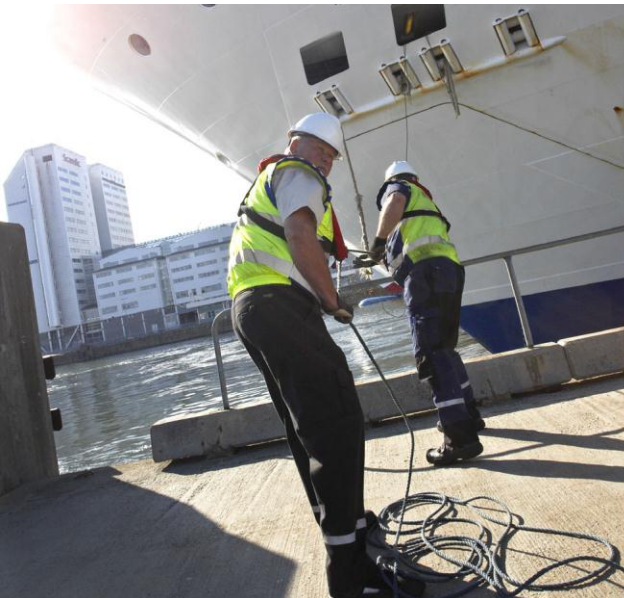


Port Regulations and Ordinance

Ports of Stockholm

Version 1.6.4.

2014-05-01





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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, edicts, 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.

The Ports of Stockholm Group comprises:

- Stockholms Hamn AB [STOHAB]
- Kapellskärs Hamn AB [ROHAB]
- Nynäshamn Hamn AB [NYHAB]

In these regulations the term Ports Authority refers to the management at the ports of Kapellskär, Nynäshamn and Stockholm, the harbour master, the manager of the Port and Traffic Department, the management of the energy ports and the deputy harbour masters specified in the organizational structure of the company Stockholms Hamn AB.

It is the responsibility of the users of port facilities encompassed by these regulations to familiarize themselves with these regulations and to ensure that subordinates or hired employees are informed of these regulations and comply with them.

These regulations can be requisitioned from Stockholms Hamn AB, Port and Traffic Department. They are also published on Ports of Stockholm’s website, www.portsofstockholm.com.

Anyone who discovers a contravention of these operating regulations or other regulations or instructions issued by Ports of Stockholm must report such deviation without delay to Stockholms Hamn AB:s Port and Traffic Control (BTC).

These operating regulations and subsequent amendments have been approved by the CEOs of the relevant companies. The Swedish Transport Agency is responsible for regulating limitations and restrictions in the use of waterways.

1.1.1 Areas of application

These regulations apply to operations within water districts in Stockholm’s port areas and at quays and landing stages administered by Ports of Stockholm. These regulations are also applicable within the relevant areas of the ports of Nynäshamn and Kapellskär.

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



- Appendix 1 The Port of Kapellskär
- Appendix 2 The Port of Nynäshamn
- Appendix 3 The Port of Stockholm

The following landing stages/facilities are also administered by Stockholms Hamn:

(English translations:

kaj = quay; brygga = landing stage/jetty/pier; bron = bridge)

Allmänna Gränd	Solviks brygga
Danviksklippan	Luxkajen
Musiekajen	Pedestrian tunnel under Djurgårdsbron
Vårdshusbrygga	Tjärkajen
Skärholmens brygga	Kornhamnstorg and Munkbron
Fridhems brygga	Ekensbergs quay and landing stage
Mälarhöjdsbadets brygga	Liljeholmskajen
Berghamns brygga	Quayside under S:t Eriksbron
Bällstahamnen	

1.2 Telephone numbers and contact information

The Ports of Stockholm Group

Magasin 2, Frihamnen

Box 27 314, SE -102 54 Stockholm

Tel.: +46 (0)8 670 26 00

Fax +46 (0)8 670 26 01

Website: www.portsofstockholm.com

E-mail: btc@portsofstockholm.com

The Port of Nynäshamn

Skyttens Hälls Väg 10

SE- 149 41 Nynäshamn

Sweden

Tel.: +46 (0)8 670 29 41

The Port of Kapellskär

Kapellskär

SE-760 15 Gräddö

Sweden

Tel.: +46 (0)8 176 440 35

1.2.1 In case of emergency:

Contact the emergency services by telephoning 112

or Stockholms Hamn AB:s

Port and Traffic Control (BTC)

+46 (0)8 670 28 11



or Service Desk +46 (0)8 670 26 00
VHF Channels 12 and/or 16

1.2.2 Bridges and Locks

(English translations Bron = bridge; Slussen = lock)

Stockholms Hamn AB:s
Port and Traffic Control (BTC) +46(0)8-670 28 10
Danviksbron +46 (0)8 5082 79 11
Hammarbyslussen +46 (0)8 670 28 15
Skansbron +46 (0)8 670 28 15
Liljeholmsbron +46 (0)8 670 28 15

1.2.3 Other matters:

Stockholms Hamn AB:s
Port and Traffic Control (BTC) +46 (0)8-670 28 11
Service Desk +46 (0)8-670 26 00
Fax +46 (0)8-670 26 01
E-mail: btc@portsofstockholm.com
VHF channel 12 or 16
Port of Kapellskär Chief Executive Officer +46 (0)8-670 26 00
Port of Nynäshamn Chief Executive Officer +46 (0)8-670 26 00

2 Ship Registration

2.1 Pre-Arrival Notification

Vessels intending to call at the port shall, via the shipping company/agent, notify Stockholms Hamn AB in advance via the website of the Swedish Maritime Administration (www.sjofartsverket.se Vessel Reporting System (FRS)) or by making written notification to Stockholms Hamn AB:s Port and Traffic Control (BTC) using the form Ship Registration – Pre-arrival (Fartygsanmälan – väntat fartyg), which can be obtained from BTC.

An example of this form is provided in the appendices.

The Ports Authority may, taking into account the necessary voyage time or other circumstances, permit a shorter reporting time or exemption from pre-arrival notification. Vessels operating routine scheduled services are exempt from pre-arrival notification registration.

Prior notification must be made well in advance and no later than 24 hours before the vessel's estimated arrival at port, unless the Ports Authority, with regard to the duration of the ship's voyage or other circumstance, permits a shorter notification time.



Appendix 4 Ship Registration (Fartygsanmälan)

Appendix 5 Ship Registration Yacht

Notifying outbreaks of contagious disease aboard ship.

Please refer to Section 18 for specific declarations that apply in case of certain infectious diseases aboard a vessel.

3 Vessels in Port

3.1 Access to vessels:

In addition to the personnel who by law are entitled access to vessels, only persons authorized by the ship's master are permitted access to a ship. Ports of Stockholm employees must, however, always be granted access to a vessel in the performance of their duties.

As access to a vessel in general also entails passage via the quayside of the port, the Ports Authority has the right to deny right of access if there is reason to do so.

3.2 Inspection

Ports Authority representatives have the right to inspect a vessel to ensure that Port Regulations and Ports of Stockholm's operating ordinances are being complied with. The ship's master is obliged to comply with the stipulations of the inspector and to facilitate the work of the inspector by providing the necessary assistance.

3.3 Towing

When vessels are manoeuvring in port this must be done with the assistance of tugboats to the extent that the ship's master in consultation with the Ports Authority decide that this is necessary.

There are developed guidelines for the use of tugboat assistance in the East Coast Maritime Traffic Area. Please go to the Swedish Maritime Administration website to view in full the regulations and procedures for the use of tugboats (www.sjofartsverket.se)

3.4 Mooring

Ships and other floating objects may not moor or anchor in port without permission from the Ports Authority.



Ships not offloading or loading may not remain in port without permission from the Ports Authority.

Vessels must be securely moored whilst in port

Mooring of ships and other floating objects alongside other vessels may be carried out only with the consent of the Ports Authority.

3.5 Gangways/accommodation ladders

The means of access between ship and shore must be safe and composed of a proper, purpose designed gangway or accommodation ladder.

A safety net shall be rigged and properly secured below the gangway/accommodation ladder.

The gangway/accommodation ladder shall be properly lighted during the hours of darkness.

The owner of the gangway/accommodation ladder is responsible for ensuring that measures are taken as described above, unless other agreement has been reached.

3.6 Fire safety

Ship fire-fighting equipment must be in good condition, and on vessels carrying dangerous goods must be primed and ready for immediate use. The crew must be well trained in, and familiar with, the use of the vessel's fire-fighting equipment.

For additional provisions regarding fire safety at energy ports, see Section 10.

There are special provisions for ships that are part of the project "Living on a boat". See appendix 6.

Appendix 6 Fire protection: Living on a boat

3.7 Procedures in case of fire

In case of fire aboard your own ship, the following measures apply:

- Sound an alarm signal from the ship's siren;
- Alert the Rescue Services and BTC at Stockholms Hamn AB;
- Take measures to fight the fire;
- Stop all cargo handling, and

Make ready to get underway/undock.

In case of fire ashore or aboard another vessel in the vicinity, take the following measures:



- Alert the Rescue Services and BTC at Stockholms Hamn AB
- Fetch fire-fighting equipment;
- Stop all cargo handling and
- Make ready to get underway/undock.

In case of fire aboard or ashore the Port and Traffic Control will notify the port crisis management group..

3.8 Emissions etc.

Vessels must ensure that smoke and noise from the main engines, auxiliary engines, boilers and any other equipment, is minimized. If abnormally heavy smoke is observed, measures should be taken immediately.

Main engines must only be used when strictly necessary for the vessel's maneuvering. When in port vessels should connect to electrical power from the shore if this is technically possible with respect to existing facilities aboard and ashore.

Running the propeller at the dock require permission from Stockholms Hamn AB.

Cleaning of boilers or clearing of steam funnels is not permitted whilst in port.

Incineration of waste is not allowed aboard ships in port.

3.9 Moving

Ships loading or unloading dangerous goods must be constantly ready to move at short notice under the vessel's own power.

Exceptions may be made, if special reasons exist, by the Ports Authority. Specific conditions may be attached to such exceptions.

3.10 Repairs and maintenance

Repair or maintenance work may not be carried out on vessels loading or unloading dangerous cargo unless permission has been issued by the Ports Authority. This rule does not include minor repairs with non spark-generating tools on the condition that:

- a) No naked flame, hot surface or spark-generating tool is used, and
- b) The vessel is ready to move at short notice under its own power.

Requests for special permission to make repairs that are generally forbidden in accordance with the above, should be made to BTC at Stockholms Hamn AB.



Maintenance work such as cleaning, paint removal and painting of hull exteriors may only be performed after obtaining special permission from the Ports Authority. Special rules may apply to such permission. Ships operating regular scheduled services may be granted permission that is valid until further notice. Permits can be obtained by contacting Ports of Stockholm's Port and Traffic Control (BTC).

Hot work aboard ships not carrying dangerous goods must be notified to BTC.

Use only clean water for washing the exterior of a ship.

Spray-painting the exterior of a ship is not permitted.

3.11 Tanker vessels and Combination Carriers

The following applies for tanker vessels and combination carriers to berth or to bunker in an area of Ports of Stockholm that is not an energy port if the vessel has carried a cargo on one of its last two voyages comprising crude oil or products with a flash point below 55°C if the vessel has not yet been declared gas-free by a certified inspector:

- a) 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. Smoking, naked flames, hot work and the like are forbidden;
- b) The vessel's tanks should be rendered inert;
- c) Ship/Shore Safety Checklists must be completed, and
- d) Security guard(s) approved in advance by Stockholms Hamn AB must be on station both aboard and ashore during the vessel's entire stay in port.

Note: Security guards aboard the vessel may comprise crew members with appropriate training in accordance with the 1978 International Convention on the Standards of Training, Certification and Watch keeping for Seafarers (STCW) or more recent updates of the same.

In addition to the Swedish Maritime Administration regulations and provisions issued by other regulatory authorities with regard to tanker vessels and combination carriers, Stockholms Hamn AB may also impose specific safety regulations for each individual vessel calling into port.

3:12 Drugs and alcohol

Within port facilities or installations encompassed by the Maritime Security Act and International Ship & Port Facility Security Code (ISPS), or those classified as protected objects, it is forbidden to be under the influence of alcohol or drugs.



3.13 Vessel draughts

Masters of ships manoeuvring in port areas and berthing at the quayside should ensure their vessel always maintains a free water depth under the keel of at least 0.5 meters. Information about water levels can be obtained from the automated station located at the Loudden energy port; tel. +46 (0)10-478 48 00, then dial 54#. Stockholms Hamn AB:s Port Regulations state the obligations of ships masters to keep themselves informed about water depths at assigned berthing, mooring or anchoring sites.

3.14 Use of anchors

In the water district of Lilla Värtan there are two anchorages. One of these is located beside the island of Fjäderholmarna and the other is south of the Lidingöbron bridge. The anchorage at Fjäderholmarna should if possible always be used first. Dropping anchor while manoeuvring to a quayside berth is not permitted unless a case of emergency arises.

Use of anchors must be reported immediately to BTC at Stockholms Hamn AB. The time and location at which the anchor was used must be included when making this report.

When such notification has been received and until clear demarcation of the zone has been established the staff at BTC will warn vessels in the area that the water depth at the location the anchor was used is uncertain and, if necessary, designate other quay-berths.

3.15 Wind and water levels

For information about wind and water levels please contact VTS-Stockholm or BTC.

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.

Some examples of water level variations are:

The highest water level in Stockholm, measured at Saltsjön over the period 1889 – 2000, was 118 cm above mean water level. During the same period, the lowest value measured was 69 cm below mean water level.

The highest water level that has been measured in Lake Mälaren since 1968 was 59 cm above mean water level. During the same period the lowest value measured was 42 cm below mean water.



3:16 Notification of lifeboat drills

Notification of planned lifeboat exercises shall be made to Stockholms Hamn AB's Port and Traffic Control (BTC) or alternatively to the port management at the ports of Kapellskär/Nynäshamn.

4 Port Facilities

4.1 Access to Port Facilities

4.1.1 *Legislation etc.*

4.1.1.1 Maritime Security/ ISPS

Swedish Maritime Security Act (2004:487)

Swedish Maritime Security Ordinance (2004:283)

4.1.1.2 Port Security

Swedish Port Security Act (2006:1209)

Swedish Port Security Ordinance (2006:1213)

4.1.2 *General*

Maritime security is often referred to as the ISPS (International Ship & Port Facility Security Code) which is the international code passed by the IMO (International Maritime Organization).

Sweden adopted the ISPS Code on 1 July 2004 when laws governing maritime security came into effect.

Prior to the implementation of the Maritime Security Act a number of port facilities (zones) within the port were created, which are encompassed by these regulations. These zones are surrounded by cordons of different types and special rules apply, for example regarding access to these zones. The following is a list of Ports of Stockholm's port facilities.

(Those marked with an asterisk* are the installations for which the regulations/security measures only apply when a ship is moored at the installation.)

Port facilities/installations	ID/ISPS No.
The Birka Terminal	SESTO 0010
The Container Terminal	SESTO 0005
The Frihamnen Terminal	SESTO 0014
Frihamnen quay-berths 630-652	SESTO 0011
Hammarby Lock	SESTO 0015
Kapellskär	SEKPS 0001
Loudden	SESTO 0007
Incl. Fjäderholmarna anchorage	



Nybrokajen*	SESTO	0017
Nynäshamn	SENYN	0002
Nynäshamn Cruise	SENYN	0009
The Silja Terminal	SESTO	0019
Skeppsbron quay-berths 105-107		
Incl. the buoys in Stockholm Ström*	SESTO	0020
Stadsgården quay-berths 157-160		
Incl. The buoys in Stockholm Ström*	SESTO	0021
Stadsgården quay-berths 165-167	SESTO	0022
The Viking Terminal	SESTO	0025
Värtan quay-berths 521-524	SESTO	0024

4.1.3 Application forms

Upon issuance of identification cards and/or access passes the holder undertakes to comply with the operational and safety regulations issued by Ports of Stockholm. For a summary of safety regulations please read Appendix 7; Safety leaflet:

Appendix 53 Application for authorization for access to Ports of Stockholm

Appendix 54 Renewal of authorization permit

Appendix 55 Form to apply for change of pass card status at Ports of Stockholm

4.1.4 Employees

Employees of Ports of Stockholm and employees in companies with permanent installations within the port facility have the right to enter port facilities. Examples of the latter category are employees of the oil companies at the energy ports and employees of the ferry operators at the ferry terminals.

Requirements: The employee must be performing a work-related task and be able to produce valid, company issued, photographic identification.

