

Port Regulations and Ordinance

Ports of Stockholm

Version 2.1.1

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1 Application of these regulations

1.1 General

General rules governing Ports of Stockholm operations are set out in Swedish laws, statutes, degrees, regulations, and general guidelines issued by regulatory authorities, as well as in “Stockholms Hamn AB Port Regulations” adopted by the Stockholm City Council on 13 November 1995.

Stockholms Hamn AB (Port of Stockholm) and Kapellskärs Hamn AB (Port of Kapellskär) are subsidiary companies of the Ports of Stockholm Group.

In these regulations the term Ports Authority refers to: Ports of Stockholm's Harbour Master, Deputy Harbour Master(s) and Technical Operations Manager(s).

The users of quays administered by Ports of Stockholm must familiarize themselves with these regulations and ensure that subordinates or hired employees are informed of these regulations and comply with them.

These regulations can be requisitioned from Ports of Stockholm's Port and Traffic Control (BTC). They are also published on www.portsofstockholm.com.

Anyone discovering a contravention of these regulations or other regulations or instructions issued by Ports of Stockholm must report such contravention without delay to Ports of Stockholm's Port and Traffic Control (BTC).

These regulations and subsequent amendments have been approved by the CEO of the relevant companies concerned. The Swedish Transport Agency, County Administrative Board and Swedish Maritime Administration are responsible for decisions on limitations and restrictions in the use of waterways within their respective administrative areas.

1.1.1 Areas of application

These regulations apply to operations within water districts in Stockholm's port areas and at quays/landing stages administered by Ports of Stockholm, and also within the relevant areas of the Port of Kapellskär, Port of Nynäshamn and Stockholm Norvik Port.

The areas comprising the respective ports are detailed in the following appendices:

Appendix 2 – Port of Kapellskär

Appendix 3 – Port of Nynäshamn

Appendix 4 – Stockholm Norvik Port

Appendix 5 – Port of Stockholm

Appendix 6 – Landing Stages and Facilities Administered in Stockholm



2 Contact Information

2.1 In an emergency

Emergency Services

Telephone 112

Ports of Stockholm's Port and Traffic Control
(BTC)
VHF

+46(0)8-670 28 10

Channels 12 & 16

2.2 Bridges and locks

BTC

+46(0)8-670 28 10

Danviksbron bridge

+46(0)8-508 279 11

Hammarbyslussen locks

+46(0)8-670 28 15

Skansbron bridge

+46(0)8-670 28 15

Liljeholmsbron bridge

+46(0)8-670 28 15

Husarviksbron bridge

+46(0)8-670 28 15

2.3 Other matters

BTC

+46(0)8-670 28 10

Service Desk

+46(0)8-670 26 00

Technical Operations Manager, Port of Kapellskär

+46(0)8-670 26 00

Technical Operations Manager

Port of Nynäshamn/Stockholm Norvik Port

+46(0)8-670 26 00

Email

btc@portsofstockholm.com

info@portsofstockholm.com

For other contact information, see www.portsofstockholm.com



3 General Safety Regulations

3.1 Inspection of and access to vessels

Harbour Authority representatives have the right to access a vessel in accordance with the provisions described in Stockholms Hamn AB Port Regulations and as described in these operating regulations. The ship's master is obliged to comply with the stipulations of the Ports Authority and operations manager and to facilitate their work by providing any assistance required.

Inspection of foreign vessels is carried out by port state control, which is the responsibility of the Swedish Transport Agency.

3.2 Smoking, alcohol and narcotic substances

Within port facilities encompassed by maritime security laws or installations classed as a protected object/restricted area there is a general smoking ban. Within the entire Ports of Stockholm area of operations it is prohibited to be under the influence of alcohol or narcotic substances.

3.3 Vessel draughts and stability

Masters of ships manoeuvring in port areas and berthing at the quayside must ensure their vessel always maintains at least 0.5 meters Under Keel Clearance (UKC).

Ships masters are obliged to make sure they are continuously updated about water depths at assigned berthing, mooring or anchoring sites.

In all circumstances the ship's master is responsible for the vessel's intact stability and damage stability in accordance with IMO regulations. The stability of the vessel must always be in accordance with the vessel's intact stability booklet and damage stability booklet.

3.4 Wind and water levels and depth measurements

Wind restrictions for passage of piloted vessels to and from port facilities are issued by the Swedish Maritime Administration.

Wind restrictions for buoy mooring at Stockholm Strömmen are 14 m/s mean wind speed and for Seawalk buoy mooring at Nynäshamn are 10 m/s mean wind speed.

Up to date information about wind and water levels can be obtained from SMHI, the Swedish Maritime Administration, or see www.portsofstockholm.com. In the Baltic Sea the effect of tides can be disregarded. Water levels are however affected by winds and air pressure. In Lake Mälaren the water level is also affected by runoff from the surrounding land areas.



Depth measurements for Ports of Stockholm's quays are always expressed using the Swedish national RH 2000 system. For accurate depth calculation, the water level at the time must be taken into account.

3.5 Photography

Photography and filming that involves Ports of Stockholm's port facilities, operations, or associated protected objects requires the issue of a permit. This also applies for the use of drones. Permit applications are submitted via www.portsofstockholm.com. Fees for photography and filming are charged according to the current price list.

3.6 Personal protective equipment

High visibility clothing must be worn at all port facilities. Life jackets must be worn when working close to the water. In the vicinity of hanging cargo, or where there is a risk of falling objects, safety helmets must be used.

Appropriate clothing and approved safety equipment must otherwise be worn to comply with applicable local working environment regulations (AFS).

3.7 Vehicle traffic in port facilities

Vehicles within Ports of Stockholm port facilities must be equipped with rotating warning beacons or warning indicator lights. External traffic must use the indicated lanes to reach their designated sites. Overtaking is prohibited. Parking is only permitted at specifically indicated sites. The maximum speed limit within port facilities is 30 km/h, or less if so indicated.

In addition to the general and local traffic regulations issued by the authorities, specific rules may apply to traffic within the individual port areas.

3.8 Incident and accident reporting

Incidents, accidents and risk observations within Ports of Stockholm port areas must be reported to Port and Traffic Control (BTC).



4 Vessel Arrival Notification

All vessels intending to call at a Ports of Stockholm port, or pass through a Ports of Stockholm port area, must notify Ports of Stockholm in advance via the shipping company or shipping agent. Pre-arrival notification must be made to BTC no later than 24 hours prior to the estimated arrival time of the vessel. Notification is made using the form available on the Ports of Stockholm web portal. Ports of Stockholm can, taking into account the necessary voyage time or other circumstances, allow a shorter pre-arrival notification time.

Only Port of Stockholm Harbour Master or his/her deputies can assign and allocate quay-berths. Ports of Stockholm generally does not accept vessels that have no nominated shipping agent.

