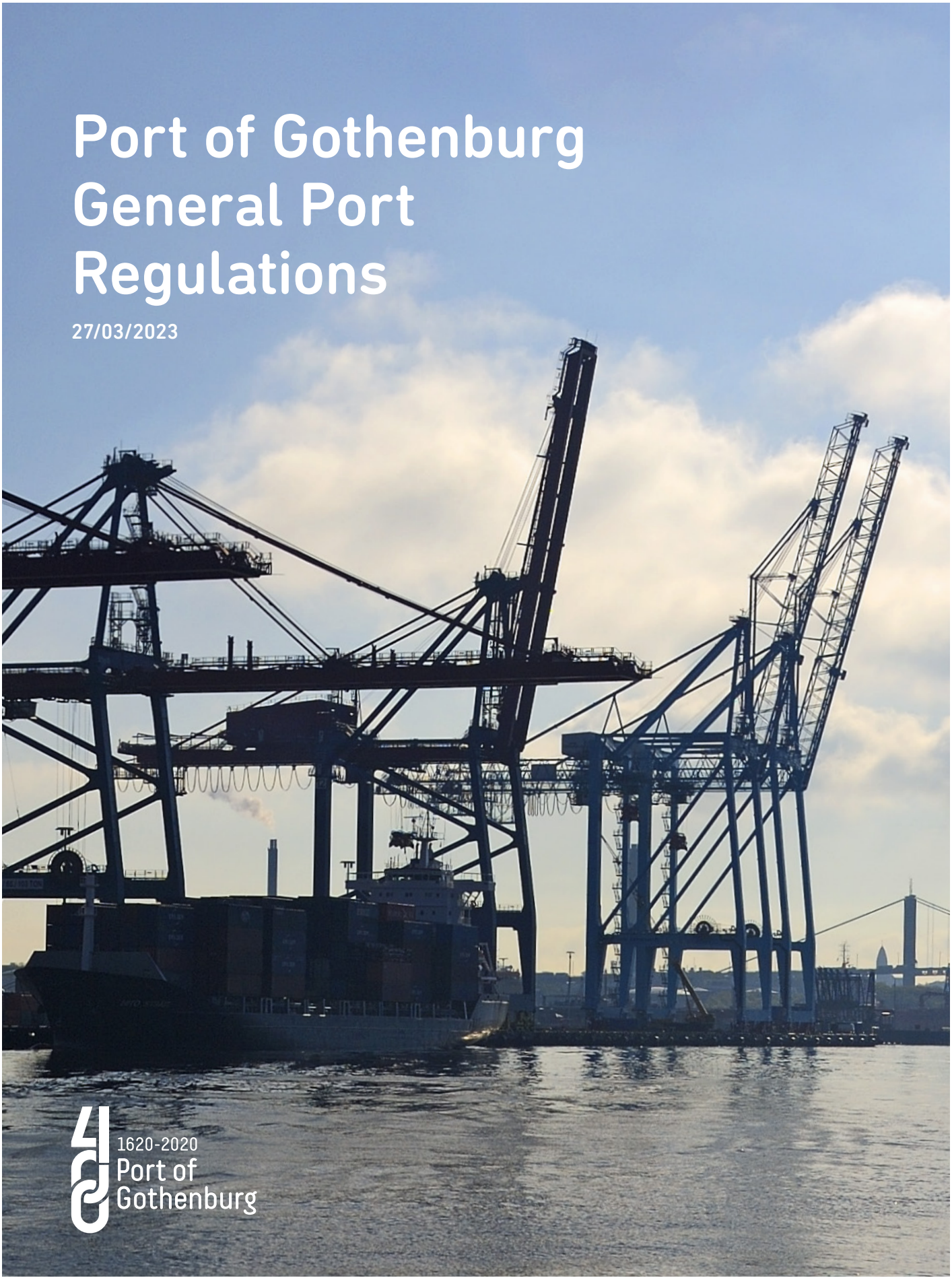
THE PORT OF SCANDINAVIA

PORT OF GOTHENBURG

57°42'N 11°56'E

Port of Gothenburg General Port Regulations

27/03/2023



1620-2020 Port of Gothenburg

MUNICIPAL COMPANY, CITY OF GOTHENBURG

CONTENTS

1 INTRODUCTORY PROVISIONS

A comprehensive set of rules and the scope of operations at the Port of Gothenburg are contained in the current Byelaws for the Port of Gothenburg. Anyone working or operating in the Port of Gothenburg area must be familiar with and comply with the Byelaws. The current Byelaws are available at www.portofgothenburg.com. In addition to the Byelaws, there are General Port Regulations that are drawn up and supplied by the Port of Gothenburg and operating regulations drawn up and supplied by individual terminals.

The General Port Regulations apply to the Port of Gothenburg area, which comprises the plant/ground areas and area of water shown on the map at Appendix 5, page 23. If these regulations conflict in any way with other applicable rules and regulations, these regulations are to be regarded as a statement of the minimum requirement.

The Gothenburg Port Authority is responsible for coordination within the land and water areas belonging to the Port, with the exception of areas where operations have been devolved under a concession agreement.

The Port Authority may issue specific safety provisions for each individual call at port. Certain activities within the port area require special training.

The regulations may be changed without prior notice. The current version of the General Port Regulations will be found at www.portofgothenburg.com.

2 CONTACT DETAILS

THE GOTHENBURG PORT AUTHORITY

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PORT CONTROL
Tel: +46 31 368 75 15
VHF: Channel 12
Email: portcontrol@portgot.se
Opening hours: 24-hour service

MS HAMNEN
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3 ADVANCE NOTIFICATION

3.1 GENERAL

All vessels calling at or passing through the Gothenburg port area must give at least 24 hours' notice of their arrival. The Port Authority may allow a shorter notification period taking into account factors such as the timing of the vessel's journey.

For further details visit www.portofgothenburg.com.

3.2 VESSEL NOTIFICATION

Vessels must notify their arrival electronically at the website of Swedish Maritime Association www.mswreportal.se. The information is transferreed to Port of Gothenburg automatically.

