF REFUGE

In accordance with the national Plan on Place of Refuge for Ships in Need of Assistance, **vessels within the VTS area that are in need of assistance may request a place of refuge.**

Such requests (Formal POR Request Form) shall be submitted to the Slovenian Maritime Administration, MRCC Koper, which coordinates with the Civil Protection authorities in line with national legislation, EU Directive 2002/59/EC, and IMO Resolutions A.949(23) and A.950(23).

**The final decision on granting or refusing access to a designated place of refuge rests with the Commander of Civil Protection of the Republic of Slovenia,** following a structured risk assessment and expert analysis.

The VTS will act as a communication and coordination link between the vessel, the competent authorities, and relevant stakeholders. Masters of vessels requiring refuge shall provide all required information promptly, including vessel particulars, cargo details (especially hazardous substances), fuel quantities, number of persons on board, and the nature of the emergency.

**Access to a place of refuge is not automatic and may be subject to specific conditions imposed by the competent authority.**

## 8.3 SUSPENSION OF BERTHING AND UNBERTHING MANOEUVERS IN CASE OF SEVERE WEATHER

In the event of severe weather conditions affecting safe navigation in the Port of Koper, **berthing and unberthing manoeuvres may be temporarily suspended for some or all vessel's.**

The suspension and related instructions will be broadcast by Koper VTS via:

- VHF broadcast, and
- AIS Safety Related Broadcast Messages (SRBM).

The message will specify:

- The extent of the suspension (partial or total),
- any restrictions or conditions for entering, leaving, or remaining in port and
- the expected duration of the suspension, if known.

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### 8.3.1 WEATHER LIMITS FOR BERTHING AND UNBERTHING IN THE PORT OF KOPER

To ensure the safety of navigation and port operations in the Port of Koper, the following limits for the suspension of berthing and unberthing manoeuvres are established.

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#### 8.3.1.1 WIND LIMITATIONS

**Berthing and unberthing manoeuvres shall be suspended** when wind speeds meet or exceed the following thresholds:

**1. Container Terminal (Berths 7 to 7D)**

- Applies to: Vessels with a **draft exceeding 12.0 meters**.
- Suspension Condition: 10-minute average **wind speed exceeds 9.3 m/s**.

**2. Ro-Ro Vessels in Basin II**

- Applies to: Ro-Ro vessels. **Suspension is determined by the presence of berthed tankers.**
- Suspension Conditions:
  - If tankers are berthed **on one side of the basin**: 10-minute average wind speed is **11.0 m/s or more**.
  - If tankers are berthed **on both sides of the basin**: 10-minute average wind speed is **8.0 m/s or more**.

**3. All Other Vessels**

- Applies to: All other vessels, locations and conditions not specified above.
- Suspension Condition: **Wind speed is 17.0 m/s or more**.

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#### 8.3.1.2 VISIBILITY LIMITATIONS

**Berthing and unberthing manoeuvres shall be suspended** when visibility falls below the following thresholds:

**1. General Provisions (Based on LOA)**

- **All Tankers**: Suspension when **visibility is less than three (3) times the vessel's Length Overall (LOA)**.
- **All Other Vessels**: Suspension when **visibility is less than two (2) times the vessel's Length Overall (LOA)**.

**2. Special Provision for Container Vessels**

- Applies to: container vessels with a **draft greater than 12.0 meters** during berthing and unberthing manoeuvres at the Container Terminal (Berths 7 to 7D).
- Suspension Condition: **When visibility is below 1 nautical mile**.

#### 8.4 VTS RESTRICTED OPERATION AND SUSPENSION OF VTS

In the event that Koper VTS is operating in a **restricted capacity** due to operational or technical reasons (e.g., system malfunction, staffing shortage, partial service availability), the information shall be promulgated via:

- **A VHF broadcast and a dedicated AIS SRBM shall be transmitted**, the message will state:
  - That Koper VTS is operating in restricted mode,
  - The services still available (e.g., provision of information only, no navigational assistance, etc.),
  - The expected duration of the restriction, if known.

In case of prolonged restricted operation, a temporary NtM will be issued, stating the services provided.