If a scheduled service operating according to a regular timetable deviates from its timetable by 20 minutes or more, the deviation must be notified to BTC. Services not operating according to a regular timetable are not permitted to moor earlier than 30 minutes prior to the stated ETA and must depart at the stated ETD. Anticipated deviations must be reported to BTC and requires approval.

Booking enquiries can be submitted to BTC or to the Ports Authority depending on the vessel type and call type. A booking is only valid after written confirmation has been issued by Ports of Stockholm. Booking enquiries for cruise ships are processed on a first-come, first-served basis.

Allocation of quay-berths in regard to booking enquiries are only temporary and Ports of Stockholm retains the right to change an allocated quay-berth at any time.



5 Port Facilities and Port Security

5.1 General

ISPS-approved port facilities and Ports of Stockholm's port area can be found on www.portsofstockholm.com. Ports of Stockholm's port facilities (permanent as well as flexible facilities) are approved by the Swedish Transport Agency in accordance with the current edition of the ISPS code.

In the event of a security incident at the port, the Port Security Officer (PSO) / assistant PSO and Port Facility Security Officer (PFSO) / assistant PFSO have direct contact with the relevant authorities. Decisions to raise port security levels are made by the police authorities. Additional maritime security measures are implemented if the port security level is raised, in accordance with the port security plan.

5.2 Maritime and port security laws and regulations

Maritime safety compliance applies in accordance with the current edition of the IMO (International Maritime Organization) ISPS Code (International Ship & Port Facility Security Code), *Regulation (EC) No 725/2004 of the European Parliament and of the Council on enhancing ship and port facility security*, *Swedish Maritime Security Act (2004:487)*, *Swedish Maritime Security Ordinance (2004:283)* and *Swedish Maritime Administration Maritime Security Regulations SJÖFS 2004:13*.

In addition to the above, port facilities must ensure compliance with *Directive 2005/65/EC of the European Parliament and of the Council on enhancing port security*, *Swedish Port Security Act (2006:1209)*, *Swedish Port Security Ordinance (2006:1213)*, and *Swedish Maritime Administration Port Security Regulations (SJÖFS 2007:1)*.

5.3 Protected objects

Only authorised personnel are permitted access to a protected object. The same restrictions that apply for facilities subject to maritime security protection also apply within areas classed as protected objects.

Security guards working on behalf of Ports of Stockholm have the right to deny access and conduct body searches of persons desiring access. They also have the right to inspect equipment and materials being brought in.

Anyone desiring access to a protected object, or who is found to be within the vicinity of a protected object, when asked to do so by the personnel guarding the installation is obliged to provide their name, date of birth and place of residence and submit to a body search, vehicle or vessel inspection, unless their business in the area concerns delivery of a letter or other specific documentation.



Land areas are fenced-off and have restricted access signs. Only vessels in commercial operation are permitted access to the Frihamnen – Värtahamnen water district. This means that it is prohibited for private pleasure boats to pick up or drop off people or equipment within this area. Commercial vessels desiring access can apply for this by contacting Port and Traffic Control (BTC).

5.4 ISPS for docked vessels

Ships masters are responsible for ensuring compliance with all applicable laws, regulations and ordinances regarding maritime security when the vessel is in port. The PFSO is responsible for and monitors access points to the port facilities. The vessel must state its security level when submitting pre-arrival notification. If the level is higher than Level 1 the pre-arrival notification must clearly state if it is the vessel's flag state or the ship's master that has raised the level. Mooring of ISPS-classed vessels is only permitted at ISPS-classed port facilities. Exceptions may be granted by the Harbour Authority in consultation with the Swedish Transport Agency.

The Harbour Authority can demand the issue of a Declaration of Security (DoS) on arrival. The Harbour Authority must demand the issue of a DoS if:

- The vessel has a higher security level than the port facility.
- The vessel has worked with a port facility that does not have an approved security plan.
- The vessel conducts ship-to-ship operations with a vessel that is not ISPS-certified.
- The Harbour Authority has reason to believe the vessel does not fulfil the stipulations of Regulation (EC) No 725/2004 of the European Parliament and of the Council on enhancing ship and port facility security.

5.5 Access to port facilities

To enter the port facilities in Kapellskär, Nynäshamn and Stockholm, access must be authorised by Ports of Stockholm. A valid authorisation card is always required to carry out work within a port facility.

Authorisation cards and access cards must be worn so that they are clearly visible and must be shown when requested for inspection at the port facility. The card-holder is responsible for ensuring that no unauthorised person follows them when entering or leaving a port facility or building. All authorisation and access cards issued are personal and must be handled as valuable documentation. Loss of a card must be reported immediately to BTC and expired cards must be returned to Ports of Stockholm's Service Desk.

Pre-notification of temporary visitors to a port facility or visit to a vessel docked at a port facility must be submitted by the shipping agent to BTC using the form available on the Ports of Stockholm web portal. For a visit to be approved, the visitors must have been invited by a representative of Ports of Stockholm, one of the shipping companies operating out of the ports, or by the ship's master of a ship in port/SSO. Pre-notifications are reviewed by the PFSO. A valid



authorisation card is required to carry out work within a port facility. Entry via a visitors list is not permitted.

Crew members of vessels in port must be listed on the ship's crew manifesto registered with Ports of Stockholm (pre-notification) and must be able to show valid photographic identification or a valid crew-card for the relevant vessel in port to be allowed access to the relevant port facility.

Passengers must be able to show valid photographic identification and valid travel documentation containing information about the passenger's name and/or booking number and valid travel date(s), or alternatively must be able to show a valid passenger card and be included on the passenger list registered with Ports of Stockholm. For sea transport of vehicles with a driver, the same applies as above. The vehicle must be booked for passage on a vessel from the port or have arrived by vessel to the port.

Employees of Swedish regulatory authorities carrying out duties considered by Ports of Stockholm to be relevant within port facilities are only required to show valid photographic identification and proof of service to be allowed access.

Non-compliance with the applicable rules and conditions will result in exclusion from Ports of Stockholm's port facilities and may also lead to fines being imposed.

To apply for an authorisation card, or for more information about entry, authorisation cards, access passes and ISPS, see www.portsofstockholm.com.

5.5.1 Transport to a port facility

Drivers delivering trailers to, or collecting trailers from, terminals must be able to show valid photographic ID. Drivers must also be able to show documentation of the relevant job order/job confirmation documentation. The trailer must be booked for passage on a vessel from the port or have arrived by vessel to the port.

Taxis and buses are not permitted to enter port facilities unless a special permit, driver ID and a valid job order can be presented.

Entry to a port facility with remote operated access requires an agreement between Ports of Stockholm and the respective company.