For port employees the port's trademark/logo is sufficient. Employees only have the right to bring their own vehicles into port facility areas if the vehicle is included on an authorized list. Ports of Stockholm and STHEAB's service vehicles are exempt from this access requirement.

4.1.5 Representatives of regulatory authorities

Examples of relevant regulatory authorities are:

- Police and rescue services (fire, ambulance, doctor on call, etc.)
- Customs
- Swedish Coast Guard
- Swedish Maritime Administration (including pilots and inspectors)
- Swedish Work Environment Administration
- Swedish Armed Forces



Requirements: Employees of regulatory authorities in the execution of their duties must show valid photographic identification. No prior notification is required.

4.1.6 Crew members of ships in port

Requirements: Crew members must be able to show valid photographic identification and be listed on the ship's crew manifesto that has been submitted to the port (pre-notification) or alternatively must be able to produce a valid crew-card (this procedure is often used at sites visited by cruise ships) and appear on the crew manifesto that has been submitted to the port (pre-notification) or alternatively, with respect to ferry terminals, be able to show photographic identification that has been issued by the ferry operator. For terms regulating vehicle access to port facilities please refer to section 4.1.4 Employees, above

4.1.7 Passengers travelling with docked or inbound vessels

Requirements: 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 must be able to show a relevant passenger card and be included on the passenger list registered with Ports of Stockholm.

4.1.8 Visitors to Port Facilities/ships in port

Visitors will be granted access in accordance with the following criteria:
Visitors must have been invited by a representative of the port, one of the shipping companies operating out of the ports or by the Master of a ship in port/SSO.
Pre-notifications are reviewed by the PFSO/assistant PFSO.

When Security Level 2 is in operation visits will only be allowed if necessary for the security or immediate operation of the terminal(s) or ship(s) in port.

4.1.9 Vessel agents, port contractors, regular suppliers etc.

Requirements: Visitors (e.g. shipping agents in the pursuit of their duties and drivers delivering provisions to installations/vessels on a regular basis = high frequency of visits) must be pre-registered and must be able to present photographic identification issued by Ports of Stockholm. A Ports of Stockholm-issued photographic identification can be obtained by submitting a completed application form requesting access authorization and subsequent approval of this request by Ports of Stockholm.

4.1.10 Drivers of trailers to be delivered to/collected from terminals

Requirements: Drivers delivering 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. The trailer must be booked for passage on a vessel from the port or have arrived by vessel to the port.



4.1.11 Drivers of accompanied vehicles (also applies to private vehicles)

Requirements: When travelling on a vessel; as a passenger in accordance with the above. The vehicle must be booked for passage on a vessel sailing from the port or have arrived by vessel to the port.

When delivering goods to the port/vessel: the driver must be able to show photographic ID and a job order/job confirmation document. The goods must be pre-registered.

4.1.12 Drivers of taxis.

Requirements: Taxis without a special permit may not enter port facilities. Taxis serving the area outside the port facilities at Loudden and in certain instances serving Stadsgården 167 are, however, allowed access.

Two different entry conditions are exempt from the above:

- Passenger pick-up. The person booking the taxi (who may only be the Master of the ship, the shipping company agent or oil company representative) must pre-notify BTC of the booking.
- Passenger drop-off. The passenger must fulfill one or more of the access regulation criteria. Regarding Stadsgården 167 the passenger must be a disabled passenger and/or transporting large amounts of luggage.

In both cases the driver must be able to show a valid taxi license.

4.1.13 Port contractors

Requirements: Entrepreneurs working on behalf of Ports of Stockholm must be able to show a valid Ports of Stockholm-issued photographic ID that has been obtained prior to entry. A Ports of Stockholm-issued photographic identification can be obtained by submitting a completed application form requesting access authorization and approval being granted by Ports of Stockholm.

4.1.14 Introduction of cargo/property

Without pre-notification and the granting of special permission, knives, weapons, ammunition, radioactive or explosive substances (including ammunition) may not be brought into port facilities.

For the definition of what constitutes a weapon or knife, please refer to the Swedish Weapons Act: Vapenlagen (1996:67) and Knives and other dangerous objects Act: Knivlagen (1988:254) respectively

4.1.15 Luggage

Requirements: Passengers may carry with them their own accompanied luggage.



By accompanied luggage is meant the luggage of passengers, including personal belongings, carried by the passenger through security controls and that has been packed by the passenger and thereafter has been under the constant supervision of the passenger.

4.1.16 Goods conveyed as maritime transport

Requirements: Goods must be pre-booked for passage on a vessel from the port or delivered by vessel to the port.

4.1.17 Goods addressed to companies at the port/or ships in port.

Requirements: Goods must be ordered and their arrival pre-notified by the company/shipping company. Special procedures for delivering provisions to scheduled ferry services may apply. Provisions must always be delivered directly aboard or be stored in a locked area.

When ISPS level 2 is in operation the permitted entrance of all persons and units of goods (automobiles, carriers, trucks heavy goods vehicles) must be recorded.

When ISPS level 2 is in operation all inbound ferry goods and hazardous goods arriving at the container terminal must be collected on the date of arrival.

When ISPS level 2 is in operation ferry cargo and hazardous goods being shipped via the container terminal will not be accepted for handling more than 12 hours prior to sailing.

4.1.18 Trains

Train traffic operating according to scheduled timetables may enter port facilities without pre-notification submission.

4.1.19 Access via the Port and Traffic Control (BTC)

Access to the following facilities/installations can be granted by BTC (conditional to prior agreement between the company conducting business and Ports of Stockholm):

- Container Terminal
- Export Areas
- Import Areas
- Kapellskär
- Loudden

The criteria set out in Section 4 must be fulfilled to be granted access via BTC. Opening hours for admission vary depending on the facility.

Permanent employees of the Loudden energy port must be in possession of a pass card. This is company-specific and issued on a personal basis. The card is obtained following application to and approval by Ports of Stockholm.



4.1.20 Identification cards

In order to be allowed entry to port facilities encompassed by the Maritime Security Act an authorization card is required. The authorization card is a form of photographic identification stating name of the holder, organization and area and time period of validity. The authorization ID card must always be worn so that it is clearly visible when at/in port facilities. Authorization ID cards are issued after submission of an application and approval by Ports of Stockholm.

4.1.21 Pass cards

Many of our entry and exit points to port facilities can be passed through using a pass card. These can sometimes be a necessity to gain entry to an installation.

4.1.22 Administration of cards

Ports of Stockholm's Service Desk processes applications and issues permits. Following a decision being reached the applicant or the responsible manager is contacted and the card is made available for collection. Each card must be picked up personally by each applicant upon presentation of valid identification.

The Service Desk is open during the following hours to deal with applications and issue cards:

Mondays	1:00 p.m. to 3:00 p.m.
Wednesdays	9:00 a.m. to 11:00 a.m.
Fridays	1:00 p.m. to 3:00 p.m.

All authorization permits and passes are personal and should be treated as valuable personal documentation. Ports of Stockholm charges a fee for issuing permits and access pass cards.

If the security level changes access restrictions come into effect and authorization cards and access passes may become invalid. Failure to comply with applicable rules and conditions can lead to fines and/or exclusion from Ports of Stockholm port facilities. Lost cards should be reported immediately and expired cards returned to Ports of Stockholm.

More information regarding access, authorization, pass cards and ISPS can be found by going to www.portsofstockholm.com.

4.2 Fire safety

Within Stockholms Hamn AB's energy ports, and in other areas where hazardous goods are transported, handled or stored there is a mandatory ban on smoking, the use of naked flames, the use of appliances that can generate dangerous sparks and other items that may result in a fire. This ban also applies to vehicles.



Electrical equipment must meet the requirements of the appropriate authority-issued classification standard.

Electrical equipment should only be connected to approved power points.

Hot work including work using open flames, hot surfaces, spark-generating tools and the like must not be undertaken in a Stockholms Hamn AB:s energy ports or in areas where hazardous goods are transported, handled or stored unless written permission has been issued by the Ports Authority and the emergency services.

Repair work involving hot work in Stockholms Hamn AB ports other than energy ports or port areas in which hazardous goods are transported, handled or stored must be notified in advance to the Stockholms Hamn AB Port and Traffic Control (BTC). Notification with respect to the ports of Kapellskär and Nynäshamn is made to the port management at the respective port.

It is the responsibility of the incumbent head of the facility to ensure that the facility's fire extinguishers are in good condition.

4.3 Vehicle traffic

Vehicles within 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 forbidden. Particular attention must be paid to heavy traffic such as tug masters and terminal tractors.

Standing and parking of vehicles is only permitted in specially designated and indicated locations.

In addition there are special rules that apply to traffic within the individual port areas in addition to the general and local traffic regulations issued by the authorities.

The speed limit within the port facility is 30 km/hr, or less if so indicated.

4.4 Photography and filming

Commercial photography and filming within port areas is only allowed with the express permission of the Ports Authority. Such permission may be subject to specific conditions.

There is a general prohibition concerning photography, filmmaking and video recording within the energy port area at Loudden. Permission may be granted in certain instances by the manager of the energy port or by a representative at Stockholms Hamn AB designated by the manager of the energy port.



4.5 Diving and underwater work

Diving is generally prohibited with ports areas. The Ports Authority may however issue diving permission upon request. The most usual sites in Stockholm where permission is granted for recreational diving are:

- Alvikstrand
- The “Falken” wreck at Fredhäll
- The “Bordellen” wreck at Södermälarsstrand

A diving permit application can be made via www.stockholmshamn.se. Applications should be submitted at least 2 working days before the planned dive.

A special request must be submitted for permission to dive in other areas. This request must include all of the information below in order to be processed:

- Purpose of the dive
- Name of the responsible company
- Dive leader’s name and mobile telephone number
- Dive location
- Time of the dive
- Number of divers

Applications may be submitted by surface mail, e-mail or fax at least two working days prior to the planned dive.

4.6 Alcohol and drugs

No person within a port area is permitted to be under the influence of alcohol or drugs.

4.7 Personal protective equipment

High visibility clothing must be worn when in the vicinity of a terminal/port facility at which port operations are in progress. This clothing must meet the requirements of EN 471, Class 2, and be worn at least over the upper or lower part of the body.

In the vicinity of hanging cargo, or where there is a risk of falling objects, safety helmets must be used. Within the Kapellskär ISPS zone safety helmets are mandatory at all times.

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

Life jackets should be worn when working at quays and piers.



4.8 Classified objects

4.8.1 *Legislation etc.*

Swedish Protection of Essential Facilities Act Skyddslag (2010:305)

Swedish Protection of Essential Facilities Ordinance Skyddsförordning (2010:523)

4.8.2 *General*

The County Administrative Board decides if a port should be declared to be a protected object constituting an essential civil facility. A protected object may consist of land and/or water districts.

One and the same geographical area may at the same time fall under the provisions of the Maritime Security Act and the provisions regarding civil objects of protection. The purpose of the latter is to further augment security and provide more stringent legal protection against sabotage, terrorism and espionage.

Land areas are fenced-off and have restricted access signs. Only authorized personnel are allowed access to a civil object of protection. The same access restrictions apply within installations subject to maritime security regulations as apply within areas comprising civil objects of protection.

Personnel guarding a protected object are termed security guards if they are not members of the police force.

Anyone desiring access to a protected object, or who is found to be within the vicinity of a protected object, is obliged to provide when asked to do so by the personnel guarding the installation 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 document.

4.8.3 *Classified objects in Stockholm*

The following land areas have been declared civil objects of protection/essential facilities:

- The Container Terminal
- Frihamnen, quaysides alongside berths 630–638, 640–641 and 650–652
- The Frihamnen Terminal
- The Hammarby locks
- Kapellskär
- Loudden
- Nynäshamn
- The Silja Terminal
- Stadsgården quay-berths 165–167
- The Viking Terminal



The following water district(s) have been declared classified objects:

The water area west of a virtual line drawn through by the heating pump south of the Lidingö Bridge – Buoy N59 21,177 E018 07,052 – Buoy N59 21,040 E018 07,207 – the Nocken Frihamnen Pier – the Nocken Loudden Pier – and the Loudden area's southernmost boundary at Villevallan.

All classified objects/districts are plotted on the map that can be found at www.portsofstockholm.com.

4.9 Mobile Cranes

The following applies for the placing of a mobile crane, skylift, concrete pump or similar within a Ports of Stockholm area:

Appendix 50: Application for permission to erect a mobile crane: Application form

Applications must be submitted to the port at least five working days in advance. Make sure the application form is fully completed, otherwise supplementary information will be requested, which requires additional time. It may be the case that permission must also be issued by the police and/or the City of Stockholm's transport office (Trafikkontoret). It is the responsibility of the applicant to obtain such permission.

Ports of Stockholm will assess the application based on the load, the wharf construction and any additional safety aspects that must be considered for the relevant quayside.

4.10 Container Cranes

For more information about the specifications and dimensions permissible for plans for the crane's extension from the wharf, please see appendix 56. Container cranes at Frihamnen Container crane

4.11 Pier/quay heights

Appendix 8: Pier and quay heights

4.12 Ramps

Ramps and passenger gangways may only be operated by qualified personnel in accordance with issued instructions.

5 Dangerous Goods

5.1 Legislation etc. concerning the transport of dangerous goods

Act (2006:263) on the Carriage of Dangerous Goods
(2006:311) Provisions for the Carriage of Dangerous Goods



For more information please consult the Swedish Maritime Administration's Code of Statutes

5.2 General information

When handling dangerous goods in packaged forms there are primarily three types of regulations our company must observe. These are ADR-S rules for transportation by road, the IMDG Code, governing the transportation of dangerous goods by sea, and the Baltic Sea Memorandum of Understanding that applies when goods are transported within areas of low wave heights.

These rules are very extensive and for Ports of Stockholm this means that much of our organization is affected by various rules governing the handling dangerous goods. To facilitate operations we have compiled procedures for the handling of dangerous goods. These procedures include both specific procedures that apply to different groups within our organization as well as a general summary of regulations within areas that affect us. The procedures have been developed to suit our organization and are not intended to obviate the need to comply with standard rules and regulations. They are only intended to facilitate our operations in terms of the application of routines, checklists and forms in a way that applies to our organization and pre-requisites.

The procedures also include information about the company's safety adviser for the carriage of dangerous goods, our policy concerning dangerous cargo and a description of which groups within the organization are involved in the handling of dangerous goods.

5.3 Definitions

A number of definitions related to dangerous goods are listed below. A large number of additional definitions can be found in the collective rules and regulations governing dangerous goods. We recommend referral to such dangerous goods definitions for more comprehensive information.

5.3.1 *Ports of Stockholm*

By Ports of Stockholm here in represent the legal entities Stockholms Hamn AB, Nynäshamns Hamn AB and Kapellskärs Hamn AB.

5.3.2 *Ports Authority*

The term Ports Authority for the Port of Stockholm encompasses the manager of the Port and Traffic Department, the harbour master and the deputy harbour masters and the port management at the ports of Kapellskär and Nynäshamn.



5.3.3 Dangerous Goods/Hazardous Materials

Dangerous goods are goods that have chemical or physical properties that alone or following contact with other substances, including air or water, can cause harm to humans, animals, property or the environment.

5.3.4 Dangerous goods in packaged form

By dangerous goods in packaged form is meant hazardous materials in packages, containers, integrated tanker vehicles, non-integrated tanker vehicles, portable tanks, tank containers, enclosed batteries, vehicles, or articles that are a part of other goods.

5.3.5 Empty contaminated packaging

Empty packaging that has not been cleaned out is still classified as dangerous goods and must be treated the same way as filled containers with hazardous materials.

5.3.6 Bulk

Bulk means cargo transported as unpacked solid cargo. The term does not include cargo shipped as packs/bales or substances carried in tanks.

5.3.7 Marine Pollutant

The term marine pollutant means goods that are hazardous to the marine environment according to IMDG Code.

5.3.8 The IMDG Code

The IMDG code is the International Maritime Dangerous Goods Code, issued by UN's international maritime safety division, the International Maritime Organization (IMO)

5.3.9 Class

Class means the classification (division into groups) assigned to the dangerous goods when categorizing/distinguishing between different types of hazardous goods.

5.3.10 UN number

UN number means the number the respective dangerous goods products have been assigned. A list of UN numbers can be found for example in the IMDG Code, among other sources.

5.3.11 Proper Shipping Name

The proper shipping name is the official name designated for the Labelling of the dangerous goods for transportation. This name is also coupled to the UN number.