In case of **suspension of all VTS services**, the same shall be promulgated to mariners via:

- **An AIS SRBM and via VHF broadcast** (immediate notification),
- **Notice to Mariners (NtM)** for official promulgation in case of longer suspension of services.

## 9 WEATHER AND ENVIRONMENTAL INFORMATION

### 9.1 NATIONAL AUTHORITY

Slovenian Environment Agency (in Slovene: Agencija Republike Slovenije za okolje - ARSO) is the body of the Ministry for the Environment which is the national authority for issuing meteorological and hydrological forecasts, warnings, and alerts, which can be found on their web page: <https://meteo.arso.gov.si/met/en/>

### 9.2 WEATHER OUTLOOK FOR THE COASTAL AREA

The weather outlook for the Slovenian Coastal region can be found at: <https://meteo.arso.gov.si/met/en/weather/bulletin/coast/>

**Koper VTS also broadcasts weather information and weather warnings as defined in the chapter 4.2 Broadcast of Maritime Safety Information (MSI) via VHF.**

### 9.3 TIDAL TABLES

Tidal tables for the Bay of Koper can be found on the web page of ARSO at: <https://www.arso.gov.si/vode/morje/>, following one of the top links called “Prognozirano plimovanje morja YYYY”, where YYYY is the current year.

### 9.4 WEATHER DATA BROADCAST VIA AIS ASM

Weather data from the weather station in front of Pier II of the Port of Koper (N of the channel leading into Basin II) is broadcast via AIS ASM with MMSI 992786100. The station broadcasts the following data: wind direction and wind speed, air temperature, relative humidity, air pressure, visibility, significant wave height, and tide.

**Small craft and fishing vessels operating within the VTS Area shall navigate with caution and comply with all applicable national and international regulations.** They are encouraged to maintain a continuous listening watch on the designated VHF channels and to follow instructions or advice issued by the VTS. **When navigating in approach channels and fairways, priority shall be given to commercial traffic, and fishing operations such as trawling, net laying, or other activities shall not be conducted in restricted or prohibited areas, including fairways and anchorages.**

In accordance with the Maritime Code of the Republic of Slovenia, boats (vessels under 24m in length) shall not approach closer than 200 metres to the coastline, except when entering or leaving a port or marina. Small crafts shall proceed at a safe speed appropriate to the prevailing conditions and avoid causing excessive wash ashore. All vessels shall display the required lights and shapes in accordance with COLREGs.

**VTS may request information regarding the intentions, position, or operations of small craft and fishing vessels if necessary for traffic organization.** Operators of such vessels are expected to promptly report any hazardous situations, pollution, or obstructions to navigation.

**In accordance with Rule 10 of COLREGS:**

- 1) **A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.**
- 2) **A vessel of less than 20m in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.**

### 11.1 ISPS CODE COMPLIANCE

Internal order, the movement and loitering of individuals, as well as vehicle and vessel traffic in all areas under the administration of Luka Koper are regulated by the Rules on Internal Order at Luka Koper. Security at the Port of Koper is provided by Luka Koper specialist services and the state authorities of the Republic of Slovenia.

The Port of Koper is fully compliant with the International Ship and Port Facility Security (ISPS) Code in accordance with SOLAS Chapter XI-2 and the regulations of the Republic of Slovenia.

**All vessels calling at the Port of Koper shall:**

- Ensure that a Ship Security Officer (SSO) is designated and, if required available for communication with the Port Facility Security Officer (PFSO).
- Maintain a valid International Ship Security Certificate (ISSC).
- Comply with the security level in force and any instructions issued by the Port of Koper PFSO.
- Report any security concerns or suspicious activities to the PFSO without delay.

A security system is established for the Port of Koper (port zone) and other areas under the administration of Luka Koper. This system encompasses:

- access control,
- video surveillance,
- intrusion prevention systems, and
- fire protection systems.

The security systems are installed and used in compliance with statutory provisions valid in the Republic of Slovenia.

### 11.2 CONTACT INFORMATION FOR REPORTING SECURITY THREATS

The Port of Koper appointed the Port Facility Security Officer responsible for the implementation of security measures at the Port of Koper.