To deliver goods to a port facility/vessel in port, the driver must be able to show valid photographic ID and job order/job confirmation documentation. Arrival of the goods must be pre-notified to BTC. Deliveries to vessels must always be delivered directly aboard. Special procedures for delivering provisions to scheduled ferry services may apply.

5.5.2 Luggage

Passengers may carry their own accompanied luggage with them. By accompanied luggage is meant the luggage of passengers, including personal belongings that are carried by the passenger through



security controls. The luggage must have been packed by the passenger and afterwards have been under the constant supervision of the passenger. Accompanied luggage can be searched by a PSO or person appointed by a PSO.

Without pre-notification and the granting of special permit, knives, weapons and ammunition, radioactive or explosive substances (including ammunition) are not allowed to be brought into port facilities



6 Applications and Permits

6.1 Diving and work underwater

Diving is generally prohibited within port areas. Diving is only permitted following the issue of a permit from the Ports Authority. Permit applications are made via www.portsofstockholm.com and must be submitted to the Ports Authority no later than two working days prior to the planned dive date.

Permits for diving within port areas will only be issued if there is good reason for the diving work to be carried out. Divers must be professionally qualified and certified for the type of diving work to be carried out. The dive leader is responsible for ensuring that all necessary safety measures have been addressed before the dive begins. The dive leader is also responsible for any injuries to people or damage to property that may occur in conjunction with the dive. Ports of Stockholm accepts no liability for costs incurred resulting from the issue of a diving permit.

Sites within the ports area where permission for recreational diving may be issued are the *Falken* wreck at Fredhäll and the *Bordellen* wreck at Söder Mälarstrand. A specific application form for this can be found on www.portsofstockholm.com.

6.2 Lifeboats and ship's tenders

Lifeboats and ship's tenders may not be lowered within port areas without prior permission from BTC or the Operations Manager at the port.

Launching must be notified in advance to BTC using VHF channel 12. BTC must also be notified when lifeboat or ship's tender drills are completed.

6.3 Work vehicle driving permits

A driving permit issued by the employer is required to drive a truck within a work area. Planned work that involves the driving of other work vehicles, such as a skylift, cherry picker, access platform or similar, in conjunction with a vessel call must be pre-notified to BTC and approved by the Deputy Harbour Master.

6.4 Use of mobile cranes

A permit from the Ports Authority is required to set up mobile cranes, high-lifts, concrete pumps and similar in Ports of Stockholm's port areas. A permit application form is available on www.portsofstockholm.com and must be submitted to the Ports Authority no later than five working days prior to the planned date of set up. Applications are submitted in accordance with the instructions on the website. Fees for the use of mobile cranes are charged according to the applicable price list.

Ports of Stockholm evaluates the application based on the load, quay construction and safety aspects for the relevant quay-berth. Note that the use of mobile cranes or similar in a public place



may also require the issue of permits from the City of Stockholm's Transport Office (Trafikkontoret) or local police authority. It is the responsibility of the applicant to obtain the correct permits.

6.5 Cleaning of vessel hulls

Permit application for the cleaning of hulls must be submitted to the respective authority for the relevant port area.

- Stockholm – City of Stockholm Environmental Administration (Miljöförvaltningen)
- Kapellskär – County Administrative Board of Stockholm (Länsstyrelsen i Stockholm)
- Nynäshamn and Stockholm Norvik - Local environment and health authority (Södertörns miljö- och hälsoskyddsförbund)

6.6 Discharge of processed wastewater

Wastewater from vessels is always classed as sewage and must be pumped ashore regardless of whether the wastewater has been processed or not. Discharge of processed wastewater in port areas is prohibited.

Wastewater and processed wastewater from cruise ships must be handled in accordance with the Ports of Stockholm manual *Wastewater Handling for cruise ships at Ports of Stockholm*.

6.7 Ballast water

Ballast water must be handled according to the applicable specifications for the Baltic Sea in the IMO's *Ballast Water Management Convention*.

6.8 Hot work

A permit issued by the Ports Authority is required for hot work within a Ports of Stockholm port facility at the quays. The permit must specify the safety measures required for the work being carried out.

For hot work on a vessel or at a quay where dangerous goods are transported, handled or stored, a special permit issued by the Ports Authority is required. The permit must specify the safety measures required for the work being carried out. The same applies for flammable bulk cargo. Hot work is only permitted if it is assessed that this can be carried out safely with regard to the inherent risks associated with dangerous goods. BTC must also be notified before hot work begins and after it has concluded using VHF channel 12.

Permits for hot work are only valid for a maximum period of 24 hours.

The ship's master is responsible for ensuring that all hot work carried out aboard vessels at the quayside is carried out correctly and that all necessary safety precautions are taken.



Port and archipelago vessels outside of port facilities but within the ports area must obtain a hot work permit from the Ports Authority for all non-routine work.

Specific rules may apply within specific port facilities.

6.9 Repairs and paint maintenance

Major repairs may only be carried out at the quayside after obtaining special permission from the Ports Authority. Spray-painting the exterior of a vessel is not permitted within Ports of Stockholm's port facilities or at quays administered by Ports of Stockholm.

6.10 Tanker vessels

Tanker vessels carrying cargo with a flashpoint below 55° C, or vessels that have carried a cargo comprising crude oil or products with a flash point below 55° C on one of its two previous voyages, are not normally permitted within Ports of Stockholm's port facilities. Exceptions can be made following a risk assessment by Ports of Stockholm, or if the vessel is gas-free and can present a declaration certificate issued by an independent certified inspector that it is gas-free.

For tanker vessels carrying cargo with a flashpoint above 55° C the following applies:

- An area of 25 m surrounding the vessel is to be regarded to be a Class 1 risk zone where specific fire-safety requirements apply, including requirements concerning electronic equipment, naked flames, hot work and the like.
- An International Safety Guide for Oil Tankers and Terminals (ISGOTT) *Pre-arrival Ship/Shore Safety Checklist* or equivalent must be completed prior to arrival.
- A watchman must be on station both aboard and ashore during the vessel's entire stay in port.

Local regulations issued by the terminal operators apply at the Stockholm energy port.

6.11 Lightering

Ship-to-ship transfer (not bunkering) of oil must be carried out in accordance with the regulations stipulated in the current edition of the OCIMF *Ship to Ship Transfer Guide*. Permission from the Ports Authority is required for lightering of oil or dry cargo. Lightering is not permitted at anchoring sites.

6.12 Aircraft and helicopters

Aircraft are not permitted to land with the port area without permission from the Ports Authority.

Helicopters are not permitted to fly from or to a vessel during the vessel's call at the port facilities. Helicopter flights are permitted within the port area provided this is not in the vicinity of the



quayside, that applicable airspace rules are observed, that manoeuvring is only carried out between the hours of 7 am and 6 pm, that no manoeuvring is carried out in the immediate vicinity of smaller vessels or boats, that manoeuvring is not carried out within 100 meters of ferries, cruise ships or other commercial services, and that a permit is obtained from the Ports Authority.