5.3.12 Packing Group

Packing Group (division into packaging groups) indicates the degree of hazard the goods have been assigned for the purposes of protective packaging for transport. There are three levels:



Packing Group I	Extremely hazardous substance
Packing Group II	Dangerous substance
Packing Group III	Least hazardous group of regulated substances

5.3.13 EmS (Emergency Schedules)

The Emergency Response Procedures for Ships Carrying Dangerous Goods are instructions derived from the IMDG Code detailing how to handle certain hazardous substances if an accident occurs.

5.3.14 MFAAG

The Medical First Aid Guide for Use in Accidents Involving Dangerous Goods provides instructions in how to administer First Aid to persons injured by hazardous materials.

5.3.15 Hot work

The term hot work encompasses all work that includes the use of a naked flame, hot surface or spark-generating tool or equipment.

The above are only a selection of definitions related to dangerous goods. A large number of additional definitions can be found in the collective rules and regulations governing dangerous goods. We recommend referral to such dangerous goods definitions for more comprehensive information.

5.4 General rules

A number of general rules that apply to the handling of dangerous goods at Ports of Stockholm are provided below. In this context the term Ports Authority refers to the CEO employed by Ports of Stockholm, the manager of the Port and Traffic Department, the managers of the individual ports, the harbour master and the deputy harbour masters.

5.4.1 Pre-notification

Hazardous goods/dangerous cargo may only be brought into a Ports of Stockholm port area following approval authorization obtained by submitting a pre-notification form. Pursuant to this the Ports Authority will issue specific instructions for the transport, handling and/or storage of each individual type of dangerous material or combinations of these.

5.4.2 Precautionary measures

When transporting, handling and/or storing hazardous goods/dangerous cargo via Ports of Stockholm regard must be paid to specific local conditions, such as the proximity of buildings, the distance to places where people not directly involved in the transport, handling and storage of goods may be present, the environmental sensitivity of the area or additional site or facility/installation that may be affected by the leakage/emission of the hazardous material or by an accident involving the hazardous cargo.



5.4.3 *Dangerous Cargo Notice*

The Ports Authority in consultation with the emergency services designate special areas where the transport, handling and storage of dangerous cargo is permitted.

5.4.4 *Refusal of entry of dangerous goods/dangerous cargo*

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. The restrictions that apply for Ports of Stockholm ports are set out in specific provisions that can be obtained from BTC at Stockholms Hamn AB upon request. These provisions clearly state that hazardous 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.

Appendix 9: Dangerous cargo limitations

5.4.5 *Elimination of risks*

The Ports Authority has the right to take appropriate and reasonable steps to eliminate risks associated with hazardous goods/dangerous cargo. The owner of the goods or the representative of the owner may be liable for the costs incurred.

5.4.6 *Inspection of dangerous goods*

The Ports Authority has the right to inspect dangerous goods, which includes the inspection of transport documents and certificates, packages, cargo carriers and vessels to ensure that the transport, handling, packaging, stevedoring and storage of dangerous goods is carried out safely.

5.4.7 *Anchorage of vessels carrying dangerous goods*

The Ports Authority decides where and when vessels carrying dangerous cargo may anchor, berth or shift in the port. If an emergency situation should arise the vessel must be able to move if necessary to another location at the port or leave the port.

5.4.8 *State of readiness to move under the vessels own power*

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 involving the dangerous cargo shall at all times be prepared to move at short notice under the vessel's own power. Exceptions in special cases can be made by the Ports Authority.

5.4.9 *Hot Work*

The Ports Authority must always be informed about any hot work that will be carried out, both aboard a vessel or at the quay where dangerous goods are transported, handled or stored. Hot work will only be authorized if it is considered that this can be carried out safely with regard to the risks posed by the cargo.



The performance of hot work requires permission issued by Ports of Stockholm, possibly after consulting the emergency services in Stockholm. Such permission may not be granted for periods longer than 24 hours. The permit must include safety instructions for the performance of the work.

5.4.10 Responsible person

The Ports Authority, the stevedore service and the Master of the vessel 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 cargo and in addition ensure that a certified advisor is available, in accordance with the legislation governing the transportation of dangerous goods.

5.4.11 Maintenance

The Ports Authority must be notified of all major maintenance work intended to be carried out, both aboard the vessel and within port areas where dangerous cargo is transported, handled or stored.

5.4.12 Hazardous dust

All efforts and steps must be taken to prevent and minimize the occurrence and dispersion of hazardous dust and to protect personnel against such dust.

5.4.13 Hazardous vapours or gas

All efforts and steps must be taken to prevent and minimize the occurrence and dispersion of hazardous vapours or gas and to protect personnel against such smoke or gas.

When solid hazardous cargo in bulk is being handled that can give rise to hazardous vapours or gases there must be instruments on hand to measure the concentrations of vapours and gases present. Unprotected personnel are not permitted to enter spaces or areas where poisonous or flammable vapours or gases may be present.

5.4.14 Oxygen depletion

Unprotected personnel may not enter areas where oxygen depletion may occur.

5.4.15 Liquid and condensed hazardous substances in bulk

For specific safety regulations for the transport and handling of liquid and condensed hazardous cargo in bulk please refer to the following sections in these regulations; Section 9 "General Regulations for Stockholm's Energy Ports", Section 10 "Vessels in Energy Ports" and Section 11 "Loading and unloading oil, gases and chemicals in bulk".



5.4.16 Access

Unauthorized persons may not enter areas where dangerous goods are transported, handled or stored. When necessary, routes of transportation, handling areas or storage areas may be cordoned-off to prevent unauthorized entry.

Before allowing access to an enclosed area where gases posing a risk to health may occur or there is a risk of oxygen being depleted the work supervisor ashore and the Master of the vessel must ensure that work may be performed within their respective areas of responsibility without risk.

Before allowing access for entry to areas aboard or ashore which have been disinfected or flushed with a hazardous substance a special certificate confirming that access can occur without risk must be issued by an authorized person.

5.5 Pre-arrival notification

All dangerous goods arriving at Ports of Stockholm (STOHAB, ROHAB or NYHAB) must be pre-notified to BTC in Stockholm.

BTC will thereafter forward this information to the respective unit that needs to know of the arrival of a dangerous cargo.

In addition to the fact that pre-notification provides information to Ports of Stockholm about the dangerous cargo, the pre-notification also forms the basis for the Port Authorities to authorize the entry of such goods and to determine the conditions of entry.

5.5.1 Arrival of dangerous goods by sea/overland

All dangerous goods arriving at the port must be pre-notified. This is done by the shipping company mailing, faxing or electronically transferring data containing the necessary information.

Pre-arrival notification is normally made no later than 24 hours prior to arrival of the goods at the port, but if this is not possible, for example because of prevailing traffic conditions, notification may be made after this time, although pre-notification must be made no later than the departure time from the previous port of call and/or in accordance with a prior agreement with the port.

When the cargo comprises a larger quantity of dangerous goods in packaged form, or comprises goods that pose a particular danger, the Ports Authority must be contacted as early as possible prior to the arrival of the goods to the port area.



The pre-notification shall include all of the goods to be offloaded at the port as well as the goods in transit that will remain aboard the vessel. The following information must be included in the pre-notification submission:

- Name of the ship and time of arrival
- The proper shipping name of the goods
- Class in accordance with the IMDG Code
- UN number
- Packing group (where applicable)
- Flashpoint Temperature (if applicable)
- Subsidiary risks (if applicable)
- Marine Pollutant (if the cargo is classified as such)
- EmS instruction
- Becquerel level (if radioactive)
- Quantity and type of packing
- ID number of container or other identification terms
- Quantity of the dangerous cargo
- Net weight of explosive material (for Class 1 Transport)
- Location of where the dangerous cargo is stowed aboard
- The cargo that will be offloaded and the cargo that is goods in transit
- If the goods have been disinfected, what substance was used and on what date
- The sender and receiver of the goods
- Circumstances that can affect the safe maneuverability of the ship in a negative way

5.5.2 *Dangerous bulk goods arriving/departing by sea*

The information that must be included in the pre-notification submission is the following:

- Name of the ship and arrival/departure time, and for the departure of dangerous goods the vessel's agent and berth at the port
- Name of the company or depot that will receive the dangerous cargo and that will unload the dangerous goods
- The proper shipping name of the goods
- Class in accordance with the IMDG Code
- UN number
- Packing group (where applicable)
- Flashpoint Temperature (if applicable)
- Quantity of the dangerous cargo
- Valid certification that the cargo is suitable for transport (where applicable)
- Location of where the dangerous cargo is stowed aboard
- The cargo that will be offloaded and the cargo that is goods in transit
- Any deficiencies in the vessels storage- and/or cargo handling system (if applicable)
- Circumstances that can affect the safe maneuverability of the ship in a negative way



5.6 Procedures for offloading/loading

When unloading dangerous goods from ships arriving at the port, the staff performing the unloading must always receive advance information about the goods to be unloaded. This is to allow preparations for unloading to be made in the best possible way and thereby minimize the risk of accidents. The personnel must also be provided with information about dangerous goods that are goods in transit.

Pre-notification also applies to goods arriving at the port overland by road transportation. Pre-notification must be submitted so that the staff who will be dealing with the goods can prepare and plan for the placing of the goods at the port in good time prior to the arrival of the dangerous goods.

Company personnel familiar with the risks that exist and the precautions to be taken must always be present when dangerous goods are unloaded.

Drivers arriving at the port must also always follow the directions provided at each worksite and provide assistance in unloading the vehicle.

The work leader ashore and the Master of the vessel shall, within their respective areas of responsibility, ensure that personnel handling or otherwise coming into contact with dangerous goods are appropriately equipped with suitable protective equipment.

The work leader ashore and the Master of the vessel shall, within their respective areas of responsibility, ensure that no person under the influence of alcohol or drugs participates in the handling of dangerous goods or is present in an area where dangerous goods are handled.

The unloading of dangerous goods shall be initiated as soon as possible following the arrival of the vessel. Dangerous goods shall be transported from the port as soon as possible unless special permission has been obtained for the storage of the goods at the port.

The Ports Authority in each individual instance may determine the quantity of dangerous goods that may be present at the port simultaneously, taking into account the quantity of dangerous goods in relation to the transport class, fire-fighting capabilities and other preventive safety measures.

When dangerous goods are being unloaded, access routes both ashore and aboard may not be hindered by other activities or objects. Such areas must be maintained free from dirt and materials which may heighten the risks posed by the dangerous goods.

Vehicles and transport units must be arranged so that free passage is maintained for emergency vehicles both to the ship and the cargo hatches being used and to gangways.



Dangerous goods shall be stowed, secured and managed in such a way that they cannot fall, roll over, slide or be subjected to impacts or other stresses that may damage the contents or packaging during transshipment.

Work supervisors ashore and the Master of the vessel must ensure that areas where dangerous goods are handled are appropriately lit.

Work supervisors ashore and the Master of the vessel must ensure that the smoking bans imposed that apply in the ship's hold, on open deck and in the port's cargo handling areas are strictly observed.

The Master of the vessel should ensure that warning notices regarding the dangerous goods aboard are placed in the vicinity of gangways or other suitable locations aboard ships carrying dangerous goods or aboard which such goods are handled.

When unloading dangerous goods, or handling other goods when dangerous goods are present aboard the vessel, good and effective communication must be maintained between the ship and the work supervisors ashore.

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

The documentation relating to the dangerous goods, or copies of the same information, must be readily available during unloading in case an accident should occur. If the corresponding information is available in the form of computerized information in a vehicle this is adequate and paper copies are not necessary.

5.6.1 Checklist for unloading dangerous goods from a vessel

1. Discharging of cargo is not permitted if the vessel itself or load carriers on the vessel have deficiencies that may negatively affect safety during unloading e.g. leakage or insufficient Labeling. In such cases these problems must be solved prior to unloading.
2. Information about the dangerous cargo must have been communicated by BTC or via a computerized system in the form of a pre-notification/advance registration.
3. Information about the dangerous goods must have been provided to those carrying out the unloading, by the latest at the time of review of the ship's manifest.
4. Check what has to be done with the dangerous cargo in case of an accident. Information about the cargo must be readily available.
5. Check that protective equipment is available in case any uncertainty arises.
6. Check that vehicles and containers are correctly labeled. If there are any inaccuracies or errors these must be corrected before load carriers are lined up at the port for collection.



7. Vehicles and containers, respectively, will thereafter be transferred to the locations designated for these at the port.

5.6.2 *Checklist for receiving dangerous goods booked for sea transport*

1. Vehicles or containers that have deficiencies that may negatively affect the safe handling of the goods at the port must be stopped at the gate and corrective action taken before these vehicles or containers can be received by the port.
2. Information about the arrival of vehicles or containers containing dangerous goods must have been received from BTC in the form of a pre-notification submission.
3. When the cargo carrier arrives at the port the gate must check that the correct documentation exists for the dangerous goods and confirm that the cargo vehicle has arrived at the port.
4. Check what action to take with the dangerous goods in case of accident. Information about the goods must be readily available.
5. At the gate an inspection must be carried out to check that the vehicle and/or containers are correctly labelled. If labelling is not accurate the vehicle and containers must be labelled in compliance with current regulations before being allowed to enter the port.
6. Vehicles and containers, respectively, will thereafter be transferred to the locations designated for these at the port.

5.7 Organization

The handling of dangerous goods involves large parts of the company, ranging from individual truck drivers to traffic control personnel and also the IT department. Procedures for the handling of dangerous goods must therefore be such that these conform to the needs of the entire enterprise, which comprises the three companies:

- KAPHAB
- STO HAB
- NYHAB

The sections of the company involved are the following:

- BTC (Port and Traffic Control)
- The Container Terminal
- The stevedoring units serving the Ro-Ro traffic (Viking Line, Tallink Silja Line, FinnLink, Destination Gotland, Polferries, Scandlines)

5.8 Safety Adviser for the carriage of dangerous goods

Ports of Stockholm, in compliance with current regulations, have engaged a safety adviser for the carriage of dangerous goods.



5.9 Guidelines for handling dangerous goods

We shall at all times endeavor to ensure that the handling of dangerous goods within our operations and in our surrounding environment is carried out in a safe, appropriate and satisfactory manner.

This means that in all our operational actions in the handling of dangerous goods we take into account the nature of the cargo in order to avoid harm to humans, animals, the environment and property.

The personnel involved must have the knowledge and training required to follow the company's procedures and directives, as well as be able to handle the dangerous cargo in a safe way that is compliant with current regulations.

We shall always use the proper equipment intended for the handling of dangerous cargo.

When purchasing vehicles, trucks and other equipment we always take into account the fact that the handling of dangerous goods comprises a part of our operations.

The employer and employees shall cooperate so that all experience and opinions concerning the handling of dangerous goods are heeded in day to day operations and that possible risks and threats to good handling procedures are immediately reported.

The employee should always have the knowledge that the Company has made every effort to ensure the safe handling of dangerous cargo.

5.10 Labelling routines

Load carriers parked within port areas must be correct labelled in accordance with current regulations. We must therefore check that every transport unit received by the port is correctly labelled.

To be able to carry out these checks we must be aware of the regulations that apply to the individual transport unit. Cargo carriers may come under the jurisdiction of the IMDG Code or the Baltic Sea Memorandum of Understanding, and these sets of regulations impose different demands for the labelling of transport units and goods.

We must also be aware of which rules apply to transport units to be collected from the port that will continue onwards as road transport in accordance with ADR-S, as we are not permitted to release wrongly labelled cargo units.

Finally we must also be aware of how individual packages should be labelled in case there should be necessity to handle such consignments at the port. In this aspect there are different demands in the IMDG Code compared to the ADR regulations.



To be able to perform these checks in practice checklists for labelling and marking must be used if any uncertainty arises.

Appendix 10 Checklist for container labeling

Appendix 11 Checklist for vehicle labeling

Appendix 12 Checklist for the labelling of individual packages

5.11 Separation and storage of dangerous goods in port

When dangerous goods arrive in port we have an obligation to separate goods in such a way as to minimize the risk of accidents.

At each of our three ports the goods are separated either in accordance with the rules of the IMDG Code or in accordance with the Baltic Sea Memorandum of Understanding. When separating dangerous goods in accordance with the above regulations it is the class to which the goods belong that determines how the cargo will be separated.

Areas where dangerous goods are stored must be enclosed. The area may not be a public area and private individuals have no rights of access to the areas where dangerous goods are stored. No information about dangerous goods may be provided to third parties. Information may however be provided to authorities in accordance with legal requirements and to facilitate rescue efforts.