**Contact information:**

Telephone: +386 (0)5 66 56 786 (08:00 – 16:00)

+386 (0)5 66 56 950 (24 hours)

Fax: +386 (0)5 63 95 011

E-mail: [dimitrij.lokovsek@luka-kp-.si](mailto:dimitrij.lokovsek@luka-kp-.si) and [VNC@luka-kp.si](mailto:VNC@luka-kp.si)

<b>ACPDR</b>	Administration for Civil Protection and Disaster Relief
<b>AIS</b>	Automatic Identification System
<b>ARSO</b>	Agencija Republike Slovenije za okolje (Slovenian Environment Agency)
<b>ASM</b>	Application Specific Message
<b>AtoN</b>	Aid to Navigation
<b>COLREGs</b>	Convention on the International Regulations for Preventing Collisions at Sea
<b>GMDSS</b>	Global Maritime Distress and Safety System
<b>GT</b>	Gross Tonnage
<b>IALA</b>	International Association of Marine Aids to Navigation and Lighthouse Authorities
<b>IAMSAR</b>	International Aeronautical and Maritime Search and Rescue Manual
<b>IMDG</b>	International Maritime Dangerous Goods Code
<b>IMO</b>	International Maritime Organization
<b>IMSBC</b>	International Maritime Solid Bulk Cargoes Code
<b>ISSC</b>	International Ship Security Certificate
<b>ISPS</b>	International Port Facility Security Code
<b>LOA</b>	Length Over All
<b>MARPOL</b>	International Convention for the Prevention of Pollution from Ships
<b>MLC</b>	Maritime Labour Convention
<b>MSI</b>	Maritime Safety Information
<b>MRCC</b>	Maritime Rescue Coordination Centre
<b>NtM</b>	Notice to Mariners
<b>ODAS</b>	Oceanographic Data Acquisition System
<b>PFSO</b>	Port Facility Security Officer
<b>ReCO</b>	Regijski center za obveščanje (Regional Information Centre)
<b>SAR</b>	Search and Rescue
<b>SMA</b>	Slovenian Maritime Administration (Slovene: <b>URSP</b> )
<b>SOLAS</b>	International Convention for the Safety of Life at Sea
<b>SRBM</b>	Safety Related Broadcast Message
<b>SSO</b>	Ship Security Officer
<b>STCW</b>	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
<b>SVOM</b>	Služba varstva obalnega morja

<b>URSP</b>	Uprava Republike Slovenije za pomorstvo (English: <b>SMA</b> )
<b>VHF</b>	Very High Frequency
<b>VTMIS</b>	Vessel Traffic Monitoring and Information Systems
<b>VTS</b>	Vessel Traffic Service

## 13 ANNEXES

### 13.1 ANNEX I – WIND FREQUENCY AND VISIBILITY FOR SELECTED STATIONS (YEAR 2024)

#### 13.1.1 DEBELI RTIČ (ON W CARDINAL MARK)

1s average wind:

Deb WS	01.01.2024 - 31.12.2024								
1s m/s deg	N-NE	NE-E	E-SE	SE-S	S-SW	SW-W	W-NW	NW-N	Total
	0-44	45-89	90-135	135-179	180-224	225-260	270-314	315-359	
0-1.5	1,96	2,56	3,17	3,07	1,24	0,94	1,95	1,65	16,54
1.5-4.0	3,15	6,06	9,92	18,40	1,47	2,26	6,52	3,00	50,78
4-8.	1,80	7,09	3,97	4,71	1,78	2,27	2,85	0,61	25,06
8-12.	0,54	3,05	0,36	1,05	0,83	0,17	0,09	0,10	6,20
12-20.	0,11	0,69	0,04	0,35	0,18	0,01	0,01	0,03	1,41
20-30.	0,00	0,00	0,00	0,01	0,00	0,00	0,00	0,00	0,01
>30	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Total</b>	<b>7,55</b>	<b>19,45</b>	<b>17,46</b>	<b>27,58</b>	<b>5,50</b>	<b>5,65</b>	<b>11,42</b>	<b>5,39</b>	<b>100,00</b>

1min average wind:

