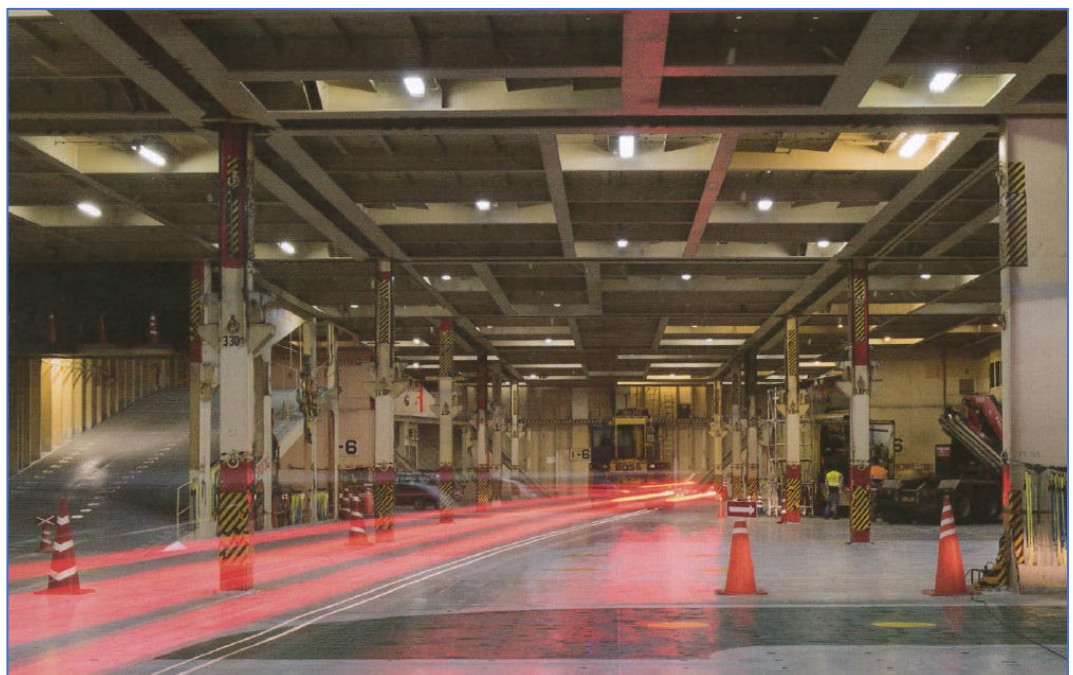


FINAL REPORT FOR SERIOUS CASUALTY ON RO-RO VESSEL SEA PATRIS

Personal Injury during vehicles transshipment

Port of Koper, berth RO4

06. 03. 2024



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REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO

SLUŽBA ZA PREISKOVANJE LETALSKIH,
POMORSKIH IN ŽELEZNIŠKIH NESREČ IN
INCIDENTOV

Tržaška cesta 19, 1000 Ljubljana

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MINISTRY OF INFRASTRUCTURE

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FINAL REPORT FOR SERIOUS CASUALTY ON RO-RO VESSEL SEA PATRIS

**Personal Injury during vehicles transhipment
Port of Koper, berth RO4
06. 03. 2024**

Capt. Vladimir Vladović

Marine Accident and Incident Investigator

MINISTRSTVO ZA INFRASTRUKTURO

Air, Marine and Railway Accident and Incident Investigation
Unit

Izola, 24. 05. 2024

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Extract from the Maritime Code of the Republic of Slovenia (Official Journal of the Republic of Slovenia, No. 62/16 - Official Consolidated Text, 41/17, 21/18 - ZNOrg, 31/18 - ZPVZRZECEP, 18/21, 21/21 - Amended and 76/23)

Chapter XI - INVESTIGATION OF MARITIME ACCIDENTS

Article 200a

The purpose of investigation of maritime accidents under this Act is not to establish the responsibility or fault, but to determine the causes of accidents and to prevent similar accidents.

Article 200e

Data obtained by an investigator during the investigation of a maritime accident shall be confidential and not publicly available. These data may be publicly available only if there is prevailing public interest arising from the investigator's final report on a maritime accident.

Article 200g

The investigation of a maritime accident shall be independent from investigations of criminal acts or other parallel investigations the object of which is the identification of responsibility and determination of fault. These investigations shall not unduly inhibit, interrupt or defer the investigation of maritime accidents.

Information:

The Marine Accident and Incident Investigation Reports are published on the website of the Ministry of Infrastructure at the following address:

<https://www.gov.si/drzavni-organi/ministrstva/ministrstvo-za-infrastrukturo/o-ministrstvu/sluzbe-za-preiskovanje-letalskih-pomorskih-in-zelezniskih-nesrec-in-incidentov/preiskovanje-pomorskih-nesrec-in-incidentov/>

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All times mentioned in this report are local (UTC+2h) unless otherwise stated.

The provisions of the international conventions referred to in this report must be interpreted and understood in the light of the full text of those conventions, including any annexes.

In no event shall the Safety Recommendations create a presumption of liability or fault.

This report is published in identical Slovenian and English versions. In case of any disputes or disagreements, the Slovenian version of this report shall apply.

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MEANING OF TERMS

Pojem / Abbr	Opis / Description
CNP	- <i>Traffic Control Center (SMA)</i>
GT	- <i>Gross Tonnage</i>
kt, kts	- <i>knot, knots</i>
kW	- <i>Kilowatt</i>
LOA	- <i>Lenght Over All</i>
LPP	- <i>Lenght Between Perpendiculars</i>
LT	- <i>Local Time</i>
m	- <i>meter</i>
MBL	- <i>Minimum Breaking Load</i>
MMSI	- <i>Maritime mobile service identity</i>
OOW	- <i>Officer Of the Watch</i>
T	- <i>Tonne (metric tone)</i>
TRT	- <i>Port of Koper Bulk cargo terminal</i>
URSP	- <i>Slovenian Maritime Administration</i>
UTC	- <i>Universal Time Co-ordinated</i>
VHF	- <i>Very High Frequency (Radio)</i>
VNC	- <i>Port Security Center</i>
VNT	- <i>Port of Koper Multi-purpose terminal</i>
VTS	- <i>Vessel Traffic Services</i>
VZD	- <i>Health protection at work</i>
VZE	- <i>Health protection and ecology</i>
ZPP	- <i>External Contractual Partner</i>



Figure 1: RO-RO SEA PATRIS, (source: <https://link.springer.com/>)

SUMMARY

The vessel SEA PATRIS arrived at the anchorage of the Port of Koper on 5 March 2024 and was moored in Basin III at berth RO4 of the car terminal on 06 March 2024.

Immediately after berthing, the ship started loading vehicles from shore into the ship's holds. After the loading was completed, the ship continued with unloading operations. During the unloading of vehicles from hold 3, on the car ramp between decks 3 and 4, while reversing up the ramp, one of the vehicles collided with another vehicle, which had been moved off the ramp due to an engine failure. The vehicle struck one of the drivers who had previously moved the inoperative vehicle.

The unloading was immediately suspended and the port dispatcher on duty called the Port of Koper Port Security Centre, which then informed the other stakeholders involved, who were also on the scene shortly afterwards. The injured person, who sustained minor knee and ankle injuries, was treated on the spot. Statements were made by the participants and eyewitnesses. The participants underwent a breathalyser test. The injured person was referred for examination to the emergency centre of Izola General Hospital.

The unloading of vehicles continued after the incident. The ship completed its commercial vehicle transshipment operations the following day and then departed from the port of Koper.

Although the injured person suffered minor injuries, due to his inability to work and absence from work for more than 72 hours, the investigator decided to open an investigation. The investigation process involved the collection of ship's documents, records, pictures and statements of the incident, as well as documentation from the Port of Koper and relevant documentation from the external contractual partner, employer of the injured person. During the procedure, interviews were also conducted with representatives of the Port of Koper and of the car terminal and RO-RO service provider, EPADA, as an external business partner.

On the basis of the findings, the investigating authority made two safety recommendations.