BTC must be notified before a flight begins and after the flight has ended. These rules do not apply to the authorities or in an emergency situation.

6.13 Hydrographic survey

Section 3 § of Swedish Law (2016:319) on the protection of geographical information states that permits are required to carry out hydrographic surveys in Swedish territorial waters. Permit applications for hydrographic surveys are examined by the Swedish Armed Forces and decisions issued can include conditions restricting the use of geographical information to that of one specific purpose only following implementation of specific safety measures.

Permits are not required for:

- minor hydrographic measurements, or for
- hydrographic survey measurements in a public port by the authority responsible for the port.



7 Arrivals, Departures and Vessels in Port

7.1 Mooring and casting off

Vessels and boats are prohibited from mooring at a Ports of Stockholm quay or terminal without permission from the Ports Authority. Mooring, tying up or similar mooring activities must be carried out under the guidance of the ship's master. The ship's master is responsible for ensuring that mooring/casting off is performed safely.

Communication when mooring must use VHF channel 12, unless specifically agreed otherwise. Before mooring begins the ship's master/pilot and boatswains/Ports Authority must establish VHF radio contact and confirm the quay-berth and any specific mooring instructions.

For cruise ship calls, line handlers must follow the instructions in Ports of Stockholm's regulations for the mooring of vessels not operating a regular timetable service (*Förtöjningsföreskrifter inom Stockholm Hamnars kajer och terminaler vid ej tidtabellsbunden sjötrafik*). Individual line handler who do not meet the minimum requirements can be prohibited from mooring vessels with immediate effect. Mooring contractors whose personnel do not comply with Ports of Stockholm's minimum requirements can be banned from carrying out tasks within Ports of Stockholm's port facilities.

Line handlers can refuse to carry out an order if they regard that carrying out the task would mean risk or danger to themselves or their surroundings.

7.1.1 Mooring equipment

The mooring equipment used must be of good quality and dimensioned for the relevant traction forces. It is forbidden to use casting lines with weights that are heavy enough to cause injury to people standing ashore. Use of explosively propelled casting lines is also prohibited. Casting lines must be proportional to the rest of the mooring equipment.

7.1.2 Personal protective equipment

Boatswains must wear an approved life jacket, safety helmet, safety shoes, high-visibility clothing and a knife when carrying out mooring or casting off tasks. Clothing must be uniform for all boatswains and it must be obvious which company the boatswain works for.

7.1.3 Buoy mooring

Only Ports of Stockholm personnel may handle mooring at a buoy due to the high level of risk involved. When mooring at a buoy, a safety risk analysis (*Säker Jobb Analys*) must be carried out before work begins. The analysis, led by the line handlers, is carried out together with the crew of the assistance boat used during mooring.

The vessel may not begin to tighten up the lines before the line handlers and assistance boat have left the buoy. When the vessel is to cast off from the buoy, the vessel must slacken off all lines



between the vessel and the buoy before the line handlers approach the buoy. Under no circumstances may a vessel adjust the hawsers/lines to the buoy during the time the line handlers are present at the buoy.

7.2 Towing

The Swedish Maritime Administration and the respective pilotage areas have developed guidelines for the use of tugboat assistance. More information can be found on the Swedish Maritime Administration website www.sjofartsverket.se in the respective sections describing requirements for tugboats for each port area.

When vessels are manoeuvring in port areas this must be done with the assistance of tugboats to the extent that the ship's master in consultation with the Ports Authority pilot decides this is necessary. Tugboats are booked directly from the service provider.

7.3 Gangways and accommodation ladders

Gangways and accommodation ladders must as a minimum meet the currently applicable IMO *MSC.1/Cir.1331* requirements. The owner of the gangway/accommodation ladder is responsible for ensuring the requirements are met, unless otherwise agreed in writing prior to the placement of the gangway/accommodation ladder at the vessel. The owner is also responsible for ensuring that the placement of the gangway/accommodation ladder does not disrupt activities at the quay or cause damage to the quay in any way.

7.4 Noise and smoke emissions

Vessels must ensure that smoke and noise from the main engines, auxiliary engines, boilers, ventilation and any other equipment, is minimized. Main engines must only be used when strictly necessary for the vessel's manoeuvring. When in port, vessels must connect to onshore power if this is technically possible with respect to the existing facilities aboard and ashore.

Cleaning of boilers or clearing of steam funnels is not permitted whilst in port. Incineration of waste is not allowed aboard ships within Ports of Stockholm port areas.

Vessels in port must comply with the specific noise restrictions at individual quays.

7.5 Running the propeller at the dock

The vessel's propeller and bow thrusters may only be used for necessary manoeuvring and may not be used at the quay. Any exception requires written permission from the Port Authority.

7.6 Use of anchors

Dropping anchor is not permitted when manoeuvring to the quay, unless an emergency situation arises. If an anchor is used in an emergency situation, the time and location at which the anchor was used must be reported immediately to Port and Traffic Control (BTC).



In the ports area in Stockholm there is one anchorage site at Fjäderholmarna.

7.7 Icebreaking

Vessels of gross tonnage greater than 1,350 tonnes carrying goods or transporting passengers to and from quays managed by Ports of Stockholm, and that do not comprise archipelago, charter or port traffic, may be provided with icebreaking assistance on request. Request for icebreaking assistance must be notified to BTC no later than five hours prior to the planned commencement of the task.

Icebreaking assistance is provided when necessary in the fairways to/from Stockholm via Sandhamn (Ådkubben)/Söderarm (Lerskärsgrund)/Landsort (Ö Röko). In Lake Mälaren icebreaking assistance is provided in the fairways of the Hammarbyslussen lock - Klubbensborg and the Klubbensborg– Hässelby heating plant, as well as when manoeuvring to and from Ports of Stockholm's quay-berths.

The management of icebreaking activities is coordinated by the Port Authority and Port and Traffic Control (BTC). Vessels may be issued specific notifications by the Ports Authority for a voyage/sailing. Such notifications may include that assistance will only be provided in a specific fairway. All icebreaking assistance is provided at the assisted vessel's own risk. Each vessel is responsible for its own safety and Ports of Stockholm accepts no responsibility for delays, damage or other losses suffered by the ship, its crew, passengers or cargo due to ice conditions.

7.7.1 Prohibition on making ice channels

Within the port area, channels through the ice may only be made in the areas where regular scheduled services operate. Channels may not be made through the ice in the straits north of the islands of Årsta (Årsta Holmar) if the ice covering is viable for walking on.

In areas where services do not normally operate, the ship's master must contact the Ports Authority for advice before making any channel through ice that is viable for walking on. If ice channels are to be made outside of a fairway, information about this must always be announced in advance on local radio, posted on www.portsofstockholms.com and released on social media.