3.3 NOTIFICATION OF DANGEROUS GOODS

Vessels bringing dangerous goods into the port area by sea must report these at MSW Reportal not less than 24 hours before arrival at the port or no later than when leaving the port of loading if the journey lasts less than 24 hours. If information regarding the next port becomes available less than 24 hours before arrival, this must be reported as soon as the port is known.

4 GENERAL SAFETY RULES

4.1 GENERAL

All activity in the port area, both ashore and on board the vessel, must be carried out in accordance with applicable laws and regulations.

Goods and other materials must not be placed in such a position that they impede access by emergency vehicles, clutter up bollards or block fire hydrants.

Personal protective equipment must be used in accordance with the relevant instructions and health and safety regulations. See also individual terminals' operating regulations.

4.2 VESSEL INSPECTION

The Port Authority has the right to inspect vessels under the provisions in the Byelaws and these General Port Regulations.

Foreign vessels are inspected through Port State Control which is the responsibility of the Swedish Transport Agency. This activity is regulated through the Port State Control Directive (2009/16/EC) and the Paris Memorandum of Understanding on Port State Control.

4.3 ALCOHOL, DRUGS AND SMOKING

See individual terminals' operating regulations.

4.4 SHIP STABILITY

The master of the vessel is responsible in all circumstances for the vessel's intact and damage stability in accordance with IMO rules. A vessel's stability conditions must be in accordance with the vessel's stability booklet and damage stability booklet at all times.

4.5 VEHICULAR TRAFFIC

See terminals' operating regulations.

4.6 PHOTOGRAPHY

Photography is generally prohibited within port facilities and terminals in the Port of Gothenburg area. In some cases, permission may be given by individual port facilities/terminals.

4.6.1 The Energy Port

Photography is generally prohibited in Tor Harbour, Skarvik and Rya.

- To obtain a photographic permit, a hot work permit is required if photographs are to be taken at the quay or in other areas where there may be Class 1 products within 25 metres.
- Photographic permits for the Energy Port may be granted only by the PFSO or Deputy PFSO.
- When a permit has been granted, the PFSO or Deputy PFSO must inform Port Security / Gate 1.

4.7 BALLAST WATER

Only ballast water that has been stored in segregated ballast tanks may be pumped overboard.

4.8 BALLAST WATER AND BIOFOULING MANAGEMENT PLAN

The Port Authority recommends that vessels use a Ballast Water and Sediments Management Plan and a Biofouling Management Plan and Record Book in accordance with IMO international conventions.

4.9 PRODUCT SPILLAGE

The greatest possible care must be taken to avoid spillage when handling dangerous goods and ballast. Product spillage must always be reported immediately to the Port Authority/Port Control.

4.10 EMERGENCY PLAN

Individual port facilities (shipyards, etc.) and terminals must establish an emergency plan for fire or product spillage working together with the Port Authority.

4.11 ACCIDENT AND INCIDENT REPORTING

Incidents, near-misses and other deviations within the Port of Gothenburg area should be reported via the Port of Gothenburg TRIA deviation handling system at www.portofgothenburg.com (E-services).

5 NOTIFICATIONS AND PERMITS

All notifications and enquiries about permits should be addressed to the Port Authority /Port Control, with the exception of notifications and permit enquiries relating to the terminals only; these must be addressed to the individual terminal. The exception does not apply to vessel-related matters.

5.1 DIVING, HULL CLEANING AND UNDERWATER WORK

Diving, hull cleaning and underwater work are not permitted without a permit from the Port Authority.

Application procedure

If any of the above types of work are to be undertaken, a permit must be applied for.

Applications to the Port Authority/Port Control should be made on the form available at www.portofgothenburg.com (E-services), and sent to portcontrol@portgot.se. Attach the application and state the type of work intended in the subject line.

5.1.1. Requirements for diving work

To undertake diving work in the port area, divers must hold a professional qualification and be certified for the type of diving work t o be carried out.

Applications for diving permits must be sent to the Port Authority/Port Control at the earliest possible stage, as there may be conditions imposed in addition to the basic requirements. The diving leader must ensure that the following points are adhered to:

- A permit from the Port Authority/Port Control is required in all circumstances.
- VHF for direct communication with Port Control and VTS (channel 13).
- Port Control must be informed before the diving work starts and when it has been completed on each occasion (a diving permit may cover an extended period, but Port Control must be notified on each occasion as above).
- The diving leader is responsible for keeping abreast of vessel movements to and from the quay where the diving work is in progress.
- Divers must comply with international marine traffic regulations, the Port Byelaws and Port Regulations.

5.2 SHIP BOTTOM CLEANING

Vessels that operate only in the North Sea or Baltic Sea and have hard or other non-toxic bottom paint may normally clean the ship bottom if the work is carried out using an approved method. For other vessels, an assessment is made on a case-by-case basis depending on the vessel's paint system, route, cleaning method and cleaning location. Applications to undertake hull cleaning are to be made to the Port Authority /Port Control who liaise with Environmental Management. Permission to undertake hull cleaning is granted by the Port Authority if the method is approved by Environmental Manage-ment. The work must be carried out when the vessel is in port for normal loading and discharging.

5.3 HOT WORK

SFPA safety regulations must be adhered to when any hot work is undertaken in the port area. This must be stipulated in each terminal's operating regulations, which must also stipulate that hot work permits are granted by the terminal's Coordination Manager. When the terminal has granted a hot work permit, it must be sent to the Port Authority/Port Control to check whether the work constitutes a risk to vessels, vessel movements or the quay.

The safety regulations are available at www.portofgothenburg.com (E-services and permit applications for Port of Gothenburg).

5.4 HOT WORK ON BOARD VESSELS

For temporary hot work on board a vessel, the vessel's master, or a person designated by the master, is responsible for fire protection and for ensuring that safety regulations are adhered to (for Swedish vessels, SFPA safety regulations apply). This includes issuing a permit for temporary hot work.

Notification of hot work to be undertaken on board while the vessel is in port should be given to the Port Authority/Port Control using a special form.

If hot work is to be carried out in an area where stevedoring is in progress or in the immediate vicinity of the terminal, permission must be obtained from the terminal's Coordination Manager.