CHAPTER 1 - FACTUAL INFORMATION

1.1. SHIP'S INFORMATION

PODATKI O LADJI	
Name of ship	SEA PATRIS
Type of ship	RO-RO
Owner	SEA PATRIS SHIPPING S.A.
Operator	MEDITERRANEAN CAR-CARRIER LINE S.A. (MCCL)
Year of construction	1985
Classification Society	NKKK
Flag	PANAMA
Port of entry	PANAMA
IMO number	8415794
MMSI number	351732000
Call sign	3FWI7
Length	176,72
Width	29,20
Maximum draft	9,016
Gross tonnage (GT)	36.201
Net tonnage (NT)	10.860
Displacement (D)	24.483
Deadweight (DWT)	13.895
Engine	KAWASAKI MAN, B&W, 6 L 60 MC
Engine power	12480 PS 111 RPM
Thrusters	BT 1 x 1000 HP
Propeller	Single, Right handed Fixed Pitch / D 5700 mm
VOYAGE INFORMATION	
Previous port	Barcelona, Spain
Port of arrival	Koper
Type of voyage	International
Cargo	Vehicles
Number of crew	25
CASUALTY INFORMATION	
Date and Time	06. 03. 2024 at 21:48 LT
Type of accident or incident	Personal Injury /work accident
Location of the event	Port of Koper, Berth RO4
Part of ship	Hold 3, deck 4
Human injuries / casualties	1
Damage / Environmental impact	-/-

Ship's operation	Unloading vehicles
Travel segment	Alongside
Weather and effects	-/-
Draft at time of accident	8,70 / 8,70

In accordance with the provisions of Article 2(2)(1) of the Regulation on the investigation of marine casualties (Official Journal of the Republic of Slovenia No 67/11), a marine casualty is any occurrence on board or in connection with a ship where:

- a person dies or suffers serious injury in connection with the operation of the ship:
- a person falls from the ship due to the operation of the ship,
- the ship is lost, presumed lost, or abandoned,
- the ship is damaged,
- the boat runs aground, unless she runs aground for a short period of time on purpose and is not damaged as a result,
- the ship is unseaworthy,
- the ship collides,
- property damage caused by the operation of the ship, or
- the environment is polluted as a result of damage to the ship or the operation of the ship.

In accordance with Chapter 2, point 2.18 Res. MSC.255 (84) of the Annex of Casualty Investigation Code "Serious injury" means an injury sustained by a person resulting in incapacitation that renders the person unable to function normally for more than 72 hours commencing within seven days from the day on which the injury was sustained. For this reason, the investigating authority has decided to carry out an investigation into a marine casualty - a shipboard working accident that has occurred in connection with a ship or ship operations.

1.2. DESCRIPTION OF THE EVENT

On 06 March 2024 at 16:10, the ship was moored at berth RO4 in Basin III of the Port of Koper, where she was carrying out commercial operations of loading and unloading motor vehicles.

- 18:00 the loading of vehicles onto the ship started,,
- 21:00 loading of vehicles completed, unloading of vehicles from the ship commenced,
- 21:36 (ship's information) - unloading of vehicles from hold No 3, namely the movement of vehicles from deck No 3 to deck No 4 via the ramp connecting the two decks. Vehicle 'A' (Opel Corsa VIN No VXXKUPHNEKR4027021), which was moving up the ramp, struck another vehicle 'B' (Opel Corsa VIN No VXXKUPMHDR4026971), which was at the top of the ramp and was currently in idle state due to engine problem and not moving. One of the drivers, who was present near the stationary vehicle, was injured. The unloading process was immediately interrupted.
- 21:48 the Port Security Centre (VNC) was informed by the duty foreman of the unloading contractors. The Professional Firefighting Unit (PGE), a representative of the external contractual partner EPADA d.o.o., where the injured driver was employed, the Occupational Health and Safety Officer from the Health protection and ecology department, and the Duty Officer of the Maritime Administration of the Republic of Slovenia (MPA) were immediately informed of the incident.
- 21:55 After the arrival of the medical unit of the Port Fire Brigade, the injured driver was interviewed and complained of pain in the knee and ankle of his right leg. Due to the swelling, dry ice was applied and a visit to the doctor was recommended. The participants were interviewed and gave written statements about the incident. A breathalyser test was carried out with the drivers (participants in the incident) and the signaller of the group of drivers.
- After the incident, the injured driver was taken to the Emergency Department of Izola General Hospital.
- 22:23 Unloading of vehicles continues; the ship completes its commercial operations and departed from the Port of Koper the following day 07.03.2024.

1.3. IMPLICATIONS

1.3.1. Personal injury

On immediate examination at the scene, the right knee was found to be swollen and painful and the ankle of the right leg painful. After the examination by a doctor at the Izola General Hospital Urgent Care Centre, the following was found:

- Status: right ankle and knee without major contusion marks or swelling.
- X-ray of the right knee: no reliable signs of fresh skeletal injury.
- X-ray of right ankle: no visible fresh signs of fresh skeletal injury.
- Diagnosis: Knee contusion / *Contusio genus et regi ATC dex.*
- Care: rest advised, local cooling, analgesic if necessary. Follow-up in 5-7 days.

1.3.2. Cargo damages

- Vehicle "A" Opel Corsa VIN No VVKUPHNEKR4027021: rear bumper dented, right rear bumper dented.
- Vehicle 'B' Opel Corsa VIN No VVKUPMHDR4026971: dents on left front bumper, headlamp (left side) scratched, front bumper (bottom) smashed, front bumper scratched.



Figure 2: Damages on vehicles I (source: Sea Patris)



Figure 3: Damages on vehicles II (source: VNC Luka Koper)

1.4. LUKA KOPER – Car Terminal and RO-RO, Health and Safety

1.4.1. Car Terminal and RO-RO

The car terminal and RO-RO is one of the most modern and largest car terminals in the Mediterranean. The terminal handles vehicles from more than 20 manufacturers worldwide. European vehicles are exported and mainly Japanese, South Korean and Turkish cars are imported. In addition to passenger cars, the terminal also handles trucks and other specialized vehicles. The storage areas are asphalted, fenced and illuminated, and there are around 44,000 parking spaces for car storage. (Figure 4).

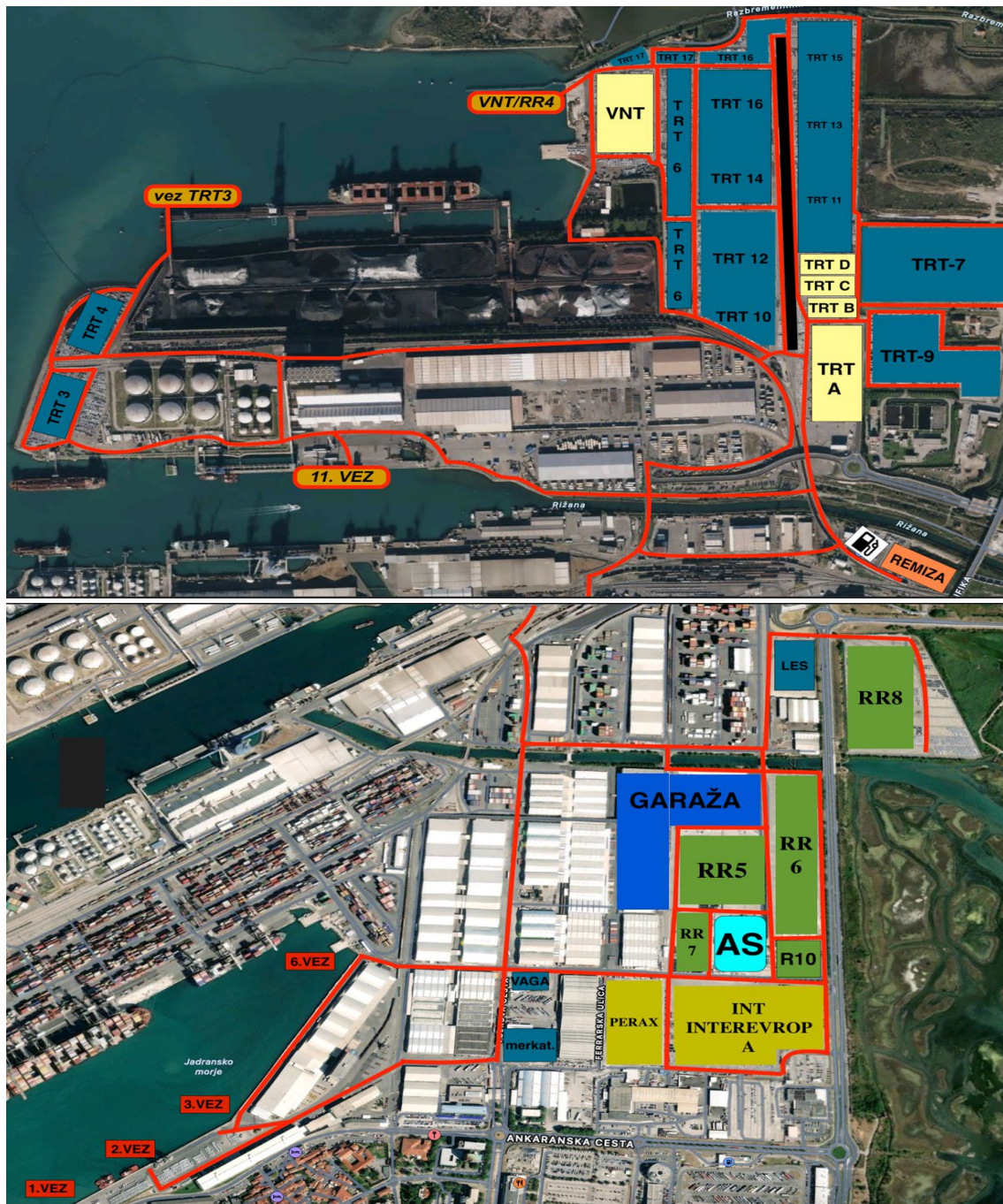


Figure 4: Car Terminal and RO-RO – berths, storage areas, routes in Luka Koper (source: Luka Koper)