Locations where dangerous goods are stored shall be marked with appropriately placed signs. Signs must conform to Transport Authority regulations on the identification and Labeling of dangerous goods. When required, signs should be supplemented with warning texts, such as no smoking signs.

Locations where cargo inspections are carried out must be clearly marked.

Consideration must be taken to the risk of accidental collisions when deciding where dangerous goods are to be placed. The positioning of dangerous goods must also take into account the locations of drains within the area. Drain covers must be available adjacent to the drain and maps of where drains are located must be readily available on site.

Routes and traffic lanes to locations where dangerous goods are kept must not be blocked. Locations where dangerous goods are stored shall be kept well cleaned and free from materials that could increase the risk posed by the dangerous goods.

When guarding of dangerous goods is necessary this must be carried out by specially assigned individuals. The cost of such security provision shall be borne by the owner of the goods or the owner's representative.



In addition to the separation requirements that apply within the port area, we should also be aware of the separation requirements that apply inside cargo carrier for road transportation.

To be able to separate goods efficiently there are reference checklists available for consultation, see the following appendices:

Appendix 13 Checklist Separation according to IMDG

Appendix 14 Checklist Separation according to ADR

Appendix 15 Checklist Separation according to the Baltic Memorandum of Understanding (Östersjöavtalet)

5.12 Transport documents - sea routines

Transport of goods in combination with transport by sea requires that a DGD (Dangerous Goods Declaration) and either a CPC (Container Packing Certificate) or a VD (Vehicle Declaration) has been issued for sea transportation.

It is very important that declarations are correctly issued; all dangerous goods must be specified regardless of whether these are a solitary parcel or a complete shipment, otherwise the shipment will remain at the port.

The DGD must always be written in English.

The declaration must be signed by the sender and include an assurance that the information provided is correct. In addition the loader of the carrier must sign the certificate/declaration to guarantee that the load is secure in accordance with maritime regulations.

Appendix 16 Checklist Dangerous Cargo Declaration

5.13 Transport documents - road routines

5.13.1 *General*

For transportation to include dangerous goods a goods declaration and shipping document are required. If goods are transported as a value declared quantity a shipping document for dangerous goods is not required. Goods transported as limited quantities only require a normal bill of lading.

5.13.2 *Goods declarations*

Goods declarations are issued in Swedish for internal transport within the country and shall be issued in any of the languages English, German or French for international transport.



When goods declarations are inspected we check that all of the information is stated in the declaration and that this information corresponds with the labelling and marking of the cargo. If there is any uncertainty regarding what information should be included on the declaration there is a checklist to follow:

Appendix 17: Checklist for goods declarations

This checklist must be available to all personal involved in the checking or writing of goods declarations. In addition a reference example is provided of a correctly completed goods declaration.

5.13.3 Dangerous goods transport document

A dangerous goods transport document is appended to the goods declaration when the goods being transported constitute a dangerous cargo shipment. This should be written in Swedish for transport within Sweden and, for international transport, dangerous goods transport documents must be available in the language of each country involved in the transportation, as well as in a language that the driver of the vehicle understands. In appendix 18 there is an example of what a transport document should look like.

Appendix 18: Checklist dangerous goods transport document

5.14 The Baltic Sea MoU TSFS 2009:131

The Baltic Sea Memorandum of Understanding refers to voyages involving low wave heights and has been agreed between Sweden, Denmark, Finland, Germany, Poland and Estonia. The purpose of this joint agreement is to simplify the transport of Dangerous Cargo.

5.15 Loading procedures

When loading dangerous cargo onto a ship the employees performing the loading must be informed in advance of what dangerous cargo will be handled. This enables the best preparations to be made for performing the loading and thereby reduces the risk of accident.

Personnel familiar with the risks posed and safety measures to be implemented must always be present during the loading of dangerous cargo. These employees will cooperate with the crew of the vessel to create the safest possible handling conditions and minimize the risk of accident.

Information regarding the dangerous cargo must be readily available at all times during the loading of the cargo to ensure that the correct measures are taken in case of accident.

Dangerous cargo should arrive at the port area for loading aboard vessels as close to the time of loading as is practically possible.



The loading of dangerous goods should begin as soon as possible following delivery of the cargo to the loading area for the vessel. The goods will be delivered to the loading area for the vessel as close to the time of sailing of the vessel as is practically possible.

To facilitate loading procedures there are checklists available that document the most vital issues to consider.

Appendix 19 Checklist Loading of Vehicles' and Containers

Appendix 20 Checklist Loading of Single Items and General Cargo

Vehicles and/or containers should then be placed by the crew of the vessel in the designated places aboard the ship.

5.16 Collection procedures

When dangerous goods are collected from the port for onward transport by road the personnel handling loading must always receive information in advance about the dangerous goods to be handled. This enables the best preparations to be made for performing the loading and thereby reduces the risk of accident.

Personnel familiar with the risks posed and safety measures to be implemented must always be present during the collection of dangerous cargo. These employees will work together with the drivers to create the safest possible handling conditions and minimize the risk of accident.

Information concerning the dangerous cargo must always be readily available during loading so that the correct actions can be taken if an accident occurs.

To facilitate loading procedures there are checklists available that document the most vital issues to consider.

Appendix 21 Checklist for equipment

Appendix 22 Checklist to assure correct training and use of equipment

5.17 Arrival and departure of vessels, bunkering and watch keeping

5.17.1 Vessels arriving

Before ships carrying dangerous cargo call Ports of Stockholm the Master of each vessel should:

- Ensure that they themselves and their crews are familiar with the rules that apply to ships carrying dangerous goods in Ports of Stockholm.
- Check the condition of the vessel, its machinery and other equipment relating to carriage, handling or stowage of the dangerous goods.



- Where possible verify that the dangerous goods and packaging are intact and there is no damage or leakage.
- Inform the Ports Authority if faults or omissions have been noticed.
- Ensure that reliable communication is established and maintained with Ports of Stockholm's Port and Traffic Control (BTC).

5.17.2 Vessels departing

Ships carrying dangerous goods shall, no later than three hours prior to departure, notify BTC of the scheduled departure time of the vessel.

5.17.3 Bunkering

- Bunkering must not be undertaken whilst the ship is loading or unloading explosive substances, flammable gases or liquids, oxygen-emitting substances or organic peroxides.
- The bunkering regulations set out in these regulations in Section 6 Bunkering otherwise apply.

5.17.4 Watch keeping

- Masters of vessels loading, unloading or carrying dangerous goods aboard the vessel shall ensure that personnel are always on hand to provide adequate security and watch keeping and ensure that equipment, including propulsion machinery, can be operated in an emergency.
- Officers and crew who are assigned to the watch must have the level of training specified in the 1978 International Convention on Standards of Training, Certification and Watch keeping (STCW), or later versions of the same.
- If the Ports Authority at Ports of Stockholm so demand, watchmen must be aboard the vessel during unloading, loading or when the vessels is carrying dangerous goods. These must fulfill the above-mentioned criteria.

Watchmen on the vessel must:

- Be familiar with the dangers posed by the dangerous goods involved.
- Within their specialist area ensure that security provisions are complied with and be observant of activities in the vicinity of the vessel that may endanger safety or security.
- In dangerous situations raise the alarm and/or take other appropriate action, depending on nature of the danger.

5.18 Fire prevention measures

In all handling of hazardous materials the supervisors ashore and the master aboard must ensure that appropriate fire and environmental protection measures have been taken.



Fire-fighting equipment shall, where required, be available for immediate use. This equipment must be adapted to meet the necessary requirements with respect to the nature of the dangerous cargo and its quantity.

In locations or spaces where flammable or explosive gases or dust may occur, electrical equipment used must be explosion-proof. Electrical extension cables may not be used at such sites.

In places where dangerous goods are stored and handled there is a mandatory ban on smoking, open flames, spark-generating tools, hot surfaces and similar.

As supervision by fire-fighting personnel may be demanded for the transport, handling or storage of dangerous goods, the arrangement of this with the emergency services must be booked by the shipping company (shipping company agent) no later than the day before the supervision is required.

In locations where dangerous goods are transported, handled or stored or in the vicinity of such sites, alarms or other means of rapid communication with the emergency services must be available.

The personnel concerned shall, before the carriage or handling of dangerous goods begins, ascertain where the nearest device for alerting the emergency services is located and how this should be used.

In places where dangerous goods are transported, handled or stored, or in the vicinity of such places, there must always be manhole (drain) covers available.

5.19 Emergency procedures

When handling dangerous goods the law requires that there must be relevant and updated emergency procedures detailing the actions to be taken in the event of an incident occurring involving the dangerous goods.

In addition, supervisors ashore and the master aboard the vessel must ensure that, in their respective areas of responsibility, information concerning the actions to be taken in case of accidents or incidents involving dangerous goods are always readily available. Such information shall, in addition to the appropriate transport documents and other information provided by the owner of the cargo, also include the Emergency Procedures for Ships Carrying Dangerous Cargo (EmS) and Medical First Aid Guide (MFAG) and/or other similar information.

We have developed a procedure to follow in case of emergency that will guide staff in acting correctly in the event of an accident occurring during the handling of dangerous goods in port. This emergency procedure can be found in Appendix 23 in the form of a customized checklist.



Appendix 23 Checklist Procedure to follow in an emergency

5.20 Accident reporting

When an accident, incident or serious breach in the handling of dangerous goods occurs, this must immediately be reported to the Port and Traffic Control (BTC). Reports must be made using the Ports of Stockholm incident reporting system.

The report shall be sent to the manager responsible for implementing corrective action and to the Ports of Stockholm safety adviser on the carriage of dangerous goods. The report should be completed in as much detail as possible to facilitate the investigation by the safety adviser.

The safety adviser will then conduct an investigation of the incident and prepare a report with any proposals for corrective action. This report shall be submitted to the relevant managers and information forwarded to the Swedish Rescue Services Agency using the template form provided by the Agency.

The safety adviser shall at a minimum annually provide statistics over all of the discrepancies that have occurred concerning the management of dangerous goods in order to identify recurring faults and shortcomings. These statistics form the basis for the company to correct such recurring failures and shortcomings.

5.20.1 Incident reports

All incident reports are managed internally using the existing system.

5.21 Corrective action

Ports of Stockholm operate an internal incident reporting system.

It is otherwise the duty of everyone to report to the port any accident, incident or other deficiencies at the port facilities.

5.22 Training procedures for handling dangerous cargo

Employees at Ports of Stockholm come into physical contact with both dangerous goods documentation and the dangerous goods themselves. These members of staff must have undergone a one-day basic training in accordance with those items listed in Chapter 1.3 of the IMDG Code in addition to the ADR-S regulations.

These employees must also have a good understanding of our own working procedures regarding the handling of dangerous goods and the associated checklists to follow to perform the work safely. This part of the employee's training is tailored according to the duties the individual member of staff has and may be, for example more in-depth training



regarding the contents of dangerous goods documentation or more detailed knowledge of the risks posed by the physical handling of dangerous goods.

Ports Authority officials and BTC employees must have at least three days of in-depth dangerous goods training (IMDG and ADR-S).

Employees will be continually trained in changes to regulations and procedures. If no changes have been implemented, the staff will still undergo periodical training to refresh their knowledge.

Newly employed staff shall provide details of their knowledge in the field and then be briefed on our operating procedures, checklists and the presence of dangerous goods within our operations.

Records of completed training shall be submitted to the Human Resources Department for registration in the education records archive.

Certificates following completion of training courses are issued by the company providing the training.

5.23 Annual Report

An annual report detailing the company's dangerous goods handling should be written by the company's safety adviser and delivered to senior management. Reports are archived for up to five years and are provided for inspection on request to the Swedish Rescue Services Agency.

The annual report shall include information about:

- I Compliance with procedures
- II Deviation statistics
- III Actions taken during the year (preventive and corrective)
- IV Education and training
- V Financial information
- VI Future plans (new targets)
- VII Available resources

Before compiling the annual report the safety adviser shall carry out an annual audit of dangerous goods operational activities in order to provide the management of the company with a clear picture of the compliance situation. This will subsequently form the basis for how company management and the adviser will jointly develop procedures for dangerous goods handling in the future.



6 Bunkering

6.1 Bunkering notification

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

Notification/documentation of bunkering must comply with the Swedish Maritime Administration instructions and regulations.

Registration/documentation must contain details of:

- The name of the ship being supplied
- The name of the bunkering vessel
- The name of the product supplied
- The quantity to be bunkered
- Time and place of bunkering

When bunkering of product with a flashpoint below 55° C shall before bunkering and after bunkering notice be given to Stockholms Hamn AB:s Port and Traffic Control (BTC).

6.2 Restrictions

Bunkering of tanker vessels is not permitted whilst loading or discharging of flammable materials with a flash point lower than 55°C is ongoing. Neither is bunkering permitted whilst loading or unloading cargo if the vessel has previously carried flammable materials with a flash point lower than 55°C unless tank cleaning has been carried out and the ship has been declared free from gas.

Bunkering of ship is not allowed when 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 Stockholms Hamn AB's Port and Traffic Control (BTC).

6.3 Checklist

Before bunkering may commence the checklist for procedures for refueling in Appendix 24 must be completed alternatively LNG Bunker Checklist, Truck to Ship or Ship to Ship.

Appendix 24: Refueling checklist

6.4 Responsibilities

- The Master of receiving ship always has the ultimate responsibility for the bunkering operation and prior to beginning the bunkering process must appoint a responsible person who, if required, can order pumping to be stopped.
- Everyone participating in bunkering has a duty within their respective areas of operation to take all necessary safety precautions to prevent bunker fuels reaching the water or land.

6.5 Controls

- Hose connections shall be continuously monitored for leaks.
- Only pressure-tested tubing with pressure test certification, which is not older than 12 months, may be used.
- Hoses may not be used if they are more than 5 years old.
- Hoses displaying visible signs of wear may not be used.
- Throughout the entire bunkering operation good communication must be maintained between the bunker boat/bunker vehicle and the recipient vessel.
- The product level in the tanks must be carefully monitored.

6.6 Upon completion of pumping.

If the hose is to be flushed with air/gas the responsible person must be satisfied that sufficient space exists in the respective tank. The bunker boat or bunker vehicle's hose shall be disconnected in such a way that no product is spilled. A drip pan (sump or other accepted method) alternatively water spray for LNG should be used. Hoses must be fitted with a blank flange/plug before return to the bunker vehicle/bunker vessel.

7 Disposal of waste

7.1 Legislation and provisions concerning waste disposal

The Swedish Prevention of Pollution from Ships Act (1980:424)

The Swedish Ordinance on the Prevention of Pollution from Ships (1980:789)

7.1.1 *Introductory provisions*

This operational regulation does not apply to those sections of Ports of Stockholm ports used by pleasure crafts and naval ships. Provisions on waste management are also included in the respective waste management plans at each of the ports.

Before leaving port a vessel should offload all sludge and bilge water that contains oil. During this offloading process, all of the sludge and bilge water should be transferred to the waste reception facility.

Exception from this mandatory requirement applies when:



- Waste quantities fill less than a quarter of the volume of the collecting tank.
- The vessel operates as part of the domestic traffic in the archipelago (is a working ship, water taxi, fishing vessel or similar) and has such small amounts of waste aboard that the requirement to deliver this waste to the waste reception facility is unreasonable.
- Ships have a certificate of exemption from the mandatory waste disposal requirements of the port that has been issued or approved by the Swedish Maritime Administration.

7.1.2 Definitions

- Sludge: Ship-generated waste in the form of oil residues generated in a ship's engine room.
- Slop: Fluids resulting from tank rinsing and other oil-containing mixtures or other residues of noxious liquid substances. This is cargo-generated and the cargo owner is responsible for the disposal of this waste.
- Bilge water: Water collected below decks that can contain oil.

7.1.3 Waste reception facilities

Within the port there are no fixed reception facilities for receiving sludge. The offloading of sludge is mainly done by using tank trucks at dockside and to a limited extent by offloading to sludge barges.

7.1.4 Waste manager

The person responsible for the management of waste at Ports of Stockholm is the manager of the Port and Traffic Control (BTC). At the Port of Kapellskär and at the Port of Nynäshamn the respective port manager should be contacted to submit suggestions for improvement. The waste responsible person is also responsible for ensuring that the port waste management plan complies with current regulations and that this is developed in consultation with the users of the port.

7.1.5 Permits and subsequent waste disposal

The responsible waste manager is also responsible for keeping a dedicated file containing the necessary, relevant permits and information about which valid permits the waste disposal contractors have for the subsequent disposal of the waste.