The form is available at www.portofgothenburg.com (E-services and permit applications for Port of Gothenburg).

5.5 REPAIR WORK ON BOARD VESSELS

For work where the vessel cannot be moved under its own power or cannot be moved at all, written permission, which may be subject to conditions, must be obtained from the Port Authority/Port Control.

The form is available at www.portofgothenburg.com (E-services and permit applications for Port of Gothenburg).

5.6 TANKERS IN DRY-CARGO HARBOURS

Tankers are not normally permitted in dry-cargo harbours.

Exceptions may be made by the Port Authority/Port Control on presentation of an entry certificate prepared by the master. On arrival at a dry-cargo harbour or when visiting a shipyard, a work certificate must be issued by an approved gas inspector. Vessels that exclusively carry bitumen are exempt. The form "Work Certificate" may be obtained from Port Control.

5.7 GAS-FREE VESSELS

Areas and tanks where there is a danger of explosive gases must be searched by an external gas inspector. The level of gas in these areas must be measured and the vessel will be deemed gas free only when the level of the product in question is no more than 1% of the LFL and at the same time 21% oxygen in the relevant atmosphere. Checks must also be made to ensure that there is no form of substances such as benzene, hydrogen sulphide or other poisonous gases. The form "Work Certificate" may be obtained from Port Control.

5.8 LIGHTERING

Lightering – but not bunkering – of oil must be carried out with due regard to the directions in the latest edition of the 'Ship to Ship Transfer Guide (petroleum)' published by the International Chamber of Shipping and the Oil Companies International Marine Forum and the International Association of Ports and Harbours.

When lightering, the Port of Gothenburg STS manual must be complied with and the Port of Gothenburg STS checklist completed.

Applications for permits for lightering within the port area should be made to the Port Authority.

Lightering of dry cargo

Lightering between vessels is not permitted without the permission of the Port Authority/Port Control.

6 ISPS AND PORT SECURITY

General

ISPS-compliant port facilities are shown at www.portofgothenburg.com. Compliant port facilities are also published by IMO GISIS at https://gisis.imo.org. The port facilities listed on the port website have been approved by the Swedish Transport Agency in accordance with the ISPS Code. In the event of discrepancies, the port facilities published by GISIS take precedence.

In the event of a port security incident, the PFSO and PSO have direct contact with the authorities concerned. If the port security level is raised, the Maritime Security Committee is convened by the PSO. If port security is increased, all port facilities that are part of the port security plan must raise their ISPS level. The security level of individual port facilities may be increased without affecting other port facilities.

6.1 ACCESS TO TERMINALS/PORT FACILITIES

Port of Gothenburg terminals/port facilities operate in an environment exposed to risk. Damage and losses affect the organisation's ability to achieve its operating targets and fulfil its obligations towards owners, customers, authorities, employees and the general public.

For the areas in which the Port of Gothenburg operates, the organisation also has liability for risk and security in respect of goods and access to the facilities.

In the dry-cargo harbours where the three terminal operators APM Terminals, Gothenburg RORO Terminal and Logent Ports & Terminal are responsible for throughput, liability for risk and security in respect of goods and access rests with the individual terminal operator.

All persons seeking access to the Port of Gothenburg's port facilities, including the terminal operators' areas, are covered by EU regulation 2004/725/EC (Act on Maritime Security) and EU Directive 2005/65/EU (Act on Port Security), AEO regulations and the Protection Act. Persons seeking access must be compliant with the above as access is fully controlled. This also applies to vehicles and goods to be brought in to the port facilities.

Certain terminals are also classed as critical infrastructure ('facilities vital to the functioning of society') and protected objects under the Protection Act. This reinforces access requirements and the law gives authorised security guards increased powers to act within and in the vicinity of protected objects (as a complement to the Act on Maritime Security and the Act on Port Security).

All those working within those parts of the Port of Gothenburg that are covered by ISPS and classed as protected objects must have a pass or be correctly pre-registered at the port facilities. Pass-holders working within the port facilities must make sure their pass is visible. All parties must be able to provide valid photographic identification on request and regular spot-checks will be carried out on passes and ID.

All those in or at port facilities must comply with the rules and traffic regulations that apply within the Port of Gothenburg area.

Spot-checks will take place to check authorisation and to ensure nothing illegal is brought in.

6.2 RULES APPLICABLE TO ALL VISITORS

The rules apply to all those seeking access to the terminals/port facilities within the Port of Gothenburg area.

Crews, passengers and visitors to vessels in harbour have the right of access to Port of Gothenburg facilities on the following conditions:

- The master must send passenger lists and visitor lists to Port Security at the relevant port facility.
- The Energy Port: Gate 1.
- APM Terminals, Logent Ports and Terminals AB and Gothenburg RORO: Gate 4.
- For other terminals/port facilities, the relevant security organisation should be notified.
- Crew lists must include first name/s, surname and date of birth (IMO crew list).
- Passenger lists must include first name/s, surname and date of birth for each person (IMO passenger list).
- Visitor lists must include first name/s, surname and date of birth for each visitor. The list must be signed by the master on board.

It is important that the crew, passengers and visitors to vessels in harbour have a valid ID card/passport with them when they return and need access to their vessel. Temporary ID cards arranged by the vessel are not acceptable. Documents accepted for identification are valid ID cards or passports.

Procedure in the event of a security-related incident:

- The security team must always be alerted immediately on discovery of any kind of activity that has potential security implications. This could be suspect individuals in the vicinity of the port facilities, theft, infringement of access rules, etc. Activity that deviates from the norm should ring alarm bells.

6.3 ISPS FOR VESSELS

The PFSO will notify the vessel and the PSO if there is a need to alter the level of security on a vessel.

Each port facility is responsible for controlling points of access to port facilities within the port area. The master is responsible for the vessel and must identify everyone who goes on board.

All visitors must be pre-registered with Port Security by the master. All the vessel's provisions must be pre-registered and a verification warranty presented before importation. The crew is responsible for the stocktaking of goods.