1.4.2. Organization, health and safety at work

The establishment, implementation, maintenance and improvement of the health and safety system is ensured at the highest level by a member of the Management Board. The Health, protection and ecology department been established to coordinate occupational health and safety activities, to monitor legal requirements and to transfer or coordinate internal documentation with the necessary changes. Individual Health and Safety Officers are assigned to different terminals, departments and areas to carry out professional tasks related to occupational health and safety. All employees are covered by the health and safety system.

As of 2020, a three-pillar model is in place at the Port of Koper d. d. - Port of Koper employees, recruitment agencies and external contractual partners (ZPP). Some port services have been outsourced by the Port of Koper to external contractual partners, which provide these services independently and separately from the Port of Koper's work processes. The external contractors entering the Port of Koper area are workers whose work or work-related activities are not under the direct control of the Port of Koper and whose responsible behaviour is therefore ensured by means of contracts, agreements on safety measures and other arrangements.

An external contractual partner is a company which is a service provider and from which Port Koper d. d. procures port services on the basis of a valid service contract governing business cooperation in the provision of port and other services in accordance with the relevant legislation. The ZPP performs the services on its own behalf and at its own risk, by assuming full responsibility for the performance of the service outcome. The ZPP shall be engaged by Luka Koper d. d. to provide those services which it has excluded from its own activities.

Luka Koper d. d., as the contracting authority for the services, shall have the right to verify, before or during the performance of the services under the framework agreement with the ZPP, whether the contractor is capable of performing the services, including, inter alia, whether the persons with whom the contractor performs the services are properly instructed and qualified for the performance of the services, meet all the conditions for the performance of the works, or are free from any characteristics that would prevent them from performing the services. In this respect, it may also require from the contractor the relevant supporting documents and information. The above verification is carried out by the Contracting Authority solely for the purpose of ensuring the safe operation of port services in the port area of Koper as a whole, which is one of its obligations under the Concession Contract. The proper compliance with the requirements and the implementation of the measures shall be verified by periodic preventive inspections or by internal or external audits. The requirements applicable to external parties are defined in the Port Rules and other internal acts of the Port of Koper d. d.

1.5. EPADA d. o. o. – External contractual partner

“EPADA, pretovarjanje in druge storitve, d. o. o.”, as the External Contractual Partner (hereinafter referred to as the "ZPP"), has concluded with LUKA KOPER, Port and Logistics System, d. d. a “Framework Agreement JN 198/2021 Selection of service providers at the car terminal for the years 2022, 2023 and 2024”.

According to the framework agreement, the ZPP, as contractor, is obliged to perform the services ordered with the diligence of a good professional, independently, at its own risk and is bound to achieve the result. In doing so, it has assumed full responsibility for ensuring that the services ordered are carried out with appropriately qualified staff to enable the services to be delivered in a timely and quality manner. The services may be performed by the Contractor with its own employees only in

accordance with the requirements of the Framework Agreement with the Luka Koper d. d and after the proper theoretical and practical training demonstration of the performance of the services has been successfully carried out. They must be familiar with all the requirements in the port relating to the provision of the service (traffic, safety, fire, environmental, etc.) provided by the client. The contractor shall be responsible for providing the persons who will directly carry out the services with all the relevant instructions and for instructing them in the correct performance of the services.

Among others, ZPP has prepared the following documentation for training and day-to-day service delivery:

- Five-day training programme of the ZPP (Annex 01),
- Theoretical training programme ZPP-1 (Annex 02)
- Practical training programme for the ZPP (Annex 03),
- Instructions for the provision of services on vehicles (Annex 04),
- Vehicle lashing instructions (Annex 05).

POGLAVJE 2 – EVENT ANALYSIS

On the basis of the "Event Report 20240306Q / 8" prepared the Port Security Center of the Port of Koper, the statements of the participants and eyewitnesses, the "Statement of Facts" and the "Stevedore Damage Report" prepared by the Master of the "Sea Patris", the following can be concluded:

- After the loading of the vehicles was completed, the unloading of the vehicles from Hold 3 commenced by moving the vehicles from Deck 3 to Deck 4 via a ramp connecting the two decks (Figure 5).

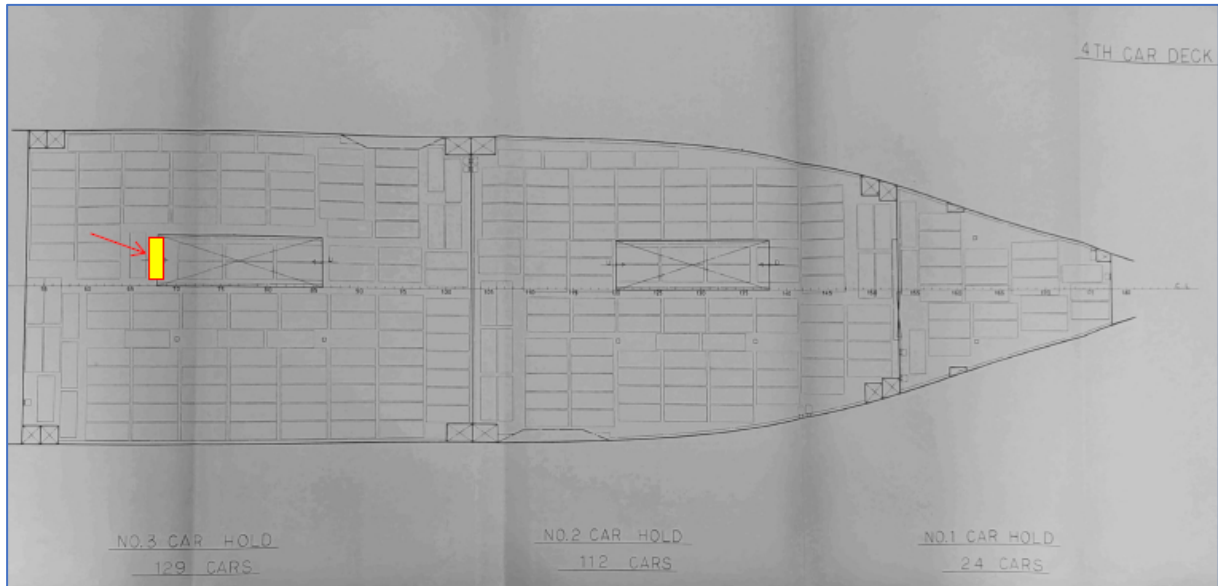


Figure 5: Plan of No 4 deck with the location of the event marked at the top of the ramp (source: Sea Patris)

- Vehicle "B" was on the ramp and could not start at that moment. The drivers present pushed vehicle 'B' up the ramp and stopped it on the flat part of the ramp to make room for the smooth passage of vehicles from deck 3 to deck 4 towards the upper decks and the unloading ramp at the ship's exit (Figure 6).



Figure 6: Position of the stationary vehicle "B"(source: VNC Luka Koper)

- Vehicle "A" was on the lower part of the ramp at the time. The driver of vehicle 'A' reversed up the ramp and collided with vehicle 'B', which was stationary at the top of the ramp, and with the driver, who was at that moment alongside vehicle 'B'. The driver of vehicle 'B' was injured and the vehicle damaged by the collision (Figure 7).