The Stockholm County Administration Board, in accordance with maritime traffic regulations, has issued the following provisions with regard to the making of ice channels:

- At Stora Värtan ice channels may only be made between Storholmen and Frössvikslandet in the direction of Hägernäs, between Äggholmen and Tallholmen, and between Tallholmen and Tistelholmen up to the southern jetty at Storholmen. Position: 59°23,97'N, 18°08,78'E.
- Ice lanes may not be made in the strait between Lambarön and the Hässelby Villastad at times when the strait is covered with ice viable for walking on and the strait is closed to maritime traffic because of this. Position: 59°21,97'N, 17°48,48'E.



7.8 Water level regulation in Lake Mälaren

Ports of Stockholm has been given the responsibility by the City of Stockholm to regulate the water level in Lake Mälaren.

7.9 Bridges

Ports of Stockholm has been given the responsibility by the City of Stockholm's Traffic Administration Office for operation of the Danviksbron, Skansbron, Liljeholmsbron and Husarviksbron bridges.

Bridge opening is performed at mean wind speeds less than 15 m/s. Wind speeds are measured by Ports of Stockholm's local anemometers. Vessels not requiring bridge opening must not pass through the channel under the bascule opening span of the Liljeholmsbron bridge.

Refer to the relevant chart for information of safe passage. It is the responsibility of the ship's master/sailors of pleasure boats to make sure they have current knowledge of the water levels for calculating clearance heights.

7.10 Hammarbyleden

The fairway is open around the clock, year round, for commercial and service traffic, but pre-booking of bridge openings is required. Pre-notification must be submitted no later than 5 hours before arrival for vessels wanting opening of the Liljeholmsbron, Skansbron, or Danviksbron bridges, and for vessels intending to pass through the Hammarbyslussen lock. All passage communication must use VHF channel 12. For pleasure boats there are specific bridge opening and pre-booked lock opening times. Information about times, prices and contact details are available on www.portsofstockholm.com.

Vessels carrying dangerous goods must notify this in advance to BTC according to the instructions for dangerous goods described in these regulations.

Ships coming from the west have right of way when passing through the fairway or any of its bridges that the ship can pass freely under. Vessels with a width exceeding 8.5 meters always have right of way in preference over smaller vessels, regardless of the direction they are travelling in. Vessels with a width exceeding 8.5 meters are not allowed to meet another vessel in the Danvikskanalen channel.

Vessels may not remain in the Danvikskanalen channel longer than necessary. Vessels may pass through the channel under sail only if they have a functional engine or can be propelled by oars. When towing, there should always be at least one person aboard the vessel, barge or pontoon being towed for manoeuvring, unless special measures have been implemented for the safe manoeuvring of the vessel, barge or pontoon. Vessels towing timber barges must be able to generate sufficient power to be propelled at a speed of at least two knots.



For light and sound signals, additional traffic regulations and depth information, refer to the relevant chart and applicable navigational warnings.

7.10.1 Hammarbyslussen lock

The lock fee is charged according to the current price list. For more information, see www.portsofstockholm.com.

Special permission is required from the Ports Authority to pass through the Hammarbyslussen lock for vessels exceeding 110.0 meters total length, and/or having a total width exceeding 15.0 meters, and/or having cargo or equipment projecting out from the sides of the vessel, and/or having a list. To obtain special permission a written application must be submitted to BTC for approval by the Ports Authority no later than one working day prior to the planned passage.

Vessels must always maintain a minimum of at least 0.5 Under Keel Clearance (UKC).

No unauthorised access is permitted to the lock area. The lock area is classed as an essential civil facility protected object. Loading and unloading of cargo or provisions, disembarking or embarking and bunkering are not permitted within the lock area.

A vessel may not meet or pass another vessel at the entrance to the lock. Under normal circumstances, pleasure craft give way to commercial and service traffic.

Vessels carrying dangerous goods (in bulk as well as in packaged form) must comply with the following rules in addition to pre-notification:

- Vessels carrying dangerous goods must pass through locks alone.
- Hatches and valves to the cargo holds must be kept closed during passage through Hammarbyleden and direct lines passing over the deck must be closed and blank flanged.
- Degassing or cleaning of the cargo hold may not occur while passing through the fairway.
- Fire-fighting equipment aboard a vessel that is carrying flammable or explosive substances, or aboard a vessel that has not been rendered gas-free, must be in a state of immediate readiness with the hoses connected.

Tankers (including bunkering boats) are subject to these regulations even when they are not carrying such a load if they are not certified as gas-free and can provide the certificates to prove this.

The Ports Authority has the right to impose specific conditions for ships to use the fairway.

7.11 Victoriaslussen lock

The Victoriaslussen lock is currently under construction.

8 Vessel Services

8.1 Waste

The waste management described in these regulation applies to commercial traffic. Waste management at Ports of Stockholm is carried out in accordance with the current editions of applicable regulations and guidelines set out in *SJÖFS 2001:12* (Swedish Ordinance on the management of waste from vessels) and Swedish Transport Agency regulations *TFS 2010:96*. For permanently berthed business operations and pleasure boats, waste management is carried out as contractually stipulated and in compliance with the laws, rules and regulations that apply for the respective business operations. Detailed information about waste management is provided in the port waste management plan for the respective port.

Ports of Stockholm accepts offload of waste generated during normal vessel operations and that the vessel is required to offload ashore. Acceptance of offloaded waste applies only for vessels securely moored at quays administered by Ports of Stockholm.

8.1.1 Notification of waste to offload

Notification of waste to offload is made using the form available on the Ports of Stockholm web portal no later than 24 hours prior to the estimated arrival time. Ports of Stockholm can, taking into account the necessary voyage time or other circumstances, allow a shorter pre-arrival notification time.

The waste notification form, *Notification on delivery of waste from ships*, is available on www.portsofstockholm.com.

8.1.2 Fees

The current fees for services, as well as the associated terms and conditions, apply. The pricelists are published on www.portsofstockholm.com.

Ports of Stockholm can charge an extra fee for any additional costs incurred due to waiting time, if notification of waste offload has not been made according to the applicable laws, rules and regulations, or if reporting and offload of harmful or dangerous substances is not done correctly.

8.1.3 Sludge, bilge and scrubber waste

No processed or unprocessed waste may be pumped out or circulated to the water within the port area.

Engine room waste may only consist of water, petroleum hydrocarbons and additives that are normally found in the waste from combustion fuels and lubricating oils. The waste must be free from harmful substances such as PCBs, chlorine, solvents and detergents. This must be confirmed in writing before the vessel offloading the waste begins pumping operations.



Ports of Stockholm's ports do not have permanent waste management facilities for receiving sludge, bilge or scrubber waste. Offloading is mainly done using tank trucks at dockside.