Vessels with a security level higher than 1 must notify Port Control of their level when they give advance notice of their arrival. It must be made clear at the point of notification whether it is the master of the vessel who has a higher level or the vessel's flag state.

ISPS-classified vessels may be berthed only at ISPS-classified port facilities. Exceptions may be made by the Port Authority in conjunction with the Swedish Transport Agency.

6.4 DECLARATION OF SECURITY

The port facility will ask for a Declaration of Security (DOS) to be prepared in the following circumstances:

- If the vessel has a higher security level than the port facility.
- If the vessel has interacted with a port facility that did not have an approved security plan.
- If the vessel conducts ship-to-ship activity with vessels that do not have an international maritime security certificate.
- If the port facility has reason to believe that the vessel does not satisfy the provisions of EU regulation 2004/725/EC.

6.5 MARITIME SECURITY AND PORT SECURITY

The port facility must ensure that it is compliant with the ISPS Code (2004/725/EC and the Act and Ordinance on Maritime Security) and that maritime security analyses and plans are up-to-date and valid. The Port Authority must have insight into the plans for those port facilities that are covered by port security so that port security bodies and port security managers can use these as a basis for a port security analysis and a plan for the port in accordance with 2005/65/EU (Act and Ordinance on Port Security). The port facility's PFSO must take part in the annual exercises that take place in the context of the Act on Port Security.

The port facility must also consider whether it is classed as critical infrastructure and/or a civil protected object. To be compliant with the Protection Act, security personnel must have a security guard qualification and their appointment must be approved by the County Administrative Board.

The PA is the owner of the protected object, irrespective of the operator. The port facility must ensure that security is flexible enough to meet the security needs of individual terminals (protected objects). The PA has final decision-making power over the terminals in respect of security issues concerning port security, maritime security and civil protected objects/critical infrastructure.

7 MANOEUVRING WITH TUGBOAT ASSISTANCE

7.1 GENERAL

Special tug regulations are in place at the Port of Gothenburg according to the Bye-Laws of Port of Gothenburg 20§.

The tug regulations in Port of Gothenburg are developed in consultation with the Swedish Maritime Administration and stipulates number of tugboats during arrival and departure in Port of Gothenburg. They are calculated for normal current conditions and wind force of max 10 m/s.

When exceeding these normal conditions or other circumstances that could appear, it might be necessary to increase the number of tugboats. The Pilot decides in consultation with the captain in each case how a planned vessel operation can be performed with sufficient safety margins. Regarding high efficient rudder, it is a high-lift rudder creating effective side force and minimum force forward. A high efficient rudder may be a Schilling-, Becker Flap rudder or a type of rudder with similar functionality. All rudders named high efficient rudder don't create enough side force why the Port Authority, in consultation with the Swedish Maritime Administration Gothenburg pilot area, reserves the right to the definition and assessment of a high efficient rudder.

In the case of tugboat companies operating in the Port of Gothenburg, the tug master must have undergone the necessary training and testing to be approved for towing in the Port of Gothenburg (Harbour Towing Permit) in accordance with the curriculum developed by the Port of Gothenburg and the Swedish Maritime Administration.

7.2 ESCORT TOWING

Escort towing is compulsory for:

- All loaded tankers over 30,000 DWT.
- Tankers in ballast condition over 30,000 DWT with empty but not gasfree tanks (residues with flashpoint below 60°C). Inerted tanks are not to be considered as "gasfree" tanks.

For more information, please see www.sjofartsverket.se/gbg.

Tugs used for escort towing must be approved for escort towing by a classification society. A tug must be attached to the stern of the vessel once past Trubadurens Fyr lighthouse, or from when the pilot embarks up to the point where normal harbour towing begins. Departing vessels release the escort tug once past Trubadurens Fyr lighthouse, or when the pilot disembarks.

According to the OCIMF recommendations in the 'Recommendations for Ships' Fittings for Use with Tugs' booklet, the Safe Working Load (SWL) for fittings, i.e. bitts, bollards and hawseholes, during escorting are:

- Tankers of 20,000 – 49,999 DWT = SWL minimum 100 tons.
- Tankers of 50,000 or more DWT = SWL minimum 200 tons.

If a vessel does not meet the above recommendations for the strength of bitts, bollards and hawseholes, an additional tug will be required.

7.3 RESTRICTED IN ABILITY TO MANEUVER

One tugboat is compulsory on departure when major reparation or maintenance work has been carried out on a vessel main engine or central electricity panels.

7.4 PSMR-SYSTEM

Vessel equipped with PSMR-system (Propulsion and Steering Machinery Redundancy) may to a certain extent apply for tugboat exemption.

8 VESSEL ARRIVAL, DEPARTURE AND TIME IN PORT IN THE PORT OF GOTHENBURG AREA

8.1 BERTHING

When berthing, § 23 and § 24 of the Port Byelaws must be followed.

The terminal is responsible for ensuring that bollards on the quay are accessible so that mooring staff are not put at risk and that vessels with ramps can always put the ramp in place on arrival.

The terminal must provide Port Control with he following information:

- Berth.
- Proposed position of vessel and any bollard number at the stern of the vessel or manifold information for tankers.
- Vessel priority when several vessels are assigned the same berth.
- Proposed loading/discharging time for the vessel currently berthed.
- Deviations from the proposed loading/ discharging time.
- Information on planned or ongoing maintenance affecting the quay in question (cranes, loading arms, etc.).
- Telephone number for the duty ship planner.

The terminal must agree the planning of vessel berths with Port Control on an ongoing basis and also notify them of deviations from ongoing loading and discharging operations.

8.2 MOORING

Vessels may not moor in the port without the permission of the Port Authority/Port Control.

Mooring alongside another vessel is permitted only with the consent of the Port Authority/Port Control. This also applies to bunkering. While in port, the vessel must be well moored at all times. The moorings must be kept taut and be adjusted as necessary.

Please see recommendations for specific quays at www.portofgothenburg.com.

8.3 BOATMEN

Approved boatmen must be used when a vessel of 80 metres or more in length is mooring, shifting or unmooring, in accordance with these regulations. When a vessel is mooring or unmooring at the Energy Port piers, boatmen must always be used irrespective of the length of the vessel.