Figure 7: Position of vehicle "A" after collision with vehicle "B" and injured person (source: VNC Luka Koper)

- Immediately after the event, the Port Security Centre of the Port of Koper was informed, which in turn informed other stakeholders and port services (Representatives of the HSE area, representatives of the ZPP, and duty officer of the SMA).
- Following the arrival of the medical unit of the Port Fire Brigade, the injured driver was interviewed, dry ice was applied and a visit to the doctor was recommended.
- Participants were interviewed and gave written statements about the event.
- After an emergency event, a breathalyser test is carried out on the participants in accordance with the prescribed procedures. The result was negative.
- After first aid, the injured person was taken to Izola General Hospital as described in subsection 1.3.1.

CHAPTER 3 - CONCLUSIONS

- 3.1. When the unloading of vehicles from hold 3 started, two vehicles were positioned on the ramp between the decks for unloading.
- 3.2. Vehicle "B" could not start in time due to engine failure. It was therefore decided by the Group's duty signalman to push the vehicle up the ramp and to move it to one side, thus freeing up space for the smooth passage of vehicles from Deck 3 to Deck 4 towards the upper decks and the ship's unloading ramp. The present drivers pushed vehicle 'B' up the ramp and stopped it on the flat part of the ramp.
- 3.3. At this time, the driver of vehicle "A", which was at the bottom of the ramp, was signalled by the signalman to reverse. Due to the position of the parked vehicle on the ramp, with the engine down, (presumably) fuel flowed into the front of the engine. As a result, the engine did not operate as expected (with the required power) and the driver repeatedly pushed the accelerator pedal. At a certain point, the engine (presumably) jumped to very high revs due to the increased fuel flow. At that moment, vehicle 'A' suddenly and rapidly moved in reverse and collided with the stationary vehicle 'B' at the top of the ramp and with the driver, who at that moment was still beside vehicle 'B', being moved by the other drivers. In the collision, the driver F.P. beside vehicle 'B' was injured and both vehicles damaged.

Safety recommendation MAIIS-SR023-2024 follows from points 3.3

- 3.4. All participants in the event tested negative for alcohol
- 3.5. 3.5 At the time of the incident, the driver of vehicle "A" and the injured driver, F.P., were in possession of valid certificates of occupational health and safety and fire protection (Annex 06).
- 3.6. At the time of the incident, the driver of vehicle "A" and the injured driver F.P. were in possession of valid certificates of theoretical and practical training for the correct operation of vehicles at the Car terminal and RO-RO (Annex 07).
- 3.7. Arrangements were made to transport the injured driver to the Izola General Hospital Urgent Care Centre. No serious injuries were found, rest, local cooling, analgesic if necessary and follow-up 5-7 days after the injury was advised.
- 3.8. In accordance with the Framework Agreement with the Port of Koper, EPADA d. o. o. has a procedure in place for its employees prior to the commencement of the provision of services at the car terminal and RO-RO, which requires that only persons with a valid driving license of category B, who have passed a medical examination for work, a certificate of non-conviction and who are not the subject of any criminal proceedings, are allowed to provide services. For the purpose of instruction and familiarisation with the implementation and performance of the services, workers must undergo a five-day training programme designed to familiarise them with all the rules and instructions for handling vehicles in accordance with all the manufacturers' and the Port of Koper's requirements. The programme shall comprise a theoretical and a practical part. In the theoretical part, participants are familiarised with the general conditions, prohibitions and restrictions applicable in the port area and which must be observed when providing services and handling vehicles (cargo). In the practical part of the training, participants are familiarised with the appropriate ways of handling vehicles from different

manufacturers, storage and handling areas and different operational processes. For this purpose, ZPP has prepared a "Instructions for the provision of services on vehicles", which describes in detail the handling of vehicles, the storage of vehicles in general and specifically according to the manufacturers' requirements, storage on board, unloading and loading of vehicles on board, safe driving, etc. including pictures and demonstrations of the individual manipulations. A separate "Vehicle Lashing Instructions" for each type of vehicle on board is available. In addition, the practical programme also includes 13 practical tests on a training ground. After successful completion of the theoretical and practical training, a certificate is issued to all persons providing vehicle services to the Car Terminal. The certificate ensures that the persons have been properly instructed and that they are proficient in the proper performance of all services covered by the Framework Agreement between the Luka Koper, Port and Logistics System d. d. and EPADA d. o. o. In accordance with the Framework Agreement, the responsible person of the external contractual partner providing the vehicle transport services at the PC Car Terminal must, at the start of the work of the new employee, provide a self-declaration that the person who will provide the service for him/her has received the correct theoretical and practical training.

- 3.9. EPADA Ltd. is found to have a satisfactory and well-established procedure for the selection, training and monitoring of persons employed to provide services at the Car and RO-RO Terminal in the area of the Port of Koper.
- 3.10. Since 2020, Luka Koper d.d. has excluded certain port services which are outsourced to external contractual partners (ZPPs), which provide these services independently and separately from Luka Koper's work processes. One of these is the provision of services at the Car Terminal and RO-RO. for which Luka Koper d. d. has a Framework Agreement with EPADA d. o. o. All employees / workers are covered by the health and safety system at Luka Koper. One of the obligations under the concession agreement is to ensure the safe provision of port services throughout the port area of Koper and also to verify the safe provision of port services. At the time of conclusion of the framework agreement and at the latest before the commencement of the provision of services to the Port of Koper, the ZPP must provide a declaration that all persons who will provide services have been duly instructed by the contractor and are competent in the proper performance of all services, and issue them with the relevant certificates. Luka Koper d. d. shall have the right to verify, before or during the performance of the services, that the contractor is competent to perform the services, including, but not limited to, verifying that the persons with whom the ZPP performs the services are properly instructed and competent to perform them and meet all the conditions for the performance of the works. In doing so, it may also require from the contractor the relevant supporting documents and information.
- 3.11. The coordination of activities in the field of occupational safety and health and the performance of professional tasks related to occupational safety and health at the Port of Koper are the responsibility of the professional staff of the Health protection and ecology department (VZE). Regular preventive controls are carried out in the area of the Car terminal and RO-RO to monitor the implementation of the safety measures (Annex 08). The controls are carried out on all participants in the Port of Koper, i.e. employees of the Port of Koper, d. d., visitors, truck drivers delivering and removing cargo, construction contractors, external contractors, etc.

3.12. During the investigation of the above mentioned incident it was found that the Health Protection and Ecology Department does not keep all the relevant supporting documents such as the Certificate of Theoretical and Practical Training for Safe Work as well as all the Records of the Health and Environmental Protection Supervision. Part of the mentioned documentation is kept in the responsible departments of the PC Terminal of Cars and RO-RO. The missing documentation has been obtained by the EIA service and forwarded to the investigator.

Safety recommendation MAIS-SR024-2024 follows from points 3.12

CHAPTER 4 – SAFETY RECOMMENDATIONS

A safety recommendation is a proposal by an investigating authority based on information obtained during an investigation, with the aim of preventing similar accidents or incidents in the future. Safety recommendations shall in no case create a presumption of liability or fault.

1. EPADA d. o. o.

MAIIS-SR023-2024

It is recommended that internal procedures and instructions be updated to take additional measures to ensure the safety of bystanders in the event of vehicle engine failures or malfunctions during the provision of services in the ship's hold and especially in difficult areas such as the ramps between the decks. .

2. LUKA KOPER d. d. – Področje varovanja zdravja in ekologije (Health protection and ecology department)

MAIIS-SR024-2024

It is recommended that, in line with the professional tasks related to occupational health and safety at the Port of Koper, the internal procedures be updated to ensure that the Health Protection and Ecology Department maintains all required Certificates of Theoretical and Practical Training for Safe Work for persons employed by the ZPP. Similarly, shall also keep all records of Records of the Health and Environmental Protection Supervision.

ANNEXES

Annex 01 - Five-day training programme of the ZPP

Annex 02 - Theoretical Training Programme of the ZPP-1 (extract)

Annex 03 - Practical Training Programme for the ZPP (extract)

Annex 04 - Instructions for the provision of services on vehicles (extract)

Annex 05 – Vehicle lashing instructions (extract)

Annex 06 - Certificate of completion of an occupational health and safety examination

Annex 07 - Certificate of completion of theoretical and practical training for safe work

Annex 08 - Record Minutes of the VZD Supervision

PROGRAM USPOSABLJANJA ZPP	
	Stran 1 od 3

Program usposabljanja je namenjen spoznavanju vseh pravil in navodil za ravnanje z vozili skladno z vsemi zahtevami proizvajalcev in v Luki Koper. Pet dnevni program obsega teoretični in praktični del. V teoretičnem delu so udeleženci seznanjeni s splošnimi pogoji, prepovedmi in omejitvami, ki veljajo na luškem območju in jih je potrebno upoštevati pri opravljanju storitev in rokovanju z vozili (tovorom). V praktičnem delu so udeleženci seznanjeni s primernimi načini rokovanja z vozili različnih proizvajalcev, skladiščnimi in manipulativnimi površinami ter različnimi operativnimi procesi.