Deb WS	01.01.2024 - 31.12.2024								
60s m/s deg	N-NE	NE-E	E-SE	SE-S	S-SW	SW-W	W-NW	NW-N	Total
	0-44	45-89	90-135	135-179	180-224	225-260	270-314	315-359	
0-1.5	1,94	2,57	3,23	3,01	1,21	0,96	1,89	1,68	16,49
1.5-4.0	3,08	6,17	10,41	18,25	1,42	2,30	6,43	3,10	51,18
4-8.	1,77	7,76	3,67	4,35	1,79	2,33	2,73	0,61	25,02
8-12.	0,50	3,20	0,16	1,09	0,82	0,16	0,08	0,10	6,11
12-20.	0,07	0,57	0,00	0,35	0,16	0,01	0,01	0,03	1,19
20-30.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
>30	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Total</b>	<b>7,36</b>	<b>20,27</b>	<b>17,48</b>	<b>27,06</b>	<b>5,41</b>	<b>5,76</b>	<b>11,15</b>	<b>5,52</b>	<b>100,00</b>

10min average wind:

Deb WS	01.01.2024 - 31.12.2024								
600s m/s deg	N-NE	NE-E	E-SE	SE-S	S-SW	SW-W	W-NW	NW-N	Total
	0-44	45-89	90-135	135-179	180-224	225-260	270-314	315-359	
0-1.5	1,80	2,60	3,49	3,07	1,14	1,03	1,89	1,66	16,68
1.5-4.0	2,95	6,31	10,37	18,78	1,29	2,30	6,50	3,11	51,61
4-8.	1,68	8,18	3,26	4,18	1,80	2,34	2,68	0,57	24,69
8-12.	0,41	3,23	0,10	1,12	0,83	0,15	0,07	0,10	6,01
12-20.	0,05	0,46	0,00	0,34	0,13	0,00	0,01	0,02	1,01
20-30.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
>30	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Total</b>	<b>6,90</b>	<b>20,77</b>	<b>17,23</b>	<b>27,49</b>	<b>5,18</b>	<b>5,81</b>	<b>11,15</b>	<b>5,47</b>	<b>100,00</b>

### 13.1.2 PORT OF KOPER (IN FRONT OF II. PIER)

#### 1s average wind:

II Pom. WS		01.01.2024 - 31.12.2024								
1s m/s deg	N-NE	NE-E	E-SE	SE-S	S-SW	SW-W	W-NW	NW-N	Total	
	0-44	45-89	90-135	135-179	180-224	225-260	270-314	315-359		
0-1.5	1,34	3,79	5,85	1,90	0,94	1,33	1,71	1,37	18,24	
1.5-4.0	1,76	12,66	26,61	2,84	1,06	2,65	8,91	2,43	58,90	
4-8.	1,22	7,64	3,03	1,59	1,31	1,84	3,24	0,72	20,61	
8-12.	0,16	1,15	0,24	0,22	0,14	0,06	0,04	0,05	2,06	
12-20.	0,01	0,12	0,02	0,01	0,01	0,01	0,00	0,01	0,19	
20-30.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
>30	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
<b>Total</b>	<b>4,49</b>	<b>25,36</b>	<b>35,76</b>	<b>6,56</b>	<b>3,46</b>	<b>5,89</b>	<b>13,90</b>	<b>4,58</b>	<b>100,00</b>	

#### 1min average wind:

II Pom. WS		01.01.2024 - 31.12.2024								
60s m/s deg	N-NE	NE-E	E-SE	SE-S	S-SW	SW-W	W-NW	NW-N	Total	
	0-44	45-89	90-135	135-179	180-224	225-260	270-314	315-359		
0-1.5	1,36	3,73	6,05	1,80	0,97	1,35	1,71	1,42	18,39	
1.5-4.0	1,63	12,66	27,47	2,54	1,02	2,69	8,98	2,44	59,44	
4-8.	1,11	8,70	2,21	1,65	1,32	1,84	3,01	0,71	20,55	
8-12.	0,10	0,96	0,11	0,14	0,11	0,05	0,03	0,05	1,55	
12-20.	0,00	0,04	0,00	0,00	0,01	0,00	0,00	0,01	0,07	
20-30.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
>30	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
<b>Total</b>	<b>4,20</b>	<b>26,09</b>	<b>35,85</b>	<b>6,14</b>	<b>3,43</b>	<b>5,94</b>	<b>13,73</b>	<b>4,62</b>	<b>100,00</b>	