The vessel offloading must be capable of pumping its engine room waste ashore. The connections/couplings for offloading waste must conform to international standards. The pressure in tubing/hoses between the ship and the shore reception facility must not exceed 0.6 MPa (6kp/cm²). Hoses are supplied by Ports of Stockholm or the appointed recipient of the waste and are pressure tested every 12 months. The vessel must have adequate pumping capacity. The vessel offloading waste must have personnel aboard to couple and uncouple the hoses running between the ship and the facility receiving the waste.

If waste is deposited in barrels it is the responsibility of the vessel offloading the waste to ensure that these are placed at the site(s) designated by the Ports Authority. Barrels must be tightly sealed, undamaged and clearly and durably marked with the contents, the name of the vessel and the date of offload.

Before pumping begins, one safety watchman must be appointed by the vessel and one safety watchman must be appointed by the recipient. These must continuously monitor the transfer and order pumping to be stopped if necessary. The person on the vessel offloading waste who is responsible for the transfer of the engine room waste and the ship's master of the vessel collecting the waste, or the driver of the vehicle collecting engine room waste, have the responsibility within their respective areas to take all necessary precautions to prevent spillage of the engine room waste.

Reliable communications must be established between the vessel offloading the waste and the collector of the engine room waste. Suitable measures must be implemented before pumping begins to minimise the risk of any spillage. Hoses, connections and other equipment or possible factors that can affect pumping must be continuously monitored throughout the entire operation.

When pumping is complete, hoses must be disconnected in such a way that engine room waste is not spilled. A drip pan must be used. Hoses that are not equipped with shut-off valves must be fitted with blank flanges before being returned to the waste collection vessel or waste collection vehicle on shore, respectively. Ports of Stockholm or appointed representative must issue a receipt documenting the waste volumes collected.

If a hose failure, overfilling or other cause of spillage of engine room waste occurs, the following action must be taken immediately:

1. Cease pumping.
2. Close valves immediately on the vessel offloading the waste and on the vessel or vehicle collecting the waste.
3. Take action to limit the damage.
4. Alert Port and Traffic Control (BTC).



8.1.4 Offload of dangerous waste

The waste must be delivered in undamaged, tightly sealed packaging that is clearly and durably marked according to IMDG Code requirements, as well as the name of the vessel and date of depositing the waste. Ports of Stockholm's regulations for pre-notification and handling of dangerous goods must be complied with.

Waste that can spread odours or contagion, or in any other way can constitute a risk to health must be well-packaged with the contents clearly marked.

8.2 Provision of fresh water

Ports of Stockholm can offer supply of fresh water at quays where mains water supply grid pipelines are in place and at specific pumping stations. For prices, terms and conditions, refer to the current price list.

To order supply of fresh water (for vessels not operating regular timetable services), an application form must be submitted to BTC via the Ports of Stockholm web portal no later than 24 hours prior to the estimated arrival time. The recipient must follow the instructions provided by Ports of Stockholm personnel and must also provide the necessary assistance for the receiving of the materials both aboard the vessel and ashore.

Ports of Stockholm does not guarantee that a certain water pressure or unit quantity of water over time can always be maintained. Ports of Stockholm may restrict or suspend the supply of water when this is necessary to prevent injury to persons or damage to property. This also applies when repairs, alterations, inspections or other actions involving Ports of Stockholm's own equipment or associated installations must be carried out. If access to water is limited, water restrictions may be imposed.

The use of water hydrants is limited to the recipient's own vessel operations. Water hydrant keys provided by Ports of Stockholm must be returned when the transfer of the supplied water has been completed. Remuneration for a lost or damaged water hydrant key must be made by the customer in the form of payment of the equivalent cost of ordering and manufacturing a new replacement key. Only the specifically dedicated water hydrant key may be used.

The recipient is also bound by the corresponding liabilities and limitations that apply to the property owner in accordance with the local general provisions for use of communal water and drainage facilities (*Allmänna bestämmelser för brukande av den allmänna vatten- och avloppsanläggningen (ABVA)*).

8.3 Provision of electricity

For vessels not operating regular timetable services, orders for the supply of electrical power are made using the pre-arrival notification, no later than 24 hours prior to the estimated arrival time.



Ports of Stockholm has an obligation to supply electrical power, if the electrical power is available, if the recipient has valid permission from Ports of Stockholm to be moored at a quay administered by Ports of Stockholm. The recipient must also fulfil their obligations to pay Ports of Stockholm on time for the amount of power consumed. Ports of Stockholm has no electricity grid network concessions and is not a commercial supplier of electricity according to the current stipulations of the Swedish Electricity Act (1997:857). Therefore the provisions of the Swedish Electricity Act regarding, e.g., supply obligations for electricity suppliers or obligations to supply electricity from different electricity suppliers do not apply.

The current price list and associated terms and conditions apply for the supply of electricity.

The recipient must follow the instructions provided by the Ports of Stockholm personnel for the supply of electricity, and must also provide the necessary assistance for the receiving of the materials both aboard the vessel and ashore. The recipient is responsible for connecting to the Ports of Stockholm electricity supply points in accordance with the instructions provided by Ports of Stockholm. Ports of Stockholm does not pay for, connect, install, maintain or in any other way accept responsibility for the recipient's connections.

The recipient is not permitted to transfer their rights to electrical power supply to another, nor may their electricity supply be transferred to another. If the recipient makes available or transfers electricity to another – without first obtaining prior written agreement from Ports of Stockholm – then Ports of Stockholm has the right to immediately suspend the supply of electricity to the recipient.

Ports of Stockholm accepts no liability for damage incurred by the recipient in connection with the supply of electrical power in any instance other than if a Ports of Stockholm employee has been guilty of negligence. Damage compensation in every case is limited to the direct damage only and there is no entitlement to compensation for loss of income or other indirect damages.

8.4 Wastewater and sewage

These regulations apply for commercial and service traffic. For permanently berthed business operations and pleasure boats, waste management is carried out as contractually stipulated and in compliance with the laws, rules and regulations that apply for the respective business operations.

Offload of wastewater and sewage is accepted from vessels securely moored at quays administered by Ports of Stockholm. Port and archipelago services, work vessels, taxi boats, fishing vessels and similar may need to change berth to offload their waste.

Wastewater produced aboard a vessel is always classed as sewage and must be pumped ashore regardless of whether the wastewater has been processed or not. Discharge of processed wastewater in port areas is prohibited. The sewage must not be contaminated with oil or similar contaminants.



The vessel offloading must be capable of pumping its sewage ashore and the connections used for delivering the sewage must meet international standards. The pressure in tubing/hoses between the ship and the shore reception facility must not exceed 0.6 MPa (6kp/cm²). Hoses are supplied by Ports of Stockholm or the appointed recipient of the waste and are pressure tested every 12 months. The vessel offloading waste must have personnel aboard to couple and uncouple the hoses running between the ship and the facility receiving the waste.