1. Dan:

- splošni pogoji, prepovedi in omejitve, ki veljajo na luškem območju
- glavne transportne poti, privezna mesta in skladiščne ter manipulativne površine v Luki Koper (na terenu)
- **pravilen način ravnanja z vozili (na terenu):**
 - o pregled vozila,
 - o vstop in izstop iz vozila,
 - o zagon vozila,
 - o rokovanje z ročnim in avtomatskim menjalnikom,
 - o skladiščenje vozila (ključi, sedež, menjalnik, ročna zavora, porabniki (radio, ventilacija, stekla).
- **pravilen način premika vozila (na terenu - poligon):**
 - o uporaba in nastavitve vzvratnih ogledal,
 - o vožnja po ravni črti,
 - o varen premik vozila iz parkirne celice (voznik premakne 1. vozilo v celici na transportno pot),
 - o vzvratno parkiranje vozila v parkirno calico (voznik vzvratno parkira vozilo v parkirno calico – 1. vozilo v vrsti),
 - o varen premik 4. vozila iz parkirne celice (voznik vzvratno premakne 4. vozilo iz parkirne celice na transportno pot),
 - o varno parkiranje vozila v parkirno calico (voznik parkira 4. vozilo nazaj v parkirno celico),
 - o varen premik 3. vozila iz parkirne celice (voznik vzvratno premakne 3. vozilo iz parkirne celice na transportno pot),
 - o varno parkiranje vozila v parkirno calico (voznik parkira 3. vozilo nazaj v parkirno celico),
 - o varno speljevanje z vozilom na klančini - naprej z uporabo ročne zavore,
 - o varno speljevanje z vozilom na klančini – vzvratno z uporabo ročne zavore,
 - o varno speljevanje z avtomatskim menjalnikom na klančini – naprej,
 - o varno speljevanje z avtomatskim menjalnikom na klančini – vzvratno,
- **pravilen način signaliziranja (na terenu - poligon):**
 - o signalist asistira pri premiku vozila iz parkirne celice (naprej in vzvratno),
 - o vsak voznik asistira pri premiku vozila iz parkirne celice (naprej in vzvratno),

PROGRAM USPOSABLJANJA ZPP	
	Stran 2 od 3

2. Dan:

- pisno preverjanje seznanjenosti in razumevanje Navodila za opravljanje storitev na vozilih
- posebnosti rokovanja z vozili (na terenu):
 - o skladiščenje vozil različnih proizvajalcev (ključi, menjalnik, ostalo):
 - Honda, Toyota, Mitsubishi, Citroen, Mercedes, BMW, Land Rover, Jaguar...
 - o rokovanje z vozili različnih proizvajalcev:
 - zagon vozila,
 - ročna zavora,
 - sekvenčni in avtomatski menjalnik,
- priprava vozil za naklad – po kamionih (na terenu):
 - o poznavanje skladiščnih površin,
 - o poznavanje voznih poti,
 - o poznavanje pravil skladiščenja vozil,
 - o upoštevanje splošnih prepovedi in omejitev,
 - o poznavanje modelov vozil,
 - o poznavanje internih nalepk (šasija, pozicija, ladja).

3. Dan:

- postopek nakladanja in razkladanja vozil iz ladje:
 - o poznavanje nevarnosti, prepovedi in omejitev
 - hitrost vožnje preko rampe, po rampi, po ladijski štivi, zaviranje na rampi!,
 - varnostna razdalja po transportni poti, na rampi, na ladijski štivi,
 - o nakladanje vozil na ladjo
 - vožnja na ladijsko rampo!,
 - postavitve vozila pred parkiranjem na skladiščno mesto,
 - upoštevanje navodil signalista,
 - skladiščenje pri nakladu na ladjo (1. prestava, ročna zavora, ključi, sedež).
 - o razkladanje vozil iz ladje
 - vstop v vozilo,
 - upoštevanje navodil signalista,
 - vožnja po ladijski štivi in rampi,
 - zaviranje na ladijski rampi!,
 - skladiščenje vozila na skladišču (poznavanje specifik),

4. Dan:

- priprava vozil za naklad (na terenu):
 - o poznavanje skladiščnih površin,
 - o poznavanje voznih poti,
 - o poznavanje pravil skladiščenja vozil,
 - o upoštevanje splošnih prepovedi in omejitev,
 - o poznavanje modelov vozil,
 - o poznavanje internih nalepk (šasija, pozicija, ladja).
- postopek nakladanja in razkladanja vozil iz ladje:
 - o poznavanje nevarnosti, prepovedi in omejitev
 - hitrost vožnje preko rampe, po rampi, po ladijski štivi, zaviranje na rampi!,
 - varnostna razdalja po transportni poti, na rampi, na ladijski štivi,

PROGRAM USPOSABLJANJA ZPP	
	Stran 3 od 3

- nakladanje vozil na ladjo
 - vožnja na ladijsko rampo!,
 - postavitve vozila pred parkiranjem na skladiščno mesto,
 - upoštevanje navodil signalista,
 - skladiščenje pri nakladu na ladjo (1. prestava, ročna zavora, ključi, sedež).
- razkladanje vozil iz ladje
 - vstop v vozilo,
 - upoštevanje navodil signalista,
 - vožnja po ladijski štivi in rampi,
 - zaviranje na ladijski rampi!,
 - skladiščenje vozila na skladišču (poznavanje specifik),

5. Dan:

- skupinski in individualni napotki kandidatom
- individualna seznanitev kandidatov z rezultati:
 - poznavanje in upoštevanje splošnih pogojev, prepovedi, omejitev, (hitrost vožnje, varnostna razdalja, prepovedi...)
 - poznavanje skladiščnih/manipulativnih površin, voznih poti,
 - poznavanje načinov skladiščenja vozil (skladišče, ladje),
 - poznavanje pravilnega signaliziranja,

Vprašalnik se nanaša na Navodila za opravljanje storitev na vozilih. Pozorno preberite vprašanje in obkrožite oz. vpišite pravilen odgovor.

MANIPULACIJA VOZIL

- 1. Pri manipulaciji z vozili je prepovedano (možnih je več pravih odgovorov):**
 - hranjenje, pitje in poležavanje v vozilih
 - uporabljanje vzratnih ogledal
 - nošenje ur, prstanov in ostalih kovinskih predmetov
 - uporabljanje brisalcev
 - sunkovito speljevanje in zaviranje
 - prehitevanje ostalih vozil
 - naslanjanje na vozila
 - uporaba mobilnega telefona in avtoradia
- 2. Kajenje na skladiščih terminala za avtomobile je:**
 - dovoljeno v primeru, da to odobri nadrejeni
 - dovoljeno, če kadijo tudi ostali
 - prepovedano, razen na točno označenih mestih
- 3. Med vožnjo je (možnih je več pravih odgovorov):**
 - priporočena uporaba levega vzratnega ogledala
 - obvezna uporaba zasenčenih luči
 - potrebno prižgati avtoradio
 - potrebno upoštevati prometne predpise na luškem območju
 - prilagoditi hitrost razmeram na cestišču
- 4. Transportna pot (možnih je več pravih odgovorov):**
 - vozimo kjer želimo
 - določene transportne poti se moramo strogo držati
 - vozimo samo po širši vozni poti
 - transportno pot določi disponent in jo posreduje odgovorni osebi
- 5. Obkroži primernejši odgovor:**
 - pri manipulaciji novih vozil, imam vedno prednost v prometu, ker skrbim za čim hitrejši pretovor vozil
 - med manipulacijo novih vozil odstopim prednost drugim voznikom, saj sem kot dober gospodar odgovoren za varen pretovor vozila
- 6. Med vzvratno vožnjo lahko (možnih je več pravih odgovorov):**
 - odprem in nastavim oba vzvratna ogledala, tako da imam zadosten pregled in vozilo premaknem
 - če se počutim dovolj sposobnega zapeljem vzvratno brez uporabe ogledal
 - zaprosim za pomoč signalista
 - nastavim samo notranje vzvratno ogledalo in vozilo premaknem
- 7. Pred vstopom v vozilo (možnih je več pravih odgovorov):**
 - opravi zunanj pregled vozila
 - v primeru vzvratne vožnje odprem in nastavim vzvratna ogledala
 - preverim ali je zaščitna folija na sedežu pravilno nameščena
- 8. Med vstopom v vozilo:**
 - previdno odprem in pridržim voznikova vrata tako, da ne pride do dotika z drugim vozilom ali predmetom
 - sem pozoren, da se z obutvijo ne dotikam pragu vozila ali panela vrat
- 9. Na kaj moram biti pozoren pred in med vstopom v krožišče (možnih je več pravih odgovorov)?**
 - med vožnjo proti krožišču se prepričam, da je krožišče prazno in brez ustavljanja zapeljem vanj
 - pozornost ni potrebna saj, vršimo pretovor vozil in imamo prednost pred ostalimi vozniki
 - ko se približujem krožišču zmanjšam hitrost vožnje na 20km/h
 - pred vstopom v krožišče vozilo popolnoma zaustavim. V kolikor je krožišče prazno, zapeljem vanj
 - če v krožišču že vozijo vozila, počakam da le ta zapustijo krožišče in šele na to zapeljem vanj
 - ko je v krožišču prisoten signalist, upoštevam njegova navodila
 - če v krožišču že vozijo vozila, počakam na primeren trenutek in se hitro vključim v krožišče
- 10. Najvišja dovoljena hitrostjo vožnje po glavnih voznih poteh v Luki koper je:**