7.1.6 Notification

Notification must be made no less than 24 hours prior to a vessel's arrival at the port, or at the latest when the vessel leaves the previous port if the voyage time is less than 24 hours.

Notification can be made in two different ways:

1. Electronically via the Swedish Maritime Administration's online vessel reporting system. For more information please visit the Swedish Maritime Administration's homepage.



2. Directly to the Stockholms Hamn AB's Port and Traffic Control (BTC) using the form especially for this purpose.

Appendix 25: Notification of vessel requirements for offloading waste

Notifications are kept on file for one year.

Port and Traffic Control staff will requisition the necessary collection service(s) from the procured waste management contractor.

7.1.7 Quantity limits

Ports of Stockholm apply no set limits on the quantities of waste that can be offloaded and collected in port. If waste volumes are abnormally large, however, Ports of Stockholm reserves the right to transfer the matter to the Swedish Transport Agency for a ruling on the issue. The decision in such cases may mean that the port is not required to accept a certain volume of waste without remuneration being made.

7.1.8 Waste management fees

When a vessel calls into port a general waste management charge is levied in accordance with set port tariffs, regardless of whether the ship deposits waste at the port or not.

- There is a special waste management fee for cruise ships.
- The port's price list provides information about supplementary charges.

Overtime payments only apply when the offloading and collection of waste occurs outside of normal working hours and the ship routinely embarks and disembarks cargo and passengers during such hours.

7.1.9 Waste composition regulations

The 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 extraneous substances such as PCBs, chlorine, solvents and detergents.

7.1.10 Terms and conditions for offloading waste

- The vessel offloading waste must be capable of pumping the waste.
- The vessel offloading waste must be securely moored.
- Warping of vessels in order to offload waste is only permitted for environmental or safety reasons.
- Vessels in domestic traffic in the archipelago (e.g. working ships, water taxis and fishing vessels) have however an obligation to manoeuvre when requested to do so in order to offload waste.
- Vessels should submit notification of waste disposal to Port and Traffic Control at Stockholms Hamn AB no later than 24 hours prior to the intended time of waste transfer.
- The ship's connectors/couplings for offloading waste from the engine room must conform to international standards.



- The pressure in tubing/hoses between the ship and the shore reception facility must not exceed 0.6 MPa (6 kp/cm²). Hoses are supplied by the port and are pressure tested every 12 months.
- The capacity of transfer must not be less than 5 m³/hour.
- When transferring waste to sewage trucks or to other vessels, the vehicle or vessel waiting time must not exceed 15 minutes from the predetermined time schedule.
- The vessel offloading waste must have personnel aboard to couple and uncouple the hoses running between the ship and the facility collecting the waste.
- When waste is deposited in barrels it is the responsibility of the vessel offloading the waste to ensure that these barrels/drums are placed at the site(s) designated by the Ports Authority.
- Barrels must be tightly sealed, flawless and durably marked with the contents of the barrel and the name of the vessel.
- The vessel is liable to pay additional costs that are incurred or may be incurred due to failure to comply with the above regulations. The port tariff provides information about the supplementary charges that may be incurred due to contravention of the above conditions.

7.2 Safety regulations for the offloading of engine room waste

7.2.1 Responsibilities

The person in charge of the vessel or vehicle receiving the engine room waste must prior to initiating waste transfer appoint a Safety Watchman (Safety Officer) who can order pumping to be stopped if necessary.

When transferring waste to another vessel this Safety Watchman/Safety Officer may be a crewman on the receiving vessel and may be the driver of the receiving vehicle when transferring waste to a vehicle.

The person on the vessel offloading waste who is responsible for the transfer of the engine room waste and the Master of the vessel collecting the waste, or the driver of the vehicle collecting engine room waste have an obligation to, within their respective areas of responsibility, take all necessary precautions to prevent the waste from the engine room coming into contact with the water or land.

7.2.2 Before beginning the transfer of engine room waste

All scuppers on the vessel collecting engine room waste and that are involved in engine room waste transfer must be closed.

Tank vents (goosenecks) on vessels collecting engine room waste must be equipped with adequate overflow protection devices.



Masters of vessels or drivers of vehicles collecting engine room waste must inform the vessel offloading the waste of the maximum pump pressure with which the engine room waste can be received and the quantity to be filled into each collecting tank.

Hose for the transfer of engine room waste must be securely connected to the couplings aboard the vessel offloading the waste and those on the vessel or vehicle collecting the waste must be rigged in such a way that these cannot be damaged by the movement of the ship(s).

Checks must be made to ensure that all of the valves in use on the vessel or vehicle collecting the waste are correctly set so that the waste is filled into the correct tank.

Reliable communications, which should preferably be by radio, must be established between the vessel offloading the waste and the collector of the engine room waste. Communications must be maintained until the transfer of waste is completed and transfer hoses have been disconnected.

7.2.3 During transfer of engine room waste

Hose connections must be continuously monitored for leakage.

Throughout the offloading and collection operation the waste collection vessel or vehicle must have an experienced Safety Watchman/Safety Officer on duty. The Safety Watchman/Safety Officer must at all times be in a position to immediately order the cessation of pumping in the event of overfilling, or other event that requires that pumping be stopped.

The levels in the waste collection tanks must be carefully monitored.

7.2.4 When transfer of waste is completed

Hoses must be disconnected in such a way that engine room waste is not spilled. A drip pan should be used. Hoses that are not equipped with shut-off valves must be fitted with blank flanges before these are returned to the waste collection vessel or returned to the waste collection vehicle on shore.

7.2.5 Measures to be implemented in the event of hose failure, overfilling or other cause of spillage

In the event of a hose failure, overfilling or other cause of spillage of engine room waste, the following action should be taken immediately:

- Cease pumping the waste.
- Close valves immediately on the vessel offloading the waste and on the vessel or vehicle collecting the waste.
- Take action to limit the damage.



- Alert Stockholms Hamn AB's Port and Traffic Control (BTC) (use VHF channel 12 or telephone +46(0)8-670 28 11).

7.2.6 Receipts

The port must provide proof of waste volumes collected. Drivers of receiving trucks will issue receipts for the volumes of waste transferred.

The Ports Authority may also issue waste volume receipts if needed.

Before transfer of the waste begins, the vessel offloading the waste must provide a written endorsement verifying that the oil mixture is free from extraneous substances such as PCBs, chlorine, solvents and detergents.

7.3 Instructions and regulations for flushing vessel tanks with water

7.3.1 General rules for tank flushing

All actions that can cause harm to the environment, or actions that can give rise to exposure of the surrounding area to abnormally high noise levels must be kept to a minimum as far as practically possible.

All cleaning of ships tanks poses an inherent explosion risk from the combustible gases in them. Cleaning of tanks also poses a risk of outflow of flammable and hazardous gases. Ships tanks may therefore only be cleaned within the port area if the stipulations in these regulations are met.

Regarding the activities of oil tankers, the International Marine Forum and the International Association of Ports and Harbors has issued safety guidelines in ISGOTT "International Safety Guide for Oil Tankers and Terminals".

Regarding the activities of chemical tankers, the International Chamber of Shipping has issued safety instructions in the "Tanker Safety Guide (Chemicals)".

With regard to the handling of inert gas systems the user guide for the system and the instructions for inert gas systems in the "Revised Guidelines for Inert Gas Systems" in the latest version adopted by IMO's Maritime Safety Committee (MSC / Circ. 353) should be followed.

Work aboard the vessel must be carried out in compliance with the applicable sections of the most recent editions of the above international specifications.

The regulations issued by the Swedish Maritime Administration and internationally applicable regulations regarding vessel construction, equipment and operation must be complied with.



All tank flushing must be carefully planned and documented. All risks must be systematically identified, assessed (risk analysis) and appropriate measures must be implemented to reduce risks to the ALARP (As Low as Reasonably Possible) minimum.

Vessels carrying flammable liquids with flashpoint temperatures less than 55 ° C may not rinse out their tanks at the quayside.

7.3.2 General information

Compulsory gas monitoring must be performed by a qualified person. This person must possess the authority level pursuant to paragraph 2.2.2. The gas readings must be documented. Stockholms Hamn AB has the right to appoint an independent gas monitor if this is considered necessary.

7.3.2.1 Safety Watchman/Safety Officer

The Master of the vessel must appoint a Safety Watchman/Safety Officer. The Safety Officer/Watchman must be given special competence regarding oil or chemical cargo handling, or both, depending on the ship's cargo.

Possession of specific competence must be supported by certificate to prove that the holder meets the requirements of Regulation V/1 paragraph 2 or Regulation V/2 paragraph 2 of the 1978 international convention on mariner training, certification and watch keeping standards, International Convention on Standards Of Training, Certification and Watch keeping for Seafarers (STCW), 1978 or editions/revisions.

The Safety Officer/Watchman must be on deck while ship's tanks that have contained flammable liquids with a flashpoint not exceeding 55°C (closed cup) are flushed. In a similar manner the Safety Officer/Watchman must be on deck while the tanks of a vessel are flushed when the temperature of the water used for flushing is less than 10 °C below the flash point of the liquid that the tank contained.

The Safety Officer/Watchman must also be on deck when tank washing water is pumped to the shore.

7.3.2.2 Notification

The Master of a vessel intending to clean or vent the tanks of a vessel must submit a notice of intent to this effect to Port and Traffic Control (BTC) at Stockholms Hamn AB at least 24 hours before any such work may commence.

7.3.2.3 Checklist

Tank cleaning may only commence after the checklist has been completed by the Master of the vessel and this has been approved by the Head of the Stockholms Hamn AB Energy Ports or by a staff member who has been conferred authorization to approve the checklist.

7.3.2.4 Communications

When cleaning, venting and pumping tank washing residues reliable communications must be established and maintained between the Safety Watchman/Safety Officer and the Ports Authority.

7.3.2.5 Venting

Venting may only be carried out using the normal tank ventilation system.

7.3.2.6 Checks

Stockholms Hamn AB has the right to check that equipment for tank cleaning and venting is in a satisfactory condition and that the proposed method is suitable.

7.3.3 *Cleaning vessel tanks which have contained flammable liquids with a flashpoint below 55°C*

7.3.3.1 Introduction

Cleaning of tanks in Stockholm's energy ports may only be performed in an inert atmosphere, under conditions where gas concentrations are so dilute that combustion cannot occur (non-permissive atmosphere) or in a controlled atmosphere. In addition, the following safety regulations and requirements must be fulfilled.

7.3.3.2 Inert atmospheres

Before tank flushing begins, the tank atmosphere is controlled to ensure that the oxygen content does not exceed 8 per cent volume in any part of the tank. Hyperbaric pressure must be maintained in the system throughout the flushing procedure. The inert gas applied to maintain the hyperbaric pressure must be carefully regulated in terms of oxygen content.

If the oxygen content exceeds 8% volume in the cargo tank or slop tank, or if pressure in the tank becomes hypobaric, the flushing of the tank must cease and the tank filled with inert gas until the oxygen content by volume is 8% or less in all areas of the tank. The above conditions specified for maximum oxygen content only apply to atmospheres containing hydrocarbons.

In atmospheres containing flammable gases from chemicals the concentration values for safe oxygen levels may be lower and these must be verified in each case.

7.3.3.3 Non-permissive atmospheres

Before washing the tank should be ventilated until the gas concentration in the atmosphere is reduced to 10% or less than the lower flammable limit (LFL).

Measurements must be taken at regular intervals whilst flushing the tank and these reading must be performed more frequently at the beginning of the flushing procedure. Mechanical ventilation must be continuous.

If the tank has a common ventilation system serving more than one tank and the above conditions are not met, this tank must be separated from the common ventilation system.



If portable flushing equipment is used, all hose couplings must be connected before washing of the tank begins and may not be uncoupled until the washing equipment is removed from the tank.

Flushing should be discontinued if gas concentrations rise to 35% LFL (Lower Flammable Limit). Flushing may be resumed when the gas concentration has been reduced to 10% LFL by continuous ventilation.

Used tank washing water may not be reused.

Steam may not be introduced into the tank during flushing.

Precautions to prevent discharges of static electricity should be taken in accordance with the instructions stated in the records that must be maintained by the Safety Watchman/Safety Officer and supervising officer.

Chemical additives may be used in water for tank flushing if the temperature of the water does not exceed 55 °C. Masters of vessels must make sure that waste collection of such chemical-containing flushing water can take place.

Warm water may be used for tank washing under the following conditions:

- If the temperature of the washing water is no higher than 55 °C, the flushing is stopped if the gas concentration exceeds 35% LFL.
- When the temperature of the washing water exceeds 55 °C, the flushing is stopped if the concentration of gas rises to 35 % LFL.
- Flushing that has been interrupted may only resume when the gas concentration has been reduced to 10% LFL by continuous ventilation.

The tank must be kept drained during washing. If the water level becomes abnormally high, the flushing must be stopped.

7.3.3.4 Non-controlled atmosphere

Tanks with a volume in excess of 3000 m³ may not be cleaned in Stockholm's energy ports.

The capacity of each nozzle of the flushing equipment may not exceed 17.5 m³/h and the total capacity of the washing apparatus in a tank may not exceed 110 m³/h.

If portable flushing equipment is used, all hose connections must be connected before the flushing machine is introduced into the tank and couplings may not be disconnected until the machine is removed from the tank.



Used flushing water may not be reused.

Steam may not be introduced into the tank during flushing.

Chemical additives may not be used.

Water for tank flushing may be heated to a maximum of 55 °C.

Tanks must be kept drained during washing. If the water level becomes abnormally high, the flushing stopped.

Precautions to prevent discharges of static electricity should be taken in accordance with the instructions stated in the records that must be maintained by the Safety Watchman/Safety Officer and Pipeline Guard (Log Book Pipeline Guard and Log Book Safety Watchman).

7.3.4 Prewash

Prewash is a measure that is undertaken to protect the marine environment against pollution from noxious liquid substances (belonging to category X and sometimes Y category) carried in chemical tankers. Prewash means that a chemical tanker, after discharging cargo, will perform a compulsory tank cleaning. The tank cleaning water may not be discharged into the sea but must be transferred to waste collection facilities ashore. The prewash takes place on the ship in accordance with the ship's cargo handling manual. Tank cleaning, or tank flushing, and the collection of tank washing liquid ashore that is not performed for obligatory reasons [under Swedish Maritime Administration regulations and ordinances for the prevention of pollution from shipping (SJÖFS 2006:40), Chapter 9. Substances in Category Y and Z], but is instead performed for commercial reasons, is not regarded to constitute a prewash.

7.3.4.1 Category X

Noxious liquid substances that if discharged into the sea from tank cleaning or ballast bilge emptying are likely to constitute a serious risk to marine resources or human health and therefore warrant being banned from being released into the marine environment.

7.3.4.2 Category Y

Noxious liquid substances that if discharged into the sea from tank cleaning or ballast bilge emptying are likely to constitute a hazard to either marine resources or human health or may cause damage to scenic and recreational amenities or harm other legitimate uses of the sea and therefore warrant limitations being imposed on the qualities and quantities discharged into the marine environment.

7.3.4.3 Category Z

Noxious liquid substances which if discharged into the sea from tank cleaning or ballast bilge emptying are likely to constitute a minor hazard to either marine resources or human health and therefore warrant less stringent restrictions on the quantities and qualities discharged into the marine environment.



7.3.4.4 Notification

A prewash can be performed at Loudden after permission has been obtained from the Head of the Energy Ports. When prewash waste water is collected from the vessel the waste collector must have a Safety Watchman/Safety Officer present during the procedure.

Safety Watchman/Safety Officers must also check that the hoses, pipelines and equipment used at the port facility are rinsed/flushed clean after use. The used rinsing water may be collected by vehicle ashore. If this is done from L705 or L706 via the pipeline at the port the pipes must be rinsed and vacuumed cleaned following completion of waste water transfer.

A declaration that the prewash water does not contain products with a flashpoint below 55 degrees Celsius and/or additives (chemical additives) and/or other harmful substances must be submitted in writing by the Master of the vessel before collection of waste water can be initiated.

7.3.5 *Cleaning vessel tanks which have contained flammable liquids with a flashpoint above 55°C*

Cleaning of tanks that have contained flammable liquids with a flashpoint above 55°C may be performed using water free from chemical additives that has a temperature that is at least 10°C lower than the flashpoint of the liquid the tank contained. In other instances the precautionary measures in paragraphs 3.1, 3.2 and 3.3 apply.