Boatmen operating in the Port of Gothenburg area must have undergone documented training in accordance with the IMO's 'Guidelines on minimum training and education for mooring personnel' (FAL.6/circ.11 of 11 July 2005). In addition, the company must have quality certification in respect of mooring services and liability insurance.

8.4 CRANES

Dockside cranes not in use must normally be 'topped' (in boom up position) and be placed at agreed locations taking into consideration the needs of vessels expected or departing.

If for any reason cranes cannot be topped or moved, this must be agreed with Port Control well in advance of the arrival or departure of a vessel.

The Port Authority/Port Control may require cranes to be topped for a specific arrival or departure.

Moving of cranes

Cranes may not be driven or lowered towards a vessel that is manoeuvring to or from a quay. The boatman will signal to the stevedores and/or the vessel when the mooring process is complete so that cranes can be moved and discharging or loading can begin.

The boatmen may not release the moorings when loading/discharging is in progress, and the trolley must be in the parking position.

All daytime communication about cranes (between 07:00 and 16:00) takes place between the Berth Planner and Port Control. For other times, between 16:00 and 07:00 and at weekends, duty numbers are provided by the vessel planner for the individual terminal.

8.5 GANGWAYS

Gangways and accommodation ladders must conform to IMO recommendations MSC.1/ Circ.1331. They must not be positioned in such a way that they obstruct activity on the quay.

8.6 VESSELS LYING IN HARBOUR

Vessels must always be ready to be moved under their own power at short notice. Exceptions may be made by the Port Authority/Port Control, and may be subject to conditions.

Vessels not discharging or loading may not remain in harbour without the permission of the Port Authority/Port Control.

8.7 LIFEBOATS

Lifeboats, rafts and freefall lifeboats may not be lowered into the water without permission from Port Control. For the Energy Port, permission must also be obtained from the terminal. Before lowering begins, Port Control must be contacted for permission and for information on current vessel movements in the port.

8.8 SMOKE

The emission from vessels of soot, smoke, steam etc. must be kept to a minimum and must not be an inconvenience or hinder other activities. This applies within the whole of the Gothenburg port and marine traffic area.

8.9 NOISE AND SMELL

Noise and smell from vessels, e.g. machinery, fans etc, and cargo must be kept to a minimum when a vessel is within the Gothenburg port and marine traffic area.

8.10 DISCHARGE TO WATER

It is not permitted to discharge contaminated water within the port area. Scrubbers used for exhaust gas cleaning are only permitted if operated in closed loop mode.

8.11 ROTATING OF PROPELLERS AND BOW THRUSTERS AT THE QUAY

A vessel's propellers may only be used for necessary manoeuvring; in other circumstances, special permission must be obtained from the Port Authority/Port Control.

9 LOADING AND DISCHARGING

9.1 GOODS HANDLING

Goods and other materials must not be positioned in such a way that they impede access by emergency vehicles, clutter up bollards or block fire hydrants.

Accidents or incidents relating to dangerous goods must be reported immediately to emergency services and the Port Authority/Port Control. There are detailed operating regulations for each terminal.

9.2 DANGEROUS GOODS IN PACKAGED FORM

9.2.1 Special notification

For large quantities of dangerous goods, or dangerous goods that pose a special risk or contain a large quantity of the same UN number, the terminal must give advance notification to the Port Authority/Port Control at the earliest possible stage, irrespective of whether the goods are to be handled at the Port of Gothenburg or are in transit.

9.2.2 Loading and discharging

Dangerous goods for loading must be brought to the port area as late as is practicable. Dangerous goods that have been discharged must be removed from the port area as quickly as possible. Class 1 explosive substances and Class 7 radioactive materials, with the exception of Class 1.4 S, 1.2 G, 1.3 G and 1.4 G and Class 7 materials that are not subject to labelling requirements, must be brought in and out of the terminal while the vessel is discharging or loading to avoid the goods being on site outside this period.

The loading of dangerous goods must begin as soon as possible after the goods have been brought into the terminal, and the goods must be brought into the terminal as short a time before the departure of the vessel as is practicable.

For safety reasons, exceptions can be made to allow for temporary depositing outside this period on an individual case basis.

9.2.3 Marking and labelling

Within the port area, packages and carriers with dangerous goods must be marked and labelled in accordance with the rules for the relevant type of transportation.

Dangerous goods for carriage by sea must always be marked in accordance with the IMDG Code.

9.2.4 Handling and depositing

The terminal must be able to demonstrate the segregation of dangerous goods within the port area in accordance with a reliable system.
The terminal must present a depositing plan for dangerous goods to be approved by the Port Authority in consultation with the emergency services.

If requested by the Port Authority, the terminal must be able to account for the dangerous goods in the terminal and on vessels in harbour and their location at all times in electronic format.

A dangerous goods declaration form or the equivalent relevant information must be available to authorities, emergency services and terminals while the goods are at the terminals in case there is a need for emergency action.

9.2.5 Statistics

If requested by the Port Authority, the terminal must provide statistical information on dangerous goods handled at the terminal in electronic format.

9.2.6 Storage

Dangerous goods may not be stored within the Port of Gothenburg area; they may be handled only as part of their transportation. Decontamination of dangerous goods containers or tanks is permitted only at a location approved by the authorities that has facilities for the management of dangerous waste. Empty, uncleaned dangerous goods containers and tanks may not be stored or held in a depot.

9.2.7 Special security provisions

Where relevant, the Port Authority may issue special security provisions governing the discharging, loading and depositing of goods. Any deviation from provisions concerning dangerous goods must be reported to the Port Authority/ Port Control.

9.2.8 Notification of dangerous goods arriving by road or rail

For dangerous goods arriving at the port by land routes, advance notification must be given to the relevant terminal in accordance with current regulations.

10 VESSEL SERVICES

10.1 FRESH WATER

Where relevant, fresh water must be supplied by the terminal. Rules concerning the supply of fresh water must be set out in the terminal's operating regulations. Water should be ordered at MSW Reportal in conjunction with vessel notification.