Strani 2-4 izpuščene

TEORETIČNI PROGRAM USPOSABLJANJA ZPP	Stran 5 od 5
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9. Opiši pravilen postopek zagona vozila z ročnim menjalnikom:

.....

.....

.....

10. Opiši pravilen postopek zagona vozila z avtomatskim menjalnikom:

.....

.....

.....

11. Pomožni akumulator priklopimo na akumulator vozila v sledečem vrstnem redu:

- vrstni red ni pomemben
- najprej **rdeči (+)** napajalni kabel na **negativni (-)** pol akumulatorja, nato še **modri (-)** napajalni kabel na **pozitivni (+)** pol akumulatorja. Po zagonu vozila odstranimo najprej **modri (-)** kabel, nato še **rdeči (+)**
- najprej **rdeči (+)** napajalni kabel na **pozitivni (+)** pol akumulatorja, nato še **modri (-)** napajalni kabel na **negativni (-)** pol akumulatorja. Po zagonu vozila odstranimo najprej **modri (-)** kabel, nato še **rdeči (+)**
- najprej **modri (-)** napajalni kabel na **negativni (-)** pol akumulatorja, nato še **rdeči (+)** napajalni kabel na **pozitivni (+)** pol akumulatorja. Po zagonu vozila odstranimo najprej **rdeči (+)** kabel, nato še **modri (-)**

12. V primeru, da med vožnjo poškodujem vozilo storim sledeče:

- parkiram vozilo in vzamem drugo vozilo
- vozilo odpeljem na skladiščno mesto
- vozilo zaustavim na varnem mestu in obvestim nadrejeno osebo

13. Če med vožnjo začutim utrujenost, zaspanost sli slabost storim sledeče:

- nadaljujem z vožnjo
- vozilo čim prej zaustavim na varnem mestu in obvestim nadrejeno osebo
- zapeljem do okrepčevalnice in spijem kavo

Podjetje ZPP		
Odgovorna oseba ZPP (ime in priimek)	Datum	Podpis
Udeleženec usposabljanja ZPP (ime in priimek)	Datum	Podpis
Seštevek točk (skupno št. točk = 62)		
Opravljeno praktično usposabljanje (min. št. točk =52)	DA	NE

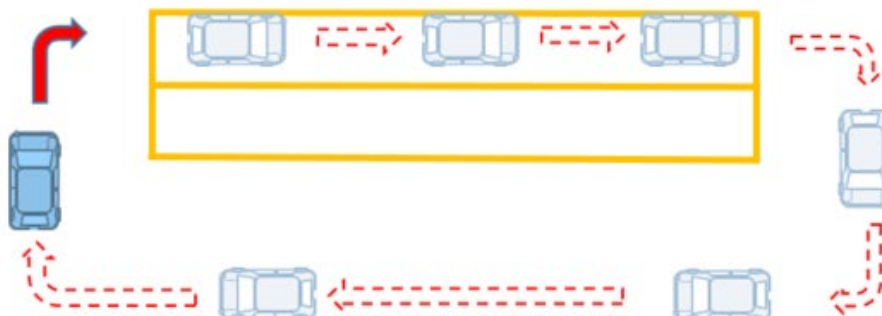
PRAKTIČNI PROGRAM USPOSABLJANJA ZPP

Stran 1 od 5

Praktični program usposabljanja ZPP zajema 13 praktičnih preizkusov na poligonu. Vsak uspešno opravljen preizkus se točkuje z 1 točko. Za uspešno opravljeno usposabljanje je potrebno doseči min. 11 točk.

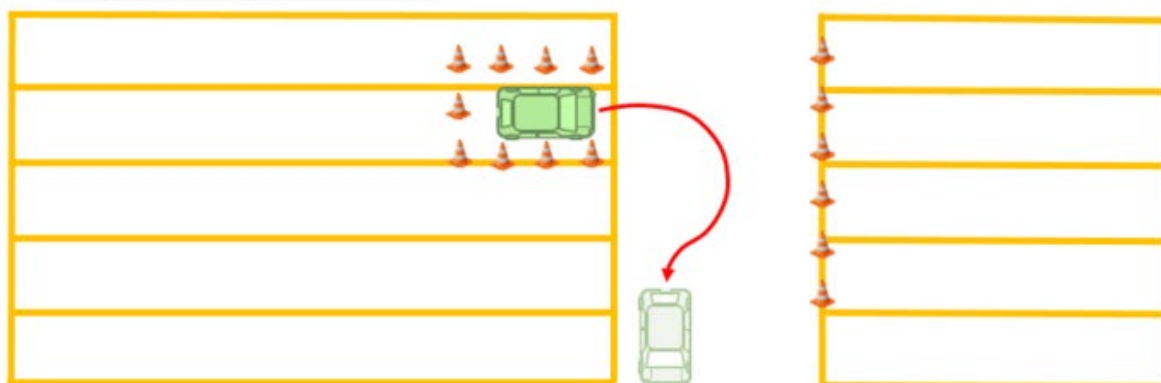
- o uporaba in nastavitve vzratnih ogledal in vožnja po ravni črti (voznik prilagodi vzratna ogledala ter z levimi kolesi vozila vozi po ravni črti poligona, vozilo parkira na začetni poziciji).

	DA	NE
Uspešno opravljen premik		



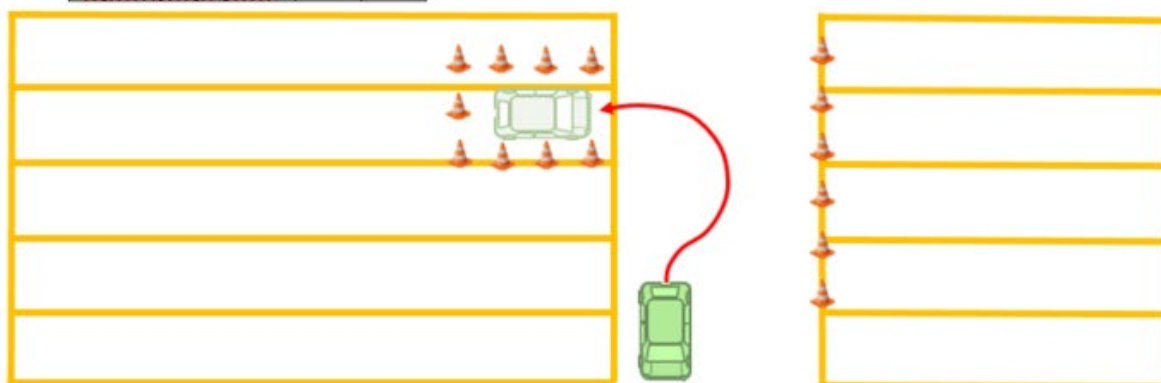
- o premik vozila iz parkirne celice (voznik premakne vozilo iz parkirne celice na transportno pot).

	DA	NE
Uspešno opravljen premik		



- o vzratni parkiranje v parkirno calico (voznik parkira vozilo v parkirno calico, z obema levima kolesoma na črti).