7.3.6 *Slop tanks*

Use of slop or cargo tanks for the recirculation or collection of rinsing water may only take place following the authorization of this by the Manager of Energy Ports or a deputy who has been designated such powers of authorization.

Note: There is always a risk that gas and electrostatic charges may be conferred the slop tank during drainage. There is therefore a risk that the atmosphere in the slop tank may be flammable and loaded with electrostatic charge. Slop tanks that are protected by an inert gas must be carefully ventilated so that the atmosphere is kept non-permissive with respect to combustion. This is facilitated by maintaining the highest possible fluid level in the tank. Measurements to monitor gas concentrations must be performed at frequent intervals or continuously.

Water must not run freely down into the slop or cargo tanks.

7.4 Delivery of cargo residues, harmful substances in packaged form

7.4.1 *Introductory rules*

This operational requirement does not apply to the parts of Ports of Stockholm ports that are used by recreational and naval vessels. Provisions on waste management are also available in the port waste management plans of the respective ports.

In the Swedish Maritime Administration regulations (SJÖFS 2005:15) on the marine transport of dangerous goods in packaged form there are detailed regulations governing packaging, marking, labeling, documentation, stowage, etc.

Empty containers that have previously been used for the transport of the harmful substance in question are still regarded to contain the harmful substance until adequate measures have been taken to ensure that such container packaging no longer contains any residues of substances that are harmful to the marine environment.

Waste from this type of cargo may not be discharged without waste collection personnel being on site to receive the waste, unless the berth is encompassed by the Maritime Security Act.

7.4.2 Definition

By packaged form is meant those forms of packaging specified in the IMDG Code. By harmful substance is meant a substance that has been identified as a marine pollutant (Marine Pollutant) in the IMDG Code.

7.4.3 Waste Manager

The person responsible for the management of waste at Ports of Stockholm is the manager of the Port and Traffic Control (BTC). At the Port of Kapellskär and the Port of Nynäshamn the respective port managers can be contacted with suggestions for the improvement of waste management. The waste manager is also responsible for ensuring that the port waste management plan complies with current regulations and that the waste management plan is developed in consultation with the users of the ports.

7.4.4 Permits and subsequent waste disposal

The responsible waste manager is also responsible for keeping a dedicated file containing the necessary, relevant permits and information about which valid permits the waste disposal contractors have for the subsequent disposal of the waste.

7.4.5 Waste reception facilities

Warping of vessels in order to offload waste is only permitted for environmental or safety reasons. Vessels that are part of the domestic traffic of the archipelago (working ships, water taxis, fishing vessels and the like) have however, an obligation manoeuvre when requested to do so to offload waste.

7.4.6 Notification

Notification must be made no less than 24 hours prior to the vessel's arrival at the port, or at the latest when the vessel leaves the previous port, if the voyage time is less than 24 hours. Notification is submitted electronically via the Swedish Maritime Administration's website, Swedish Maritime Administration or directly to the Stockholms Hamn AB Port and Traffic Control (BTC) using the form especially for this purpose:
Appendix 25: Notification of vessel requirements for offloading waste

Notifications are kept on file for one year. Port and Traffic Control (BTC) staff will requisition the necessary collection service(s) from the procured waste management contractor.

7.4.7 Quantity Limits

Ports of Stockholm imposes no set limits on the quantity of waste that may be offloaded. If waste volumes are abnormally large however, Ports of Stockholm reserves the right to transfer the matter to the Swedish Maritime Administration and its Maritime Inspection department for a decision on the matter. The decision in such cases may mean that the port is not required to accept a certain volume of waste without remuneration being made.

7.4.8 Waste Management Fees

When a vessel calls into port a general waste management charge is levied in accordance with set port tariffs, regardless of whether the ship deposits waste at the port or not.

Please also refer to the final point of the terms and conditions for offloading waste.

7.4.9 Terms and conditions for offloading waste

- Waiting times for the collection of waste may not exceed 15 minutes from the prearranged time scheduled.
- Waste must be properly packaged so that risks to the environment or human health are eliminated.
- Packaging/packages must be labelled in accordance with the IMDG code.
- The vessel is liable to pay additional costs that are incurred or may be incurred due to failure to comply with the above regulations

7.4.10 Receipts

The port must provide proof of receipt of the volume(s) offloaded. Receipts are issued by the port waste management technicians. The Ports Authority may also issue such receipts if the need arises.

7.4.11 Measures to be taken in the event of spillage etc.

- The transfer of waste should be stopped immediately
- Measures must be taken to limit the damage
- All spillages should be immediately reported to Stockholms Hamn AB's Port and Traffic Control (BTC)

7.5 Discharging sewage

7.5.1 *Introductory provisions*

These operational requirements do not apply to parts of Ports of Stockholm ports used by recreational and naval vessels. Provisions on waste management are also available in the waste management plans of each respective port.

Before leaving the port the vessel should offload all waste. Exceptions to this mandatory offloading of waste apply when:

- The vessel has such small quantities of sewage aboard that mandatory delivery to a waste collection facility is unreasonable.
- The vessel is part of the domestic traffic of the archipelago (working ships, water taxis, fishing vessels and the like) and the ship routinely calls at the port.
- The vessel has a certificate of exemption from mandatory waste disposal at its current port that has been issued or approved by the Swedish Maritime Administration.

Sewage waste that has been processed aboard the vessel using a certified purification system may be discharged by the vessel if this has been authorized by the City of Stockholm Department of the Environment or by the Sweden Maritime Administration. The port can mediate contacts with these authorities.

7.5.2 *Definitions*

By sewage waste is intended:

- Waste water and other wastes from toilets and urinals.
- Waste water from medical facilities via washbasins, bathtubs and scuppers located in such areas.
- Waste water from the compartments containing live animals.
- Other waste water that has become mixed with the sewage water defined above.

7.5.3 *Waste Manager*

The person responsible for the management of waste at Port of Stockholm is the manager of the Port and Traffic Control (BTC). At the Port of Kapellskär and at the Port of Nynäshamn the respective port manager can be contacted to submit suggestions for the improvement of waste management.

The person responsible for the management of waste is also responsible for ensuring that the port waste management plan complies with current regulations and that this plan is developed in consultation with the users of the port.

7.5.4 *Permits and subsequent waste disposal*

The responsible waste manager is also responsible for keeping a dedicated file containing the necessary, relevant permits and information about which valid permits the waste disposal contractors have for the subsequent disposal of the waste.

7.5.5 Notification

Notification must be made no less than 24 hours prior to the vessel's arrival at the port, or at the latest when the vessel leaves the previous port, if the voyage time is less than 24 hours. Notification is submitted electronically via the Swedish Maritime Administration's website, Swedish Maritime Administration or directly to the Stockholms Hamn AB Port and Traffic Control (BTC) using the form especially for this purpose:

Appendix 25: Notification of vessel requirements for offloading waste

Notifications are kept on file for one year.

The BTC staff will requisition the necessary collection service(s) from the procured waste management contractor.

7.5.6 Waste reception facilities

Sewage waste from toilets and greywater is collected by facilities at the following sites:

- Värtahamnen berth 511, primarily intended for ferries operating from this quay-berth
- Värtahamnen berth 514, primarily intended for ferries operating from this quay-berth
- Värtahamnen berth 507, primarily intended for train-ferries operating from this quay-berth
- Värtahamnen berth 522
- The Museum quayside (Museékajen) mainly intended for smaller vessels; vacuum facility
- Skeppsbron 105
- Skeppsbron 106
- Stadsgården 153, primarily intended for smaller vessels; maximum LOA of 30 meters
- Stadsgården 157
- Stadsgården 160
- Stadsgården berth 163, primarily intended for ferries operating from this quay-berth
- Stadsgården berth 164, primarily intended for ferries operating from this quay-berth
- Stadsgården berth 167
- N. Mälärstrand berth 13, primarily intended for smaller vessels
- Frihamnen 650, 636, 634, 625 and 620. A total of five reception facilities.
- Strandvägen for the heritage craft and charter boats, as well as sewage reception point pontoons at the 'Visit Skärgården' site.

All of the above collection facilities are connected to the city sewer system that terminates at the Henriksdal treatment plant, where the waste is purified. There are capacity limitations, which is why the staff at the port are obliged to supply information about the vessels offloading waste before the deposition of the waste begins.

Stockholms Hamn AB's Port and Traffic Department is responsible for the operation of the waste reception points.

Berths which are not equipped with waste collection points use sludge tanker trucks or barges for sewage waste collection. The warping of vessels for the purpose of offloading waste is only permitted for environmental or safety reasons. Vessels that are part of the domestic traffic of the archipelago (working ships, water taxis, fishing vessels and the like) have however, an obligation manoeuvre when requested to do so to offload waste.

7.5.7 Quantity Limits

Ports of Stockholm imposes no set limits on the quantity of waste that may be offloaded. If waste volumes are abnormally large however, Ports of Stockholm reserves the right to transfer the matter to the Swedish Maritime Administration and its Maritime Inspection department for a decision on the matter. The decision in such cases may mean that the port is not required to accept a certain volume of waste without remuneration being made.

7.5.8 Waste Management Fees

When a vessel calls into port a general waste management charge is levied in accordance with set port tariffs, regardless of whether the ship deposits waste at the port or not. Grey water is considered to be ship-generated waste and therefore specific charges do not apply for offloading this.

There are specific waste charges for cruise ships. The port's price list provides information about supplementary charges.

Overtime payments apply only when the offloading and collection of waste occurs outside of normal working hours and the ship routinely embarks and disembarks goods and passengers at such times.

7.5.9 Restrictions on waste composition

The waste must not be contaminated with oils, etc.

7.5.10 Terms of waste transfer and collection

- Notification of the need to offload waste is made to Stockholms Hamn AB's Port and Traffic Control [BTC] no later than 24 hours prior to the intended transfer of waste.
- The waiting time of the vehicle or vessel collecting the waste from the ship may not exceed 15 minutes from the prearranged time schedule.
- The pressure in pipes and conduits between the vessel and the waste collection facility may not exceed 0.6 MPa (6 kp/cm²) See also below.
- Transfer capacity may not be less than 5 m³ per hour.
- Couplings for the transfer of sewage waste from the ship must adhere to the international standard for such connections.
- There must be a Safety Watchman/Safety Officer aboard the vessel the entire time it is pumping sewage to a sewage plant/tanker truck ashore, to guard against leakage or spillage.



- That the vessel shall have crew aboard to couple and uncouple the hoses running between the ship and the waste collection facility.
- The vessel is liable to pay additional costs that are incurred or may occur if the above conditions are not adhered to. The port's price list provides details of specific surcharges that may be levied if the terms and conditions have not been met.

7.5.11 Waste transfer

- The vessel offloading waste must be securely moored.
- The port provides hoses and fittings. Hoses should have been pressure-tested within the previous 12-months.
- The equipment for the transfer of sewage waste must not be stored in the same space as equipment for the supply of fresh water. Hoses and couplings should be coloured and designed to be identifiably different from the hoses and couplings used for the supply of fresh water.

Waste being deposited at any of the port's permanent waste collection stations must be reported to the water utility company Stockholm Vatten AB according to the specified procedure.

7.5.12 Division of responsibilities

The person on the waste collection vessel or vehicle who is responsible for the collection of the sewage waste must appoint a Safety Watchman/Safety Officer who has the authority, if the situation requires, to order pumping to be interrupted.

During waste transfer the Safety Watchman/Safety Officer may be a crewmember of the vessel collecting the waste or the driver of the waste collection vehicle.

The person on the ship offloading the waste who is responsible for the transfer of the sewage and the Master of vessel, or driver of the vehicle, collecting the sewage are obliged to, within their respective areas of responsibility take all necessary precautions to prevent the sewage from coming into contact with the water or land.

7.5.13 Before the transfer of sewage begins:

All of the scuppers on the vessel receiving the sewage and that are affected by the transfer of the sewage must be closed.

Tank vents (goosenecks) on the vessel receiving the sewage must be equipped with adequate overflow protection.

The Master of the vessel receiving the sewage, or driver of the vehicle receiving the sewage, must inform the vessel offloading the sewage of the maximum pump pressure with which sewage may be transferred and the quantity that may be filled into each tank.



The hose for transferring sewage must be safely connected to the outlets aboard the vessel transferring the sewage and the inlets of the vessel, or vehicle, receiving the sewage, as well as being rigged in such a way that it cannot be damaged by the movement of the ship.

Only hoses that have been tested during the preceding 12-month period may be used.

Checks must be made that all of the valves in use on the sewage collection vessel or vehicle are correctly set so that the intended tank is filled.

Reliable communications, which should preferably be by radio, must be established between the vessel offloading the sewage and the vessel or vehicle collecting the sewage. Communication shall be maintained until sewage transfer is completed and the delivery hose has been uncoupled.

7.5.14 When pumping of sewage is in progress

Hose connections must be continuously monitored for leakage.

Throughout the pumping operation an experienced Safety Watchman/Safety Officer appointed by the receiving vessel, or vehicle, must be present. The Safety Watchman/Safety Officer must be in such a position that he/she can immediately order the cessation of pumping in the event of overfilling or for any other reason necessitating this.

Levels in recipient tanks must be monitored carefully.

7.5.15 When pumping of sewage is completed

Hoses shall be disconnected in such a way that sewage is not spilled. Hoses that are not equipped with a shut-off valve must be fitted with blank flanges before being returned to the waste collection vessel or transferred to the collecting vehicle on land.

7.5.16 Measures to be implemented in the event of a hose failure, over-pumping or other event resulting in spillage

In the event of a hose failure, over-pumping or other event resulting in a spillage of sewage the following actions should be taken immediately:

- Cease pumping.
- Immediately close all valves on the vessel transferring sewage and those of the receiving vessel or vehicle.
- Take action to limit the damage.
- Alert the Stockholms Hamn AB Port and Traffic Control [BTC] (using VHF Channel 16 or by telephoning: +46(0)8-6702811).

7.5.17 Receipt of amount and declaration of content

The port must provide a receipt confirming the volume(s) of sewage offloaded. No measurements are made of the volumes of sewage collected and the volume(s) stated will therefore be based on the volume(s) the vessel has reported, if these volumes are reasonable. Receipts are issued by the representative of the utility company at the port. If necessary, receipts may also be issued by the Ports Authority. If a sludge tanker truck collects the sewage the receipt will be issued by the driver.

Before sewage can be accepted and before the process of transfer begins the vessel offloading the sewage must provide a written declaration confirming that the sewage is not contaminated with oil etc. If the vessel declares that the sewage is contaminated with oils/chemicals, an approval must be obtained from the water utility company Stockholm Vatten AB before the sewage can be transferred and accepted.

7.6 Delivery of solid waste

7.6.1 Introductory provisions

These operational requirements do not apply to the parts of Ports of Stockholm ports used by recreational and naval vessels. Provisions on waste management are also available in the waste management plans at the respective ports.

Before leaving port the vessel should offload all waste. Exceptions to the mandatory depositing of waste apply to:

- Vessels with such small quantities of sewage aboard that the mandatory requirement to offload this is unreasonable.
- Vessels operating as part of the domestic traffic of the archipelago, (working ships, water taxis, fishing vessels and the like), if the ship routinely calls at the port.
- Vessels with a certificate of exemption from the requirement for the mandatory deposition of waste at the port in question, where the permit has been issued or approved by the Swedish Maritime Administration.
- Before waste is accepted from a ship to which the legislation on quarantine ports applies the County Medical Officer must first issue permission for this.

7.6.2 Definitions

By solid waste is intended:

All types of food, domestic and operational waste generated during the vessel's normal operation that is expected to be removed continuously or periodically.

Operational waste means waste arising from the stowage and handling of cargo on board such as dunnage material, pallets, packing and coverings, plywood, steel and wire ropes,

paint remnants, discarded fluorescent lamps and batteries, as well as used and discarded medical equipment and leftover medicine residues.

7.6.3 Waste manager

The person responsible for the management of waste at Ports of Stockholm is the manager of the Port and Traffic Control (BTC). At the Port of Kapellskär or the Port of Nynäshamn the respective port managers can be contacted with suggestions for the improvement of waste management. The waste manager is also responsible for ensuring that the port waste management plan complies with current regulations and that the waste management plan is developed in consultation with the users of the ports.

During the cruise season the port has two waste technicians employed for the purposes of waste collection. Their tasks include:

- Issuing receipts for the amounts of waste received
- Checking that waste sorting-at-source is performed in the prescribed manner (this applies especially to the acceptance of waste from cruise ships)
- Acting as a channel of communications between the vessel depositing waste and the port.