Before pumping begins, one safety watchman must be appointed by the vessel and one safety watchman must be appointed by the recipient. These must continuously monitor the transfer and order pumping to be stopped if necessary.

Reliable communications must be established between the vessel offloading the sewage and the recipient of the sewage. Suitable measures must be implemented before pumping of sewage begins to minimise the risk of any spillage. Hoses, connections and other equipment or possible factors that can affect pumping must be continuously monitored throughout the entire operation.

When pumping is complete, hoses must be disconnected in such a way that the sewage/wastewater is not spilled. A drip pan must be used. Hoses that are not equipped with shut-off valves must be fitted with blank flanges before being returned to the waste collection vessel or waste collection vehicle on shore, respectively. Ports of Stockholm or appointed representative must issue a receipt documenting the waste volumes collected.

Wastewater and processed wastewater from cruise ships must be handled in accordance with the Ports of Stockholm manual *Wastewater Handling for cruise ships at Ports of Stockholm*.

If a hose failure, overfilling or other cause of spillage of sewage/wastewater occurs, the following action must be taken immediately:

1. Cease pumping.
2. Close valves immediately on the vessel offloading the waste and on the vessel or vehicle collecting the waste.
3. Take action to limit the damage.
4. Alert Port and Traffic Control (BTC).



9 Loading and Offloading

All cargo handling is carried out according to the regulations in the current version of the Swedish Work Environment Authority Provisions for Port Work (*Arbetsmiljöverkets föreskrifter om hamnarbete*).

9.1 Cargo handling

Prior to the commencement of loading or unloading work on-board a ship, the workplace and the technical equipment to be used during the work must be checked to ensure this is in working order and that the work can be done safely.

Goods or other materials must be handled so that there is no risk of danger to people or damage to port surfaces, buildings, street lighting, tracks, cranes etc. The carrier may be liable to pay for damages.

The ship's master is responsible for the vessel's stability. Sufficient lighting must be provided on-board the vessel for the work to be carried out safely. Hatches that have been removed and other such ship's equipment must be stably stacked and adequately secured.

High-visibility clothing and safety footwear must be worn. Safety helmets must be worn if this is assessed to improve safety. A written assessment must be prepared showing the types of work and areas where the use of certain personal protective equipment is not necessary. Additional personal protective equipment must be worn when needed.

9.2 Deposition of goods

Loading, unloading, transportation and depositing of goods or other materials may only take place at the specific sites assigned for these activities and must under no circumstances obstruct access for emergency services vehicles. Goods or other materials may not be deposited in any way that prevents or impedes access to a ship or hinders the handling of a ship's moorings. Neither may goods be deposited in any way that impedes access to the quay, nor directly adjacent to ISPS fencing.



10 Dangerous Goods and Bunkering

10.1 Dangerous goods in packaged form

Pre-arrival notification of dangerous goods in packaged form must be made to BTC via the Ports of Stockholm web portal no later than 24 hours prior to the estimated arrival time of the vessel. Ports of Stockholm can, taking into account the necessary voyage time or other circumstances, allow a shorter pre-arrival notification time. Services operating on regular timetables report dangerous goods using the MSW (Maritime Single Window). The arrival of dangerous goods at a port facility by overland transport must be notified in advance to the respective port facility for handling via ITS.

Local exceptions may apply at specific port facilities. It is the responsibility of the carrier to make sure they are aware of any exceptions and procedures that apply at specific port facilities and ensure that goods are declared to Ports of Stockholm correctly.

Larger quantities of dangerous goods, or dangerous goods that can constitute a specific risk, or that comprise a large consignment of goods of the same UN number, must be reported to BTC for approval by the Ports Authority. The Ports Authority has the right to refuse entry to the ports of extremely dangerous material or large quantities of dangerous goods if the safety of the port is threatened by the transport, handling or storage of such goods.

Dangerous goods of classifications 1.1, 1.2, 2.1, loaded in tank containers, as well as substances classified as 2.3 are not accepted for handling or storage at Ports of Stockholm. Quantity restrictions in Stockholm and at Nynäshamn for other classes of dangerous goods are also described in Appendix 8.

Loading and unloading of dangerous goods must be initiated as soon as possible following the arrival of the goods at the port facility. Dangerous goods must be transported from the port as soon as is practically possible. In some instances the Ports Authority may inform of specific safety provisions for the unloading, loading and placement of goods. For transport safety reasons, exceptions may be permitted for temporary storage following examination of the individual circumstances. Any non-compliance with the regulations for dangerous goods must be reported to BTC.

Within the port area, consignments and pallets/load carriers with dangerous goods must be marked and labelled in accordance with the regulations applicable for the cargo. Dangerous goods intended for transport by sea must always be marked according to IMDG Code or Baltic Sea Agreement requirements.



A goods declaration, or equivalent relevant information, for dangerous good must be accessible to the regulatory authorities, emergency services and terminals at all times while the goods are at the facility, in case an emergency situation arises.

The Port Authority, in consultation with the emergency services, designates special areas where the transport, handling and storage of dangerous goods is permitted. The Ports Authority has the right to take appropriate and reasonable steps to eliminate risks associated with dangerous goods. The owner of the goods or the representative of the owner may be liable for the costs incurred.

The Port Authority, the stevedore service and the ship's master must each, for their respective area of responsibilities, designate a responsible person for the daily work involved in the transportation, handling, and storage of dangerous goods. They must also ensure that a certified advisor is available, in accordance with the legislation governing the transportation of dangerous goods.

Vessels loading, unloading or carrying explosive goods, flammable gases or liquids, oxygen emitting substances or having organic products aboard in such quantities that there is a risk of harm to people or property outside the ship if an accident should occur must at all times be prepared to move at short notice under the vessel's own power.

If dangerous goods leak or containers are damaged, immediate measures must be taken to limit or prevent spillage according to the emergency action plan for dangerous goods.

Vehicle access routes to locations where dangerous goods are stored must be kept free from obstruction. Locations where dangerous goods are stored must be kept well cleaned and free from equipment and materials.

10.2 Bunkering

Bunker companies operating within Ports of Stockholm ports must annually – upon request – submit a business plan for the coming year by the last day of December at the latest. This plan must contain information about the customers the company supplies, supply quantities, sites of supply, and the products to be supplied.

Bunkering of tanker vessels is not permitted at Ports of Stockholm's ports. Bunkering of a ship is not allowed when it is loading or unloading dangerous goods in packaged form or bringing such goods aboard. If the quantities of dangerous goods are very small, or pose little danger, exception to the above may be authorized by the Ports Authority.