	DA	NE
Uspešno opravljen premik		

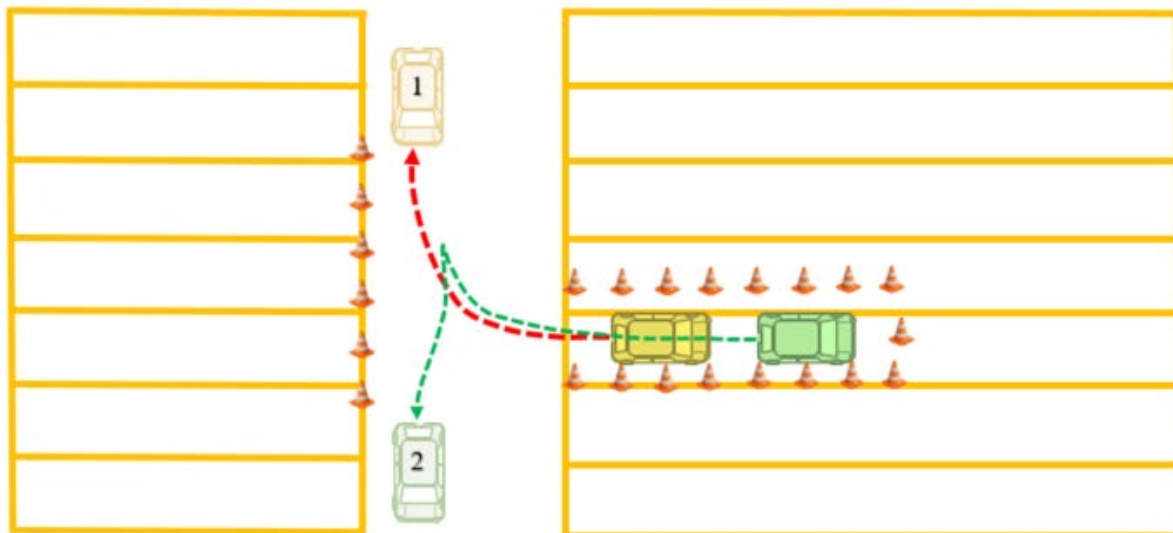


Strani 2-4 izpuščene

PRAKTIČNI PROGRAM USPOSABLJANJA ZPP	Stran 5 od 5
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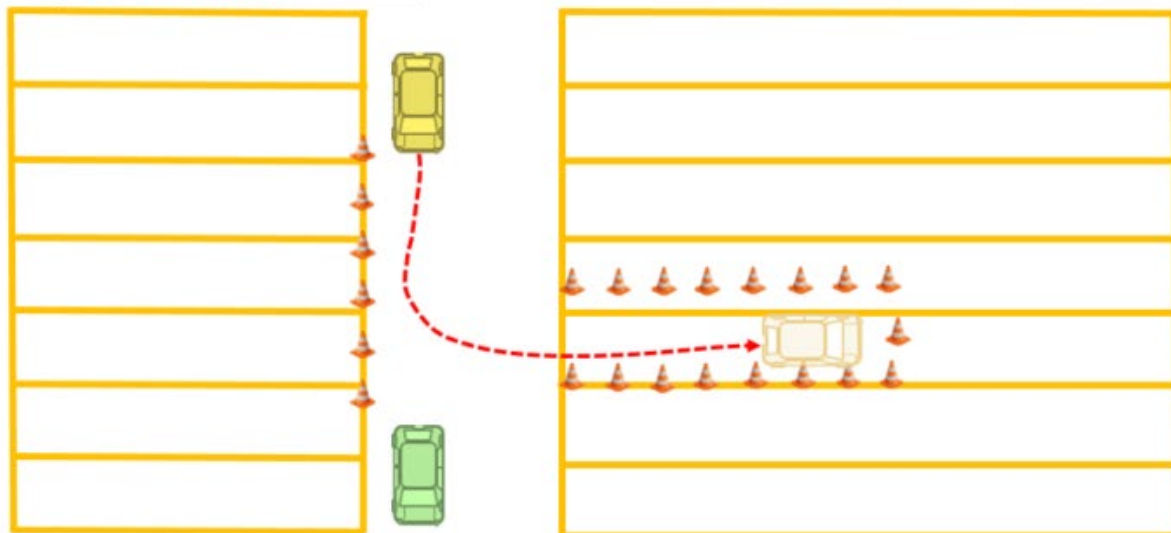
- o vzratni premik 4. in 3. vozila iz parkirne celice (voznik premakne 4. in 3. vozilo iz parkirne celice na transportno pot),

	DA	NE
Uspešno opravljen premik		



- o parkiranje vozila v parkirno celico (voznik parkira 4. vozilo nazaj v parkirno celico, z obema levima kolesoma na črti),

	DA	NE
Uspešno opravljen premik		



Podjetje ZPP		
Odgovorna oseba ZPP (ime in priimek)	Datum	Podpis
Udeleženec usposabljanja ZPP (ime in priimek)	Datum	Podpis
Seštevek točk (skupno št. točk = 62)		
Opravljen praktično usposabljanje (min. št. točk = 52)	DA	NE

NAVODILA ZA OPRAVLJANJE STORITEV NA VOZILIH

epada

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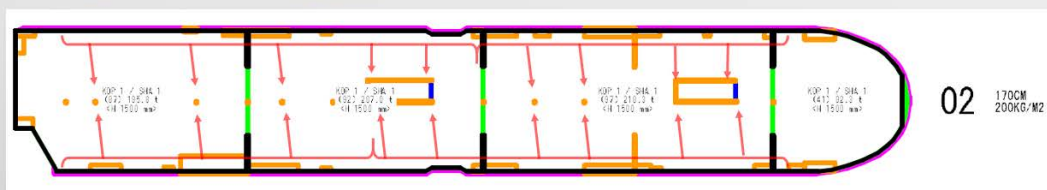
Pričvrščevanje vozil Mercedes



Epada d.o.o. Ljubljanska cesta 13d, 1236 Trzin

DELOVIŠČE PRIPRAVIMO PRED PRIČETKOM NAKLADA VOZIL

Umaknemo rice iz ladijske stene in jih odnesemo na sredino ladje (ob rampo ali steber)



Paziti moramo, da rice ne visijo oz. ne padejo na spodnjo palubo.

Vlečenje ric je dovoljeno le po ladijskem podu (pod višino odbijača) tako da rice ne pridejo v stik z vozilom

Izogibati se moramo dvigovanju ric v višino vozila oz. kontakta s samim vozilom

Strani 3-28 izpuščene

Potrčila o opravljenem Preizkusu s področja varnosti in zdravja pri delu in varstva pred požarom za pokodovanbega A.P. in voznika vozila »A«

ETKO, varnost in zdravje pri delu d.o.o.
 Stajerska cesta 79
 1231 Ljubljana – Črnuče
 Tel.: 040/464-859
 e-mail: info@etko.si

ETKO
 VARNOST IN ZDRAVJE PRI DELU

POTRDILO

O OPRAVLJENEM PREIZKUSU S PODROČJA VARNOSTI IN ZDRAVJA PRI DELU IN VARNOSTI PRED POŽAROM

Naziv podjetja: EPADA d.o.o.
 Naslov podjetja: Ljubljanska cesta 13D; 1236 Trzin
 Ime in priimek: F. P. Poškodovanec
 Rojen(a): [redacted]
 Delovno mesto: voznik B kategorije, LTD
 Je dne: 14.11.2022 v Kopru opravlil(a)

TEORETIČNI IN PRAKTIČNI PREIZKUS ZNANJA IN USPOSOBLJENOSTI s področja:
 Varnosti in zdravja pri delu, skladno z 19. in 38. členom Zakona o varnosti in zdravju pri delu (Uradni list RS, št. 43/2011)

in

TEORETIČNI IN PRAKTIČNI PREIZKUS ZNANJA IN USPOSOBLJENOSTI s področja:
 Varstva pred požarom po Zakonu o varstvu pred požarom – UPB 1 (Uradni list RS, št. 03/07, 09/11, 83/12).

Imenovan(a) je seznanjen(a) z glavnimi nevarnostmi, ki se lahko pojavijo pri delu.

Veljavnost potrčila velja do: 14.11.2024

V Ljubljani, 15.11.2022

Uspesabijanje izvedel:
 Milan Petković, dipl. var.inž.

Podjetje izpolnjuje zahtevane pogoje na podlagi ODLOČBE Ministrstva za delo, družino, socialne zadeve in enake možnosti št.: 10200-9/2018/5, z dne 07.01.2019 ter POOBLASTILA Ministrstvo za obrambo - Uprave RS za zaščito in reševanje št.: 8450-34/2018-DGZR, z dne 26.07.2018.