7.6.4 Permits for waste disposal

The responsible waste manager at the port is also responsible for keeping a dedicated file containing the necessary, relevant permits and information about which valid permits the waste disposal contractors have for the subsequent disposal of the waste.

7.6.5 Waste reception facilities

Within the port there are the following permanent waste collection stations:

- The container terminal with facilities for accepting the following fractions: burnable waste, metals, glass, hazardous waste
- Loudden with facilities for accepting the following fractions: burnable waste, glass, hazardous waste. Dual axle tractor trailers are available for the transport of waste within the energy ports. These carts are stationed at berth 703, Loudden
- Strandvägen berth 17 with facilities for accepting the following fractions: burnable waste, metals, glass and cardboard. The facility is located underground and a special key is needed to use this.
- Nybrokajen berth 3 with facilities for accepting the following fractions: burnable waste, glass, hazardous waste, metals and cardboard
- Strömkajen
- Skeppsbron
- Klara Mälarstrand

In addition the port provides a number of mobile waste management stations. The warping of vessels for purposes of offloading waste is only permitted for environmental or safety reasons. Vessels that are part of the domestic traffic of the



archipelago (working ships, taxi boats, fishing vessels and similar) have an obligation, however, to manoeuvre when requested to do so in order to offload waste.

7.6.6 Notification

Notification must be made no less than 24 hours prior to the vessel's arrival at the port, or at the latest when the vessel leaves the previous port, if the voyage time is less than 24 hours. Notification is submitted electronically via the Swedish Maritime Administration's website, Swedish Maritime Administration or directly to the Stockholms Hamn AB Port and Traffic Control (BTC) using the form especially for this purpose:

Appendix 25: Notification of vessel requirements for offloading waste

Notifications are kept on file for one year.

The BTC staff will requisition the necessary collection service(s) from the procured waste management contractor.

7.6.7 Quantity Limits

Ports of Stockholm imposes no set limits on the quantity of waste that may be offloaded. If waste volumes are abnormally large however, Ports of Stockholm reserves the right to transfer the matter to the Swedish Maritime Administration and its Maritime Inspection department for a decision on the matter. The decision in such cases may mean that the port is not required to accept a certain volume of waste without remuneration being made.

7.6.8 Waste Management Fees

When a vessel calls into port a general waste management charge is levied in accordance with set port tariffs, regardless of whether the ship deposits waste at the port or not. There are specific waste charges for cruise ships. The port's price list provides information about supplementary charges. Please also refer to the terms for accepting waste section.

7.6.9 Sorting waste at source

7.6.9.1 Terms for accepting waste:

- The waste must be sorted according to instructions of the port.
- Animal waste originating from non-EU countries must be packaged according to the instructions of the port. Such wastes must, without undue delay and via a port contractor, be delivered to a special incinerator (2008, Uppsala, Sweden).
- Waiting times for specially arranged waste collection services must not exceed 15 minutes from the prearranged time agreed.
- Food waste must be properly packaged to prevent the spread of disease, contamination and foul odours.
- It is the responsibility of the vessel to place liquid waste to be deposited in barrels and containers in the designated area(s) specified by the recipient of the waste.



- Barrels and containers of waste must be labelled with the name of the waste the receptacle contains and the name of the vessel. If such labelling is lacking the vessel depositing the waste is liable for all subsequent costs for the collection and subsequent disposal of the waste.
- The ship is responsible for additional costs incurred or that may occur due to the above conditions not being met. The port's price list provides details of the specific surcharges that are levied if the above conditions are not met.

7.6.10 Receipts

The port must issue receipts stating the volume(s) of waste received. Receipts are issued by the port waste technicians. The Ports Authority may also, if need arises, issue such receipts. Archipelago traffic is not issued with waste volume receipts.

7.6.11 Measures to be implemented in the event of spillage etc

- Offloading of waste should be stopped immediately
- Actions must be taken to limit the damage
- Alert BTC of waste spillages that cannot immediately be rectified (Stockholms Hamn AB Port and Traffic Control(VHF Channel 16 or telephone: +46(0)8-6702811).

7.7 Delivery of tank flushing water and ballast water, as well as noxious liquids in bulk.

7.7.1 Introductory provisions

- Vessels may not discharge noxious liquid substances of Category X, Y or Z in the internal waters, territorial sea or exclusive economic zone belonging to Sweden or another European Union country.
- Vessels may not discharge noxious liquid substances of Category X, Y or Z on the high seas. This prohibition applies also to ballast water, tank washings or other residues or mixtures containing these substances. There are some exceptions to the ban, such as emissions made by the Coast Guard or Municipalities or by someone on their behalf for the purpose of combating another release of harmful substances.
- A tank that substances of class X have been unloaded from is washed before leaving the port of delivery. Tank flushing water must be deposited with a waste reception facility on the mainland.
- Facilities for the collection and treatment of oily ballast or tank flushing water must be available at the places where oil is loaded/unloaded and sites where oil tankers are repaired. Anyone unloading oil or running repair activities is responsible for ensuring that the necessary collection and treatment facilities are available (see Act [1980:424] on Measures against Pollution from Ships).

7.7.2 Definitions:

Harmful substance:



Oil and other substances that, if they get into the sea, into another body of water or into the air, are a risk to human health, may be harmful to the marine fauna and flora, cause damage to areas of natural beauty or recreational amenities or interfere with other legitimate use of the sea or other water bodies.

Noxious liquid substances are classified into four categories:

- X: Noxious liquid substances which if discharged into the sea from tank cleaning, bilge or ballast water, are likely to be a serious risk to marine resources or human health and therefore warrant banning from the marine environment.
- Y: Noxious liquid substances which if discharged into the sea from tank cleaning, bilge or ballast water, are likely to be a hazard to either marine resources or human health, or to cause damage to areas of natural beauty and recreational amenities or other legitimate uses of the sea and therefore warrant limitations being imposed on the quality and quantity of their discharge into the marine environment.
- Z: Noxious liquid substances which if discharged into the sea from tank cleaning, bilge or ballast water, are likely to be a minor hazard to either marine resources or human health if they are released into the marine environment.

Other substances (AS):

Substances found in the column categorizing pollutants in Chapter 18 of the IBC Code and that assessment has judged to fall outside of Category X, Y or Z.

7.7.3 Waste collection facilities

- Tank flushing water and ballast water, as well as noxious liquid substances are collected by tanker truck.
- Prewash may not be carried out at berth 503 V (condition of the environmental permit), but the ship may instead move for example to the pier at Loudden.

7.7.4 Waste manager

The person responsible for the management of these types of waste at Port of Stockholm, and to whom submissions of suggestions for improvement should be directed, is the manager of Energy Ports).

7.7.5 Permits and subsequent disposal

The waste manager at Stockholms Hamn AB (manager of the Port and Traffic Control (BTC)) is also responsible for keeping a dedicated file containing the necessary, relevant permits and information about which valid permits the waste disposal contractors have for the subsequent disposal of the waste.

7.7.6 Notification

Notification must be made no less than 24 hours prior to the vessel's arrival at the port, or at the latest when the vessel leaves the previous port, if the voyage time is less than 24 hours. Notification is submitted to the Stockholms Hamn AB Port and Traffic Control



(BTC) using the form especially for this purpose. Notifications are kept on file for one year.

BTC staff will forward this to the manager of energy ports who will requisition the necessary collection service(s).

7.7.7 Quantity limits

Ports of Stockholm imposes no set limits on the quantity of waste that may be offloaded. If waste volumes are abnormally large however, Ports of Stockholm reserves the right to transfer the matter to the Swedish Maritime Administration and its Maritime Inspection department for a decision on the matter. The decision in such cases may mean that the port is not required to accept a certain volume of waste without remuneration being made.

7.7.8 Waste management charges

The costs for the offloading and collection of tank flushing water and ballast water, as well as noxious liquid substances in bulk shall be borne by the consignee/recipient unloading the cargo.

7.7.9 Waste composition restrictions

Oily tank flushing water/ballast water may not contain gasoline, additives, solvents or emulsifiers of any kind.

7.7.10 Terms for acceptance of waste:

- The vessel must assist the port with the connection of hoses between the vessel and the designated connection point at the terminal.
- Vessels should provide their own hoses for the transfer of this type of waste and these must be tested and approved within the 12 months and be no older than five years-old.
- The manager of the energy ports at Port of Stockholm and port officers appointed by the same to oversee the transfer of tank flushing water and/or ballast water for collection may at any time order the transfer of waste to cease if information on the submitted declaration(s) is found to be erroneous.
- The waiting time of the vehicle collecting the waste from the ship may not exceed 15 minutes from the prearranged time scheduled.
- The vessel is liable to pay additional costs that are incurred or may occur if the above conditions are not adhered to.

7.7.11 Safety Regulations

The Safety Watchman/Safety Officer appointed by the vessel must be present at all times and able to order the immediate suspension of waste transfer if the need arises.



7.7.12 Responsibilities

The serving commander of the vessel must ensure that operations are carried out safely. The person aboard who has charge of the operation must have the training and competence to meet the STCW (Standards of Training, Certification and Watch keeping for Seafarers, 1978) requirements.

Should data in the submitted declaration concerning the contents of the tanks flushing water and/or ballast water prove to be inaccurate, a claim may be made against the shipping company (broker) for cleaning of the waste collection and processing facilities.

7.7.13 Measures to be implemented in cases of hose failure, over-pumping or other event resulting in spillage

In the event of a hose failure, over-pumping or other event resulting in the spillage of tank flushing water/ballast water, the following action should be taken immediately:

- Cease pumping.
- Close all valves immediately on the vessel transferring the waste and on the vessel or vehicle receiving the waste.
- Take action to limit the damage.
- Alert the Port of Stockholm Port and Traffic Control [BTC] (VHF Channel 16 or 12).

7.7.14 Waste receipts

The port must provide receipts for the waste volume(s) collected. The driver of the sludge truck collecting the waste will issue the receipt.

The Ports Authority may also, if need arises, issue such receipts.

Before the transfer and collection procedure can begin the vessel must provide a written assurance that the oily waste water is free from gasoline, additives, solvents or emulsifiers of any kind.

8 Loading, unloading, storage of goods etc.

8.1 Legislation etc.

AFS 2001:9 Hamnarbete

8.2 Measures to be implemented prior to hoisting and transporting

Prior to the performing of hoisting and transporting, ice, stone and suchlike shall be removed to prevent injuries being caused by falling objects. Alternatively, the corresponding safety conditions may be established by organizing work in such a way that no persons will be present within the risk zone.



8.3 Traffic Guard

There shall be a traffic guard wherever there is a need to direct vehicles or give warning of the movement of road vehicles or railway wagons.

8.4 Working at heights

Preventive measures shall be taken in connection with work on load carriers or goods involving a special risk of injury from falls to a lower level. Safety devices shall be used where necessary.

8.5 Lighting

Sufficient lighting shall be provided on-board for the work to be carried out safely.

8.6 Technical devices

Prior to the commencement of loading or unloading work on board a ship, the workplace and the technical devices to be used during the work shall be checked to ensure that they are in working order and the work can be done safely.

8.7 Working areas

Hatches and other such ship's equipment shall when removed be firmly stacked and adequately secured. They may not encroach on the space needed by a signalman, nor may they obstruct necessary movement on board.

8.7.1 *Locations for the deposition of goods*

Loading, unloading, transportation of goods and depositing goods or other material may only happen at the specific sites assigned for these activities.

Goods or other material may not be deposited in firebreak safety lanes or in other places that obstruct access of emergency service vehicles.

Goods or other material may not be deposited in a way to prevent or impede access to a ship or hinder handling of a ship's moorings.

Neither may goods be deposited in a way that obstructs access to or at the quayside.

The following minimum clearance distances must be maintained between the goods or suchlike and the devices mentioned below:

- Edge of quayside and jetty: 1.5 meters.
- Railway rails: 2.2 meters.
- Track-bound cranes: 0.9 m from the widest part of the crane and up to a height of 2.5 meters above ground level, or equivalent.



Goods and suchlike may be deposited closer than 1.5 m to the edge of the quayside or jetty if they are placed in such a way as to preclude passage on the outside.

8.7.2 Precautions during handling

Goods or other materials shall be handled so that the port area, buildings, roads, railway tracks, cranes or other surfaces are not damaged and so that danger of personal injury arises.

8.7.3 Vessel trim and list

The trim or list of the vessel during loading and unloading must not exceed 2°. Exceptions apply to single well-controlled lifting operations, during so-called accident investigation work and to special operations where working methods require a trim or list of more than 2°.

8.7.4 Personal protective equipment etc

A safety helmet, high visibility clothing and safety footwear shall be used unless deemed to be manifestly unnecessary. A written assessment shall be prepared showing the type of work for which and the area in which the use of certain personal protective equipment is not necessary. An approved life jacket shall be worn for mooring work and other work where there is particular risk of falling into the water.

Other personal protective equipment shall be used where necessary.

8.8 Unloading/loading of bulk (toxic atmospheres in cargo holds and securing of vessels)

When unloading/loading bulk cargos, the following legislation etc. must be observed:

The Swedish Loading and Unloading of Bulk Carriers Act
Lag (2003:367) om lastning och lossning av bulkfartyg

The Swedish Loading and Unloading of Bulk Carriers Ordinance
Förordning (2003:439) om lastning och lossning av bulkfartyg

9 General Provisions for Stockholm's Energy Ports

9.1 Introduction

9.1.1

In addition to the regulations that apply to the loading, unloading and handling of dangerous goods in accordance with Section 5 of these regulations, as well as the regulations for the loading and unloading of flammable products in the energy ports,



unless handling at the port has been outsourced to another responsible company, the conditions set out in the Stockholms Hamn AB Port Regulations and the operating ordinances of this document apply.

9.1.2

Within Stockholms Hamn AB's energy ports oils, gases and chemical products are stored and handled. Many of these substances are flammable and hazardous to health. For these reasons special caution is required to prevent injury to people, property and the environment.

9.1.3.

Anyone working at or visiting the energy ports are obliged to know and follow the provisions that apply to energy ports.

9.1.4

Risk zones within the energy ports are classified according to the following:

- Zone 0 Risk area in which an explosive mixture of gases is routinely present or persistent.
- Zone 1 Risk area in which an explosive gas mixture can be expected to occur temporarily during normal operational activities.
- Zone 2 Risk area in which an explosive gas mixture is not expected to occur during normal operational activities and if this should occur, in all probability will only do so rarely and briefly.

See Classification Plan:

- Appendix 28 1723-01-B
- Appendix 29 1723-klpl
- Appendix 30 Loudden 1817-101
- Appendix 31 Loudden 1817-102
- Appendix 32 Loudden 1017-100
- Appendix 33 Loudden 1817

9.1.5

To be present within a risk area in accordance with the above in some cases requires special authorization to be issued by the Head of Stockholms Hamn AB's Energy Ports when the visit involves the energy port general areas.

To be present within a risk zone at the energy ports where an oil company is operating requires authorization to be issued by the incumbent supervisor of each facility.



9.1.6

Information regarding risk areas in accordance with Section 9.1.4 or other regulations that apply at energy ports can be obtained from Stockholms Hamn AB's energy ports.

9.2 Additional provisions

Supplementary to these regulations is that the provisions in the most recent editions of the following regulations apply:

9.2.1

International Safety Guide for Oil Tankers and Terminals (ISGOTT), published by the International Chamber of Shipping, Oil Companies International Marine Forum and the International Association of Ports and Harbour.

9.2.2

Safety Guide for Terminals Handling Ships Carrying Liquefied Gases in Bulk, published by the Oil Companies International Marine Forum

9.2.3

Tanker Safety Guide Chemicals, published by the International Chamber of Shipping; and

9.2.4

Ship to Ship Transfer Guide published by the Oil Companies International Marine Forum.

Liquefied Gas Handling Principles on Ships and in Terminals, issued by the Society of International Gas Tanker and Terminal Operators Ltd.

9.3 Access

There is a general prohibition on access for unauthorized persons to Stockholms Hamn AB's energy ports. The port areas are fenced off and have access controlled entrances/exits. For authorized persons access pass cards can be issued. See section 4, Access to Port Facilities.

9.4 Coordination Responsibilities

9.4.1 *Common work areas*

The person or people responsible for common work areas, in accordance with the Swedish Work Environment Act (SFS 1977:1160) and subsequent amendments is/are also responsible for the coordination of health and safety measures.



9.4.2 Lease and leasehold areas

Lease and leasehold areas in the energy port Loudden constitute workplaces over which the respective leaseholder has jurisdiction.

The respective leaseholder thus has coordination responsibilities within this area.