#### 10min average wind:

II Pom. WS		01.01.2024 - 31.12.2024								
600s m/s deg	N-NE	NE-E	E-SE	SE-S	S-SW	SW-W	W-NW	NW-N	Total	
	0-44	45-89	90-135	135-179	180-224	225-260	270-314	315-359		
0-1.5	1,32	3,72	6,24	1,71	0,93	1,34	1,73	1,38	18,36	
1.5-4.0	1,50	12,11	28,85	2,19	0,94	2,63	9,28	2,35	59,84	
4-8.	1,00	9,36	1,80	1,74	1,36	1,81	2,92	0,66	20,65	
8-12.	0,06	0,74	0,06	0,07	0,07	0,04	0,02	0,05	1,13	
12-20.	0,00	0,01	0,00	0,00	0,01	0,00	0,00	0,00	0,03	
20-30.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
>30	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
<b>Total</b>	<b>3,89</b>	<b>25,94</b>	<b>36,96</b>	<b>5,70</b>	<b>3,31</b>	<b>5,82</b>	<b>13,95</b>	<b>4,43</b>	<b>100,00</b>	

### 13.1.3 SMA (KOPALIŠKO NABREŽJE 9, 6000 KOPER)

#### Visibility

SMA-Vis	0-100m	100-250m	250-500m	500-1000m	1-5km	5-10km	10-20km	>20km	Total
Percents	0,001	0,159	0,201	0,152	1,496	3,364	6,628	87,999	100,00
Hours	0,050	13,956	17,611	13,341	131,054	294,671	580,620	7708,698	8760,00

### 13.2 ANNEX II – LIST OF VIRTUAL AND SYNTHETIC ATON

List of virtual and synthetic AtoN managed by SMA with assigned MMSI numbers.

MMSI	Name	Type	Lat.	Long.
992783000	FAIRWAY BUOY	Floating: Safe Water (synthetic)	45°33,8750' N	013°42,0000' E
992783001	DW CH 1	Floating: Starboard hand Mark (synthetic)	45°33,2830' N	013°42,9890' E
992783002	DW CH 2	Floating: Port hand Mark (synthetic)	45°33,3750' N	013°43,0933' E
992783005	DW CH 5	Floating: Starboard hand Mark (synthetic)	45°33,0690' N	013°43,5360' E
992783006	DW CH 6	Floating: Port hand Mark (synthetic)	45°33,1890' N	013°43,6130' E
992783011	SECTOR LIGHT	Fixed: Light, with sectors (synthetic)	45°33,1660' N	013°44,3190' E
992783012	LASER RANGING	Reference point (synthetic)	45°33,0440' N	013°43,6900' E
992783030	LEADING LIGHT	Fixed: Leading Light Front (synthetic)	45°33,9359' N	013°44,8170' E
992783100	ODAS VIDA	Floating: Special Mark (synthetic)	45°32,9280' N	013°33,0318' E
992783101	ODAS ZORA	Floating: Special Mark (synthetic)	45°36,1930' N	013°40,2800' E
992783102	ODAS ZARJA	Floating: Special Mark (synthetic)	45°36,0940' N	013°32,1160' E
992786003	DW CH 3	Floating: Starboard hand Mark (virtual)	45°33,1769' N	013°43,3520' E
992786007	DW CH TO PORT	Floating: Preferred Channel Starboard hand (virtual)	45°33,0900' N	013°43,7680' E
992786211	WATER DEPTH 2M	Floating: Special Mark (virtual)	45°33,5310' N	013°44,6250' E
992786212	WATER DEPTH 2M	Floating: Special Mark (virtual)	45°33,5260' N	013°44,6520' E
992786213	WATER DEPTH 2M	Floating: Special Mark (virtual)	45°33,5210' N	013°44,6790' E
992786306	DW 3CH 12	Floating: Port hand Mark (virtual)	45°33,9450' N	013°43,6200' E
992786501	WATER DEPTH 7M	Floating: Special Mark (virtual)	45°33,9803' N	013°44,7537' E
992786502	WATER DEPTH 7M	Floating: Special Mark (virtual)	45°33,9977' N	013°44,7763' E