ETKO, varnost in zdravje pri delu d.o.o.
 Stajerska cesta 79
 1231 Ljubljana – Črnuče
 Tel.: 040/464-859
 e-mail: info@etko.si

ETKO
 VARNOST IN ZDRAVJE PRI DELU

POTRDILO

O OPRAVLJENEM PREIZKUSU S PODROČJA VARNOSTI IN ZDRAVJA PRI DELU IN VARNOSTI PRED POŽAROM

Naziv podjetja: EPAD d.o.o.
 Naslov podjetja: Ljubljanska cesta 13D ; 1236 Trzin
 Ime in priimek: [redacted] Voznik "A"
 Rojen(a): [redacted]
 Delovno mesto: voznik B kategorije, LTD
 Je dne: 06.02.2023 v Kopru opravlil(a)

TEORETIČNI IN PRAKTIČNI PREIZKUS ZNANJA IN USPOSOBLJENOSTI s področja:
 Varnosti in zdravja pri delu, skladno z 19. in 38. členom Zakona o varnosti in zdravju pri delu (Uradni list RS, št. 43/2011)

in

TEORETIČNI IN PRAKTIČNI PREIZKUS ZNANJA IN USPOSOBLJENOSTI s področja:
 Varstva pred požarom po Zakonu o varstvu pred požarom – UPB 1 (Uradni list RS, št. 03/07, 09/11, 83/12).

Imenovan(a) je seznanjen(a) z glavnimi nevarnostmi, ki se lahko pojavijo pri delu.

Veljavnost potrčila velja do: 06.02.2025

V Ljubljani, 07.02.2023

Uspesabijanje izvedel:
 Milan Petković, dipl. var.inž.

Podjetje izpolnjuje zahtevane pogoje na podlagi ODLOČBE Ministrstva za delo, družino, socialne zadeve in enake možnosti št.: 10200-9/2018/5, z dne 07.01.2019 ter POOBLASTILA Ministrstvo za obrambo - Uprave RS za zaščito in reševanje št.: 8450-34/2018-DGZR, z dne 26.07.2018.

Potrdila za poškodovanega voznika A.P. in voznika vozila »A« o opravljenem teoretičnem in praktičnem usposabljanju, da so pravilno poučene in da obvladajo pravilno opravljanje vseh storitev, ki so predmet okvirnega sporazuma.

PODJETJE: EPADA d.o.o.

**POTRDILO O TEORETIČNEM IN PRAKTIČNEM USPOSABLJANJU
ZA VARNO DELO**

S svojim podpisom potrjujem, da so vse osebe, ki za naše podjetje opravljajo storitve z vozili na PC terminalu za avtomobile, pravilno poučene in obvladajo pravilno opravljanje vseh storitev, ki so predmet okvirnega sporazuma.

ZAP. ŠT.	IME IN PRIIMEK	DATUM
1.	[REDACTED]	25.11.2022
2.	[REDACTED]	25.11.2022
3.	F. P. poškodovanec	25.11.2022
4.		
5.		
6.		
7.		
8.		
10.		
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Datum: 28.11.2022

Odgovorna oseba ZPP: EDVIN VATOVEC.

epada d.o.o.

PODJETJE: EPADA d.o.o.

**POTRDILO O TEORETIČNEM IN PRAKTIČNEM USPOSABLJANJU
ZA VARNO DELO**

S svojim podpisom potrjujem, da so vse osebe, ki za naše podjetje opravljajo storitve z vozili na PC terminalu za avtomobile, pravilno poučene in obvladajo pravilno opravljanje vseh storitev, ki so predmet okvirnega sporazuma.

ZAP. ŠT.	IME IN PRIIMEK	DATUM
1.	[REDACTED]	18.02.2023
2.	[REDACTED] - voznik "A"	18.02.2023
3.	[REDACTED]	18.02.2023
4.		
5.		
6.		
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16.		

Datum: 21.02.2022

Odgovorna oseba ZPP: EDVIN VATOVEC.

epada d.o.o.

ZAPISNIK O OPRAVLJENJEM NADZORU NA PODROČJU VZD

Stran 1 od 2

Št. zapisnika: PC TA 2/2024 Datum in ura nadzora: 22.2.2024, 29.2.2024 in 7.3.2024 8:30-11:00
 Nadzor opravili (ime, priimek): Nikol Bellina (PVZE)
 Pri nadzoru sodelovali (ime, priimek): Martina Maričič (PC TA), Borut Marsič (PC TA)

POVZETEK NADZORA IN UGOTOVITVE:

Vrsta in lokacija nadzora:

Vsta nadzora:	Lokacija nadzora*:
x Preventivni nadzor	PC TA – lokacije razvidne na skici
x Drugo: Ozaveščanje o dejavnih tveganja ter aktivnosti za izboljšanje obstoječih varnostnih ukrepov	

* Točno lokacijo označiti na skici v prilogi

Ugotovitve:

(v primeru ugotovljenih nepravilnosti obvestiti tudi vodjo delovnega procesa)

Uporaba ustrezne OVO oz. ustreznega tehničnega varovanja:	Nadzor se je izvajal z namenom kontrole uporabe osebne varovalne opreme zaposlenih na PC TA v Luki Koper, d.d. in pri zunanjih udeležencih. Nadzor se je izvajal tri zaporedne četrtke v jutranjih urah, na različnih lokacijah. Skupne ugotovitve so bile:
Upoštevanje prepovedi pešačenja:	<ul style="list-style-type: none"> - Tir 18 b,c: zaznan MVT brez kape z zaščito (sicer ne na vagonu) in brez jopice z odsevnimi površinami. O kršitvi je obveščen in pove, da je delovna jopica strgana. Zadevo se je uredilo takoj naslednji dan. Prav tako zaznan Disponent brez zaščitne kapice (sicer na zgornjem vagonu). O kršitvi je obveščen. Nadene si kapico in nadaljuje z delom.
Pri delu se je uporabljala sledeča delovna oprema (vizualni pregled):	<ul style="list-style-type: none"> - Tir 19-20b: delo poteka brez posebnosti in kršitev - Lokacija nov disp. Center – pri nakladu zunanjih kamionov zaznamo dva šoferja brez jopiča. O kršitvi ju obvestimo. Takoj po obvestilu si nadenejo jopič in nadaljujejo z delom. - Skladiščna površina ob Avtoservisu: zaznamo dva zunanja šoferja zaposlena pri podjetju Ronai, d.o.o. (██████████) brez delovnih čevljev z zaščitno kapico in odsevnega jopiča. O kršitvi se obvesti zaposlene in odgovorno vodjo del podjetja Ronai. Odgovorno osebo se prosi, da informacijo o kršitvi posreduje odgovorni osebi podjetja in poskrbi za primerno opremo zaposlenih.
Upoštevanje drugih varnostnih ukrepov (navedi):	22.2.2024 - V času preventivnega obhoda je bilo med skladišči 13-15 poleg dostave frigo kontejnerjev in pretovora s strani PC GT, opaziti tudi pretovor novih vozil s strani PC TA na vez 3. Glede na precejšnjo zasedenost omenjene površine so pri kontrolorjih na vezu 3. preverili katero transportno pot imajo določeno za pretovor. Ko je potrdil, da je to vpadnica smo ga opozorili, da na zadevo ponovno opozori vse vpletene (predvsem ZPP), saj posamezniki le-tega ne upoštevajo. Glede omenjene problematike se organizira sestanek in preveri možnost ureditve prometa po glavni vpadnici tudi v primeru zastoja - preusmeritev prometa s pomočjo signaliziranja.

Priloge:

<input type="checkbox"/>	Fotografije:	
<input type="checkbox"/>	Izjave:	
<input type="checkbox"/>	Obrazci:	

Skica območja pristanišča:

OP 08 R14 - Zagotavljanje varnosti in zdravja pri delu

OBR 508

ZAPISNIK O OPRAVLJENJEM NADZORU NA PODROČJU VZD

Stran 2 od 2



Zaključno poročilo oz. predlog ukrepov:

Vezano na uporabo OVO pri zunanjih šoferjih se ponovno pozove vse zaposlene na PC TA (kontrolorje in disponente), da vozil ne predajo v kolikor osebe niso primerno opremljene.

V primeru zaznanih kršitev pri zaposlenih pri ZPP, se bo premislilo o izvedbi sestanka z odgovornimi osebami podjetij ter o pripravi dopisa v katerem se bo obvestilo odgovorne osebe o zaznanih kršitvah.

Glede na zaznano problematiko prepletanja delovnih procesov med skladišči 13 in 15 na PC GT se bo organiziralo sestanek ter se preverilo možnost ureditve prometa po glavni vpadnici tudi v primeru zastoja - preusmeritev prometa s pomočjo signaliziranja.