At the Port of Gothenburg fresh water is supplied at the quay using hoses fitted with 63 mm SS coupling and elbow. On-board connections are the responsibility of the crew of the vessel.

10.2 WASTE

The terminals at the Port of Gothenburg will accept any waste that a vessel may need to dispose of ashore and which has arisen as part of the vessel's normal operations in accordance with the 'No special fee' arrangement. Other waste that arises in addition to the above, e.g. from repair works, scrapped electronic equipment, etc. will be accepted at cost price. If waste is to be disposed of, a waste notification must always be registered at MSW Reportal.

As the terminal accepts household waste from vessels operating outside the EU, the terminal must draw up a commercial document that must accompany the waste from the terminal to the waste reception facility (EC regulation 2002/1774).

10.2.1 Notification

Waste disposal requirements must be notified to the port at MSW Reportal in conjunction with vessel notification at least 24 hours prior the arrival. The vessel will be responsible for any additional costs that arise from failure to adhere to the conditions at 9.2.3 relating to the delivery of dangerous waste.

10.2.2 Discounted charges

Vessels or shipping companies that take steps to minimise on board waste can agree a special contract with the Port of Gothenburg which allows a discount on the charge related to the type of waste. Neither the discount nor the system for minimising waste may contravene international or Swedish legislation.

10.2.3 Additional charges

Supplementary charges will be applied for additional costs incurred by the Port of Gothenburg if:

- There is a delay of more than 15 minutes before delivery. Waste must be delivered at the agreed time.
- Notification of delivery of waste from a vessel has not been made in the time period specified in Swedish law or in accordance with the Swedish Maritime Association regulations.
- The Port of Gothenburg has not been informed of the content of the foreign substances, solvents or detergents in sludge, if drums or packaging containing oil residue or dangerous waste are not correctly packaged and marked with their contents, or if delivery and depositing does not take place at the designated places.
- The vessel does not make staff available when delivering sludge.
- The pump capacity for sludge is less than 5 m^3 per hour.

Additional charges are applied in accordance with the Swedish Maritime Administration's regulations and general guidance on the reception of waste from vessels (SJÖFS 2001:12) and the Swedish Transport Agency regulations 2010:96 chapter 6 § 81–89.

In respect of a pump capacity of less than 5 m^3 per hour, an additional charge will be justified for two reasons:

- In the case of low pump capacity on a vessel, an additional charge may be made in respect of the increased cost to the Port of Gothenburg.
- If the work undertaken with a vessel with low pump capacity is extremely protracted, the Gothenburg Port Authority/contractor may not be able to fulfil scheduled commitments.

10.3 ENGINE ROOM SLUDGE

10.3.1 Informaon requirements

The following information is required when notifying the delivery of sludge:

- Details of quantity.
- Confirmation that the waste is free of foreign substances such as PCBs, solvents and detergents.
- A delivery declaration signed by the responsible officer on board the delivery vessel.

10.3.2 Security guard

A security guard provided by the delivery vessel must be in attendance the whole time delivery is in progress to prevent leakage and to monitor safety generally.

The delivery vessel must provide staff for the connection and disconnection of hoses between the vessel and the reception facility.

10.3.3 Delivery arrangements

Waste delivered in drums must be deposited at the designated location by the vessel.

Drums must be tightly-closed, free of defects and permanently marked with their contents in Swedish or English.

If disposal as above is not practicable, small amounts of waste oil can be disposed of in receptacles designed for the purpose.

The vessel's connections for delivery of engine room sludge must comply with international standards with an outlet on deck.

The pressure in the conduit between the vessel and the onshore reception facility must not exceed 0.6 MPa (6kp/cm^2). Delivery capacity must not be less than 5 m^3 per hour.

10.3.4 Division of responsibilities

Before the waste is received, the person responsible for reception on vessels or vehicles must designate a person to supervise the work who can order the pumping to be suspended when required.

Persons responsible for disposal from the vessel or vehicle are required to take all necessary safety measures within their respective areas of activity to prevent spillage.

10.3.5 Before pumping starts

All scuppers on vessels that accept oily waste and cargo residues and are involved in the waste receiving process must be plugged. The vents (swan necks) on the tanks on recipient vessels or vehicles must be equipped with a device to prevent the tanks from being over-filled.

The master of the receiving vessels or the driver of the receiving vehicle must inform the delivery vessel both of the maximum pump pressure that the waste can be received at and the quantity of waste to be pumped into each tank.

The hose for the disposal of sludge must be securely attached to the connections on board the delivery and receiving vessel or vehicle and fastened in such a way that it cannot be damaged by the vessel's movements. Only approved hoses that have been tested in the previous 12 month period may be used.

Spillage receptacles must be placed beneath the manifold connections of both delivery vessels and receiving vessels or vehicles.

The settings of all valves on receiving vessels or vehicles must be checked to ensure the correct tank is filled. Hoses, pipelines and the handling area must be illuminated so that any leakage can be detected.

There must be secure communication between the delivery vessel and the receiving vessel or vehicle. Communication must be maintained until delivery is complete and the hose disconnected.

10.3.6 While pumping is in progress

Hoses must be constantly checked for leakage.

Throughout the delivery operation, the driver of the receiving vehicle and the security guard on the delivery vessel must be stationed in such a position that they can immediately order the pumping to be suspended. Levels in the receiving tanks must be monitored constantly.

10.3.7 After completed pumping

Hose connections must be unfastened carefully to avoid spillage of oily waste. Drip trays must be used. Hoses not fitted with a stop valve must be fitted with a blind flange or secured blind plug before being returned to the receiving vessel or vehicle.

10.3.8 Action in the event of spillage

In the event of oil spillage, the following action must be taken immediately:

- Suspend pumping.
- Close valves on the delivery vessel and on the receiving vessel or vehicle immediately.
- Alert VTS Gothenburg.

10.4 DISPOSAL OF SEWAGE AND GREY WATER

The Port of Gothenburg accepts toilet waste, grey water and black water at the passenger terminals in Frihamnen and Arendal and also at the Stigberg Quay.