Bunkering of products with a flashpoint below 55° C from a non-permanent facility must be declared in advance to BTC. The declaration must include information about:

- The name of the ship being supplied
- The name of the bunkering vessel/the registration number and company of the tanker vehicle



- The name of the product being supplied
- The quantity to be bunkered
- The time and place of bunkering

Before bunkering commences an OCIMF *Bunker checklist* or alternatively an IAPH LNG *bunker checklist* or equivalent must be completed. BTC must be notified in advance using VHF channel 12 before bunkering commences and after bunkering is completed.

In accordance with the checklists stated above, one safety watchman must be appointed by the vessel and one safety watchman must be appointed by the recipient before the operations commence. These must continuously monitor the transfer and order pumping to be stopped if necessary.

The person on the recipient vessel who is responsible for the bunkering and the ship's master of the bunkering vessel, or driver of the bunkering tank vehicle, have the responsibility within their respective areas to take all necessary precautions to prevent spillage.

Only pressure-tested hoses/tubing with pressure test certification that is not older than 12 months may be used. Hoses must not be used if they are more than 5-years old.

Reliable communication must be maintained between the recipient vessel and the bunkering supply vessel/vehicle. Suitable measures must be implemented before bunkering commences to minimise the risk of any spillage. Hoses, connections and other equipment or possible factors that can affect bunkering must be continuously monitored throughout the entire operation. The level of product in the tanks must be carefully monitored.

If the hose is to be flushed with air, the responsible person must be satisfied that sufficient space exists in the respective tank.

When bunkering is completed, hoses must be disconnected in such a way that no bunkering product is spilled, alternatively a water spray for LNG must be used. Hoses that are not equipped with shut-off valves must be fitted with blank flanges before being returned to the bunkering vessel or bunkering vehicle on shore, respectively.

If a hose failure, overfilling or other cause of spillage of bunkering product occurs, the following action must be taken immediately:

1. Cease pumping.
2. Close valves immediately on the vessel or vehicle providing the fuel and on the vessel receiving the fuel.
3. Take action to limit the damage.
4. Alert Port and Traffic Control (BTC).



11 Fires and Oil Spillages

11.1 Fire safety

The ship's master always has the ultimate responsibility for fire safety aboard their vessel. Fire safety requirements are described in the Swedish Maritime Code, the Sea Safety Act and the Swedish Transport Agency *Regulations and General Advice Concerning Fire safety, Fire Detection and Fire Extinguishing on SOLAS Ships Built from 1 July 2002 Onwards* (TSFS 2009:98).

11.2 In the event of a fire aboard

In fire breaks out **save/rescue – alert – extinguish**. If there is a fire aboard the vessel, take the following action immediately:

- Sound the alarm using the vessel's alarm siren.
- Alert the Rescue Services by calling 112 and BTC on VHF channel 12 or 16.
- Take measures to extinguish the fire.
- Stop all cargo handling.
- Make ready to get underway.

If there is a fire ashore or aboard another vessel in the vicinity, take the following action:

- Alert the Emergency Services on 112 and BTC on VHF channel 12 or 16.
- Take measures to extinguish the fire.
- Stop all cargo handling.
- Make ready to get underway.

11.3 Oil spillages

Oil spillages that reach the water must be reported immediately to the Emergency Services by calling 112 and must also be reported to BTC.



12 Quarantine Port

Ports of Stockholm has been designated by the Swedish National Board of Health and Welfare as a quarantine port, and has an obligation to accept vessels with a declared communicable disease aboard. This is regulated by Act (2006:1570) governing protection against international threats to public health.

12.1 Notification of communicable disease

Vessels intending to call at a Ports of Stockholm facility must declare if anyone aboard the vessel has, or is suspected of having, a contagion/infection classed as a public health hazard, a danger to society, or a notifiable disease. This also applies if the vessel has come from an area where such a disease has broken out.

The declaration must be made no later than 24 hours prior to the ship arriving in port, or at the latest when the ship departs from the previous port, if the voyage time is less than 24 hours. The notification is made to BTC.

If such a disease breaks out on the vessel when it is in port, this must be notified immediately to BTC.

12.2 Quarantine port berth allocation

Ports of Stockholm may not deny a vessel a berth at the port because of a communicable disease aboard.

When a vessel with a confirmed or suspected communicable disease aboard arrives at the port, if there is any uncertainty about the situation aboard, the vessel must anchor at the Fjäderholmarna anchorage. Following an assessment by the County Medical Officer, in consultation with the Ports Authority, a decision is taken on whether the vessel shall remain at the anchorage or proceed to a quay-berth.

If a quay-berth is necessary, this will be assigned by the Harbour Master in consultation with the County Medical Officer. When selecting a quay-berth, the originally planned berth must be used in the first hand, with subsequent alternatives thereafter being Frihamnen 638, and thereafter Stadsgården 167.

12.3 Communicable disease control measures

If a person has a suspected *disease threatening to society*, the County Medical Officer has the authority under certain circumstances to decide if that the person must undergo a medical examination at the place of entry and remain in quarantine, for example be forbidden to leave a certain area (possibly the ship).



A person infected with a disease that constitutes *a public health hazard* may in some circumstances need to be isolated. A decision about this is taken by the Swedish Administrative Court following an application submitted by the County Medical Officer. Isolation is arranged and provided by the County Council Health Authority.

12.4 Access

Only persons authorized by the County Medical Officer and Ports of Stockholm are allowed access to the vessel and the quayside where the vessel with the communicable disease is moored. The area around the vessel must be cordoned off. Access to the site and the surrounding port area must be guarded.

Ports of Stockholm has the right to refuse to accept waste from a vessel with a communicable disease aboard.



13 Appendices

Appendix 1: Definitions

BTC	Ports of Stockholm's Port and Traffic Control
EMSA	European Maritime Safety Agency
ETA	Estimated time of arrival
ETD	Estimated time of departure
Harbour Authority (Hamnmyndighet)	Harbour Master, Deputy Harbour Master(s), Technical Operations Manager(s) and Ports of Stockholm Managing Director.
Ports Authority	Harbour Master, Deputy Harbour Master(s), Technical Operations Manager(s) and Deputy Managers at the respective port(s).
Web portal	Ports of Stockholm's administrative web portal for vessel calls
Port area	Refer to the respective Appendix for each port area
IMO	International Maritime Organization
IMDG Code	International Maritime Dangerous Goods Code
ISPS Code	International Ship and Port Facility Security Code
ITS	Intelligent Transportation System
PSO	Port Security Officer
PFSO	Port Facility Security Officer
UKC	Under Keel Clearance



Appendix 2: Port of Kapellskär

Appendix 3: Port of Nynäshamn

Appendix 4: Stockholm Norvik Port

Appendix 5: Port of Stockholm

Appendix 6: Landing Stages and Facilities Administered in Stockholm

Appendix 7: Dangerous Goods Limitations