10.4.1 Delivery arrangements

The pressure in the conduits between the vessel and the reception facility must not exceed 0.6 MPa (6kp/cm^2). The delivery vessel's connections for the disposing of toilet waste must comply with international standards.

10.4.2 Security guard

The delivery vessel must provide an on-board security guard for the duration of the delivery process to prevent spillage and leakage. The delivery vessel must make staff available for the connection and disconnection of the hose between the vessel and the reception facility.

10.5 DISPOSAL OF DANGEROUS WASTE IN PACKAGED FORM

Waste packaging must be intact, tightly sealed and marked clearly and permanently with its contents in accordance with the IMDG Code, when applicable, and with the name of the vessel and the date. Further provisions regarding a vessel's advance notification of disposal can be found in the Swedish Maritime Administration's regulations and general guidance (SJÖFS 2005:19) on duties to notify, supply information and, in certain cases, report.

10.6 DISPOSAL OF SOLID WASTE

10.6.1 Receiving stations

There are containers for the reception of unsorted, combustible waste at the Energy Port and at Gothenburg RORO. If large amounts of waste are to be disposed of, a container can be ordered and placed in readiness for the vessel. There is a map showing recycling stations on the port website.

APM Terminals Gothenburg uses a timed waste collection system, which means that vessels that notify their requirement for waste disposal will be allotted a time for delivery.

10.6.2 Packaging, sorting and marking

Receptacles containing solvents or other chemicals must be intact, tightly sealed and marked clearly and permanently with their contents, the name of the vessel and the date.

Waste that is odorous or can spread infection or is otherwise a health risk for people on board or in the port must be well packaged with its contents marked.

11 BUNKERING

11.1 RULES

A bunker vessel intending to operate in the Port of Gothenburg area must be approved in accordance with Green Bunkering Rules and have obtained a Green Bunkering Certificate. The crew must have undergone a current Green Bunkering course; course certificates must be no older than 5 years.

Bunkering between two vessels is not permitted at an average wind speed of more than 20 m/s.

11.1.1 Receiving vessel

A receiving vessel intending to bunker in the Port of Gothenburg area must use a bunker vessel holding an approved Green Bunkering Certificate. Before bunkering, a Bunkering Safety Checklist must be completed together with a representative from the bunker vessel.

11.1.2 Delivery vessel

All cargo tanks in all bunker vessels must be equipped with high level alarms. The alarm must be set at a level that allows reasonable time to stop the loading or internal transfer before tanks are over-filled.

There must be a stop device close to the bunker vessel's manifold so that pumping can quickly be suspended.

When bunkering takes place within the Port of Gothenburg area, notification must be given by calling VTS Gothenburg on VHF channel 13.

11.2 NOTIFICATION

The delivery vessel must notify VTS Gothenburg of the following:

- The name of the receiving vessel.
- The name of the bunker vessel.
- Time and location of bunkering.
- Quantity and type of product.

11.3 BEFORE BUNKERING STARTS

Before bunkering, a Bunkering Safety Checklist must be completed jointly with the receiving vessel.

NB: Before bunkering in the Energy Port at Gothenburg, please see the Port's operating regulations.

All hoses of 3 inches in diameter or more must have been pressure-tested in accordance with the manufacturer's specifications in the previous four months. Pressure testing must be carried out at least once a year by an independent onshore testing company and additional interim testing must be done if the hoses are subjected to abnormal strain and also following repair. In other cases, pressure testing can be carried out and recorded on board.

11.4 WHILE BUNKERING IS IN PROGRESS

Hose connections must be constantly checked for leakage.

Throughout the discharging operation, the security guard must be stationed so that s/he can immediately order the pumping to be suspended in the event of over-filling or for some other reason.

The oil level in the tanks must be monitored carefully. Particular care must be taken when 'topping' tanks.

11.5 WHEN PUMPING IS COMPLETE

If a hose is to be blown with air, the officer responsible must be satisfied that there is sufficient room in the tank in question. The bunkering hose must be released carefully to avoid oil spillage. Spill troughs must be used. The hose must be fitted with a blind flange before it is returned to its normal position. When fixing the blind flange, suitable gaskets and the full complement of bolts must be used.

11.6 ACTION IN THE EVENT OF SPILLAGE

In the event of an oil spill, the following action must be taken:

- Suspend pumping.
- Close valves on the bunkering vehicle and the receiving vessel immediately.
- Alert VTS Gothenburg.

12 FIRE

12.1 VESSEL FIRE PROTECTION

The vessel's fire protection equipment must be in sound condition and ready for immediate use. The crew must be trained and very familiar with its operation.

12.2 IN THE EVENT OF FIRE ON BOARD OWN VESSEL

- Rescue / Alert/Sound the alarm / Extinguish.

In addition:

- Sound the alarm on the vessel's siren.
- Alert the emergency services on telephone number 112 and/or VTS Gothenburg on VHF channel 13.
- Assist the emergency services as necessary.
- Take action to fight the fire.
- Stop any cargo handling.
- Prepare the vessel for possible warping.
- If there are dangerous goods on board, emergency services must be informed of the UN number/s and the location of the goods on board.

12.3 IN THE EVENT OF FIRE ASHORE OR ON BOARD ANOTHER VESSEL

- Alert the emergency services on telephone number 112 and/or VTS Gothenburg on VHF channel 13.
- Stand by to fight the fire.
- Stop any cargo handling.
- Prepare the vessel for possible warping.

APPENDIX 1

DEFINITIONS

AEO	Authorised Economic Operator.
Fire Protection Officer	The Fire Protection Officer at a company undertaking hot work. The Fire Protection Officer must have experience of fire protection and have undergone SFPA-approved training in 'Hot Work'.
Bunker vessel	A vessel that delivers bunker oil to a receiving vessel.
Bunkering vehicle	A road tanker or other vehicle that delivers bunker oil to a receiving vessel.
Gothenburg port area	See map included at Appendix 5.
Gothenburg marine traffic area	The area extends in a notional 6 nautical mile radius from Vinga Lighthouse to the Lärje tributary in the Göta river.
Port Authority	The Harbour Master and CEO of Gothenburg Port Authority.
Harbour towing	Towing of vessels on arrival at and departure from the quay.
Hot work	Welding, cutting, soldering, roofing, machining with high-speed tools, and other work that produces heat or sparks and can therefore start a fire. Hot work carried out in the vicinity of flammable materials is classed as a fire risk.
Vessel	For the purpose of these operating regulations, a vessel is any object used for transport on water or any other object that can be moved on or in water and that is used in commercial traffic.
Fixed workplace	A workplace that is permanently organised in accordance with the requirements of the Swedish Fire Protection Association (SFPA) relating to temporary workplaces for hot work; must be located separately from production.
LFL	Lower Flammability Limit.
PTM	Pilots and tug masters
Gothenburg Pilot Area	The area extends from Marstrand in the north to Kungsbacka in the south. For further details please visit www.sjofartsverket.se.
Receiving vessel	Vessel receiving bunkers via a pipeline from land or from another vessel or vehicle.

APPENDIX 1

IMDG Code	The International Maritime Dangerous Goods Code; the international code for shipment by water of dangerous goods in packaged form, adopted through resolution A.716 (17). The Code has been incorporated into Swedish law through TSFS 2015:66, The Swedish Transport Agency's regulations and general advice on shipment by water of dangerous goods in packaged form (IMDG Code).
ISPS	International Ship and Port Facility Security Code.
OCIMF	Oil Companies International Marine Forum.
PA	Port Authority.
PFSO	Port Facility Security Officer.
PSO	Port Security Officer.
SFPA	The Swedish Fire Protection Association.
SSNS	SafeSeaNet Sweden.
STS	Ship-to-Ship.
Summer DWT	Summer deadweight tons.
Temporary hot work	Hot work not carried out at a fixed workplace.
MSW Reportal	Marine Single Window Reportal. Electronic vessel registration of the Swedish Maritime Association. www.mswreportal.se.

APPENDIX 2

TUG MASTERS

Tug master training for a permit for harbour towing at the Port of Gothenburg.

The training is divided into two blocks:

1. Port of Gothenburg: familiarity with the port.
2. Swedish Maritime Administration: operational management.

In addition to completion of the training, the first assignments must be carried out under the supervision of a pilot or other person designated by the port.

The Port of Gothenburg training block includes the following:

- Port rules and regulations.
- Port area.
- Familiarity with the quays.
- Port security.
- Boat trips within the port.
- Visits to Port Control.

The Swedish Maritime Administration training block includes the following:

- Tugboat recommendations (1–4 boat jobs) for all sections of quay.
- Current vessels.
- Issuing of orders.
- Communication.
- Reporting points.
- VTS.
- Attachments (methods, where to attach, etc.).
- Fairways.
- Escort towing.
- Meeting places for different types of job.
- Shipyard jobs.
- Arrangements for PTM joint working group.

To renew a harbour towing permit, the Port of Gothenburg requires Port-run training to be undergone in Port Byelaws and operational regulations.

APPENDIX 3

PILOTAGE EXEMPTION REQUIREMENTS

A pilotage exemption will be granted by the Port of Gothenburg on satisfactory completion of the following

- Knowledge of the Port of Gothenburg Byelaws.
- Knowledge of the Port of Gothenburg General Port Regulations.
- Knowledge test at the E-learning website www.lotsdispens.se.
- When the training course is completed the certificate has to be dispatched to the Swedish Transport Agency.

APPENDIX 4

TUGBOAT ASSISTANCE FOR VESSELS WITH PEC HOLDING MASTERS AND VESSELS NOT SUBJECT TO COMPULSORY PILOTAGE

A master holding a pilot exemption cerificate must normally order pilot when a tugboat is used. PEC holders, however, have the possibility to get the supplement right to use a tugboat without ordering pilot, registred in their PEC. Special training must be fulfilled to get this supplement. In the Swedish Transport Agency's regulations and general advice on pilotage (TFSF 2009: 123), the special knowledge requirements set by the authority are stated.

For vessels not subject to compulsory pilotage, the Port Authority – as responsible for safety and the port facilities – recommends that a pilot is used when tugboat assistance is needed.

Background

The above requirements are part of the Port of Gothenburg's work to make the port safer and more efficient.

Vessels, tugs and their equipment are increasing in size and capacity. These changes create a need for increased knowledge and experience of managing these safely and efficiently. As levels of training in the industry have increased, there has been a demonstrable reduction in the number of incidents relating to tug handling and damage to quays.

Masters holding pilotage exemptions wishing to gain permission to work with tugs without using a pilot must have:

- Assisted with at least two (2) tugboat assignments on board a tug, ideally in different types of tugboats.
- Undergone theoretical training lasting about one half day on tugboat design, towing techniques, etc.
- Manoeuvred vessels of a type similar to the vessel that the exemption applies to in an appropriate simulator. Duration: approximately one full day. This supersedes a previous requirement for two trips with a pilot and tug, which no longer applies.

Once the above has been complied with, and the log issued for this purpose by the Port Authority duly noted and signed, the log should be sent fully completed to the Swedish Transport Agency which will then issue a permit for a practical test (examination permit).

On receiving the examination permit, the applicant may book one (1) practical test with a pilot and tug. It is desirable for the tugboat to be attached as part of the examination.

The theory component is provided by a person with experience of/skilled at teaching the subject, and includes:

- Tugboat design: an examination of different types of tugboat, different propulsion systems and their limitations, the strengths and weaknesses of different types, capabilities and limitations, winch arrangements etc.
- Towing techniques: an examination of how different types of tugs can be attached, capabilities and risks in respect of different methods of attaching, speed implications when attaching/detaching different types of tug.
- Communication: an explanation of how masters and tugs should communicate.
- Effects of currents and wind: an examination of the forces that affect vessels and how to calculate the right amount of power for particular manoeuvres.
- Simulator training with an experienced pilot and tugboat master.
- A number of runs in a variety of weather conditions with the types of tug found in Gothenburg.

Ideally, the training sessions will take place in the sections of the port where the pilotage exemption applies.

The area of General Port Regulations for the Port of Gothenburg