9.4.3 Loading and unloading of vessels at the energy ports

9.4.3.1

The network of pipelines belonging to Stockholms Hamn AB, the so called mainline grid network, shall, before being put into service by an individual company, be subject to prior notification of the use of the pipeline network. Notification must have reached the energy port no later than 24 hours before the line is intended to be used.

Notification can be made by ship notification to BTC, in writing or a verbal notification to the port office at the energy port.

The companies who have the right to use the pipeline networks belonging to Stockholms Hamn AB, the so called mainline grid, are those companies who have signed an agreement about this with Stockholms Hamn AB (Contract: COORDINATION OF LIABILITY: ENERGY PORTS).

9.4.3.2

For tankers, bunkering vessels etc. laws on maritime safety apply.

9.4.3.3

When vessels are being unloaded the depot receiving the cargo has jurisdiction over the workplace including the berth the ship has been assigned and the pipes of the grid used between the vessel and the depot receiving the cargo.

When vessels are loading cargo the depot supplying the vessel has jurisdiction over the workplace including the berth the ship has been assigned and the pipes of the grid used between the vessel and the depot supplying the cargo.

When taking on LNG from tanker trucks, the receiving vessel has jurisdiction over the workplace, including the berth the ship has been assigned and the pipes of the grid used.

9.4.3.4

The site is established as a worksite from the time that preparations to use the pipeline network are initiated or from when notification has been received by the energy port of the use of the mainline grid network.

9.4.3.5

The site ceases to be a worksite when the pipeline network and the facility in general has been restored to its original condition, as it was before it became established as a worksite, and that this has been duly recorded and signed by the depot manager or by someone designated by the depot manager to be responsible for recording ongoing operations in the file maintained by the Safety Watchman/Safety Officer and the energy port has been informed about this.



9.4.4 Pumping between depots

9.4.4.1

The network of pipelines and conduits belonging to Stockholms Hamn AB, the so called mainline grid network, shall, before being put into service by an individual company, be subject to prior notification of the use of the pipeline network.

Notification must have reached the energy port no later than 24 hours before the line is intended to be used.

Notification can be made in writing or verbally to the port office at the energy port.

9.4.4.2

When pumping between depots, the receiving depot has jurisdiction over the worksite, including the pipelines of the grid used.

9.4.4.3

The site is established as a worksite from the time that preparations to use the pipeline network are initiated or from when notification has been received by the energy port of the use of the mainline grid network.

9.4.4.4

The site ceases to be a worksite when the pipeline network and the facility in general has been restored to its original condition, as it was before it became established as a worksite, and that this has been duly recorded and signed by the depot manager or by someone designated by the depot manager to be responsible for recording ongoing operations in the file maintained by the Safety Watchman/Safety Officer and the Energy Port has been informed about this.

9.4.5 Loading and unloading of vehicles and railway wagons

9.4.5.1

When vehicles or railway wagons are loaded and unloaded in areas other than lease and leasehold areas, the supplying or receiving depot has jurisdiction over the worksite, including the pipelines of the grid network used.

9.4.5.2

The network of pipelines belonging to Stockholms Hamn AB, the so called mainline grid network, shall, before being put into service by an individual company, be subject to prior notification of the use of the pipeline network. Notification must have reached the energy port no later than 24 hours before the line is intended to be used.

Notification can be made by ship notification to BTC, in writing or a verbal notification to the port office at the energy port.

The companies who have the right to use the pipeline networks belonging to Stockholms Hamn AB, the so called mainline grid, are those companies who have signed an agreement about this with Stockholms Hamn AB (Contract: COORDINATION OF LIABILITY: ENERGY PORTS).



9.4.5.3

The site is established as a worksite from the time that preparations to use the pipeline network are initiated or from when notification has been received by the energy port of the use of the mainline grid network.

9.4.5.4

The site ceases to be a worksite when the pipeline network and the facility in general has been restored to its original condition, as it was before it became established as a worksite, and that this has been duly recorded and signed by the depot manager or by someone designated by the depot manager to be responsible for recording ongoing operations in the file maintained by the Safety Watchman/Safety Officer and the Energy Port has been informed about this.

9.4.6 *Other work*

When work is carried out in areas other than lease and leasehold areas within the energy ports is the commissioner of the work who has jurisdiction over the worksite unless otherwise stated in the work permit.

9.5 Work permits

Appendix 35: Work permits

9.5.1 *General*

Anyone wishing to perform work at a worksite over which they do not have sole jurisdiction must obtain the written permission of whosoever does have jurisdiction over the worksite (work permit).

9.5.1.1

Anyone wishing to carry out work on equipment located on Stockholms Hamn AB land, quaysides/wharfs and water areas, i.e. areas other than lease and leasehold areas, must notify Stockholms Hamn AB of this at least 24 hours before work commences. Notification may be made in writing or verbally to Stockholms Hamn AB.

9.5.2 *Approval of work permits*

In addition to the conditions specified in the application, for approval of work permits to be valid the following conditions apply:

- That the applicant has received approval from the authorities concerned.
- That the applicant adheres to the regulations issued or that may be issued by the relevant authority or Stockholms Hamn AB.
- That the applicant, if oil/oily water should leak or be spilled during the work, takes immediate steps to remedy the situation and accept liability for all associated costs incurred; and
- That no costs of any kind are incurred by Stockholms Hamn AB providing approval for the authorization of a work permit.



9.6 Hot work/Use of spark-generating tools

Appendix 36: Temporary permit for hot work

9.6.1

Legislation governing flammable and explosive substances, as well as ATEX regulations prohibit hot work being carried out within an energy port.

To work with a naked flame, heat, hot surfaces, spark-generating tools or electrical equipment that is not approved for use in areas where flammable gases may be present requires, in addition to a temporary permit being issued for the work, a temporary permit to be issued for hot work by the Port Manager/Depot Manager or by another authorized person and possibly in consultation with the emergency services (Räddningstjänsten) in Stockholm.

9.6.2

If the intended hot work is to be performed in an area other than a lease or leasehold area a special permit shall be obtained for the hot work from Stockholms Hamn AB.

Applications must be submitted in writing or made verbally a minimum of 24 hours prior to the starting the planned work.

9.6.3

A hot work permit may only be issued for a limited time period and must include the requirement for fire-fighting equipment to be immediately accessible and a watch to be kept for outbreak of fire.

If hot work is to be carried out at Loudden the other companies at the energy ports must be informed by e-mail.

A copy of the hot work permit must be kept on file together with the work permit at the site of the work being performed until the time that the work has been completed.

9.7 Personal protective equipment

9.7.1

When handling oil, gas or chemicals, the company that has jurisdiction over the worksite shall use or have available protective equipment to the extent recommended in the product information leaflet, the material safety data sheet or in accordance with the instructions of the regulatory authorities.

9.7.2

A safety helmet must be worn when working on all quays, piers and beside pipeline grid networks within Stockholms Hamn AB areas.

Protective goggles or visors must be readily available



Life jackets (approved) shall be used when working at all quays, docks and piers within Stockholms Hamn AB areas.

If protective equipment is lacking the Ports Authority has the right to suspend all work in progress until corrective action is taken.

Exemption from the above is made for the direct passage to and from ships.

9.7.3

If there is any ambiguity regarding the requirements for protective equipment contact should be made with Stockholms Hamn AB, the Head of the Energy Ports or the Port and Traffic Control (BTC) at Stockholms Hamn AB for clarification of the requirements.

9.8 Vehicle traffic

9.8.1

Motor vehicles may not be operated or parked within zones classified as flammable risk zones without special approval.

9.8.2

Fuel-driven heaters may not be used in vehicles within Stockholm's energy ports. Electrical engine heaters shall be of approved types. For other traffic regulations see Section 4.

9.9 Prohibition of smoking and naked flames

9.9.1

Smoking and the use of naked flames is prohibited generally within Stockholm's energy ports.

9.9.2

Smoking is only permitted in premises approved for that purpose. Smoking is therefore also prohibited inside vehicles.

9.10 Electrical insulation for vessels/berths

In Stockholms Hamn AB energy ports insulation flanges are used to prevent sparks being generated when hoses for cargo transfer or loading booms are coupled to the ship. For this reason the used of earthing cables/grounding wires is prohibited.

9.11 Fire protection

It is the responsibility of the incumbent head of the facility to ensure the good working order of fire extinguishers and fire-fighting equipment at the facility.



Appendix 37: Action to take in case of outbreak of fire

9.12 Communications

9.12.1

Mobile telephones and radio communications equipment must be rendered explosion-safe and specifically approved for use in areas where flammable and explosive gases may be present. For these reasons ordinary cell phones, pagers and mobile radio communications devices, for example, are not approved as fit for purpose.

9.12.2

Acoustic sirens, possibly supplemented by optical warning devices to be used to alert ships to stop in an emergency stop should be available in the near vicinity of the pipeline connections between the ship and the shore.

9.13 Spills and leaks of oil or chemicals

9.13.1

In places where spills and leaks can occur and where a permanent device to collect the fluid spilled is not available (OFA-connected), spillage containers/receptacles shall be used.

9.13.2

Manifold valves that are not connected, loading hoses and suchlike shall be blank flanged. In addition to the blank sealing cover, gaskets and a full complement of well tightened bolts shall also be used.

9.13.3

Valves, taps or similar devices for sampling, drawing water or suchlike shall each be protected by a blank flange.

9.14 Escape routes and evacuation

9.14.1

Plans for evacuation in case of fire or other accidents that call for such action shall be provided for both individual leases and leasehold areas within the Port of Stockholm's Energy ports and also for the common areas, including quays within these area.

9.14.2

The plans shall be posted in conspicuous locations and kept up to date.



9.14.3

All employees of the energy ports, contractors and visitors should be informed of the escape routes and evacuation plans, assembly points and alarms used to signal the need to evacuate.

10 Ships in Energy Ports

10.1 Vessels in energy ports

In addition to the general provisions stated above in Section 3 for vessels in port, the following provisions apply for vessels in Stockholms Hamn AB's energy ports:

Ships shall follow instructions provided in the most recent edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT), published by the International Chamber of Shipping, Oil Companies International Marine Forum and the International Association of Ports and Harbors.

In addition, vessels shall comply with the directions, regulations and instructions issued by the Stockholms Hamn AB, the Port and Traffic Control (BTC) and the Ports Authority.

10.2 International Certificates

Ships shall, in order to call into Stockholm's oil ports, be able to present the following international certificates:

- The International Oil Pollution Prevention Certificate (IOPP Certificate).
- International Certificate of Fitness.
- International Certificate for the Prevention of Pollution by Noxious Liquid Substances Carried in Bulk (NLS Certificate).

10.3 Guidelines for use and control of insulation flanges in oil ports

10.3.1 General

Insulation flanges must be used where flammable substances are handled between the ship and terminal.

Insulation flanges must also be used for connections where goods with a flashpoint over 55° C are handled at the same areas of quays handling goods with a flashpoint below 55° C.

Electrically non-conductive tubing may be used as an alternative to insulation flanges. The same rules for measuring insulation and measurement intervals apply as for



insulation flanges. Non-conductive hoses shall be clearly marked to this effect so as not to be confused with semi-conducting and conducting hoses.

10.3.2 Operating Instructions

Before hoses or loading arms are connected between the vessel and the terminal a person nominated for the task, usually the Safety Watchman/Safety Officer, should visually inspect and verify that the insulation flanges to be used are intact and free from fault and that no foreign objects such as tools, water, ice, etc. can bridge the insulation.

If a fault or defect is found in an insulation flange the defect or deficiency must be corrected before the intended use may take place. The error or deficiency shall be reported to the terminal manager in the case of equipment belonging to individual depots or companies at the oil port, or the responsible Ports Authority representative at the energy port if the equipment belongs to Stockholms Hamn AB.

10.3.3 Insulation Measurements

Insulation resistance shall be monitored regularly, or at least checked once every six months and recorded.

The results of verification measurements that have been performed shall be disseminated to all of those involved in handling by issuing notifications.

The minimum insulation resistance permissible is 1000 Ohms and measurement voltages may not exceed 100 Volts. If the resistance is lower the hose or boom may not be connected.

Insulation Flanges with little or no insulation properties shall be immediately reported to the terminal manager in the case of equipment belonging to individual depots or companies at the energy port or to the Ports Authority representative at the energy port if the equipment belongs to Stockholms Hamn AB.

10.4 Exhaust venting of gases

The intake and expulsion of air from the vessel's cargo tanks shall only be via the ship's regular tank ventilation system.

When the ship is connected to a vapour reflux system the tank ventilation system must adapted thereafter.

If the intake and expulsion of air must be performed through the tank hatch a permit to do this must first have been obtained from the Stockholms Hamn AB energy ports. Such tank hatches shall be fitted with approved, inert fixed explosion protection.



10.5 Spark extinguisher

Vessels shall be fitted with efficient spark extinguishers in the stack and exhaust pipes.

If sparks generated by the stack or exhaust pipes of a vessel are observed action should be taken immediately to stop this spark-generation, even if this means that the fire under the boiler must be extinguished or the engines stopped.

10.6 Mooring

When vessels are mooring in the energy ports, only hawser or wire with hawser strapping may be used.

Mooring may only take place using the equipment designated for the purpose.

The following appendixes describe only minimal moorings:

- 39 Mooring plan 7- Loudden 702
- 40 Mooring plan – Loudden 705
- 41 Mooring plan – Loudden 706
- 42 Mooring plan – Loudden 709
- 44 Max bollard pull Loudden
- 45 Berthing info Loudden, Värtan 503

10.7 Fenders

Because sparks may be generated due to electrical potential differences, the vessels in the energy ports must be kept well fendered with respect to quaysides and other structures that are in electrical contact with the quay, or against other vessels.

In particular the risk that during bunkering and lightering vessels alongside each other can come into contact due to heeling should be especially observed.

10.8 Emergency towing

Vessels in energy ports shall be fitted with two protruding towing lines, equipped with towing eyelets, one fore and one aft on the side of the vessel facing away from the quayside, for emergency towing purposes.

These towing lines must be securely attached to bollards aboard the vessel and be sufficiently long to allow a towing clearance of around 40 meters.

The towing lines shall, with consideration taken to the variation in height above water level depending on the vessel carrying cargo or being empty, always be adjusted so that the loop of the towing wire are situated at water level.



10.9 Crew

When product handling, bunkering, ballasting, aggregate and sludge offloading is in progress, as well as other operations that pose inherent risks, there should always be a large enough crew aboard the vessel under the direction of responsible officers of the watch to be able to deal with any emergency situation that may arise.

10.10 Watch keeping

A Swedish-speaking or English-speaking crew member, equipped with approved radio communication device(s) tuned to the channel frequency indicated by the Head of Stockholms Hamn AB Energy Ports, must always be on deck. This watchman shall immediately report any incidents that may result in a dangerous situation onboard and in the vicinity of the vessel to Stockholms Hamn AB's Port and Traffic Control (BTC), and to the duty officer aboard.

10.11 Smoking

Smoking is prohibited on the open deck of the vessel, on piers, quaysides and the like, regardless of what cargo the vessel carries.

To prevent smoking in areas where this is prohibited the Master of the vessel should assign a suitable location or locations where this may take place. Such locations may not be directly accessible from the cargo deck. Doors and vents should be kept closed to the locations where smoking is permitted.

Signs informing that smoking is prohibited should be prominently visible aboard the vessel.

10.12 Naked flames, hot work, the use of sparking-generating tools, etc

Hot work, the use of naked flames, sparking-generating tools etc., may only be performed on ships in the energy ports following the consent of the Head of Stockholms Hamn AB's Energy Ports.

Naked flames are allowed without special permission in such areas where smoking is permitted.

10.13 Electrical Equipment

Electrical equipment used on oil, gas and chemical carriers shall comply with the requirements of the relevant regulatory authority issued classification regulations.



10.14 Use of ship radio and radar

Where flammable or explosive gases may be present the vessel's main ships radio equipment may only be used for receiving. Radio transmitting antenna must then be disconnected.

The ship's radar installation may not be used without special permission from the Head of Stockholms Hamn AB's Energy Ports.

10.15 Tank Cleaning

Permits for tank cleaning operations must be sought from Stockholms Hamn AB's Port and Traffic Control, BTC. Requests must be made no later than 24 hours in advance, weekdays between 7 a.m. and 4 p.m.

Tank flushing with water shall be carried out in accordance with the regulations set forth in Section 7.

Before tank-flushing with water is initiated, the Checklist for flushing vessel tanks with water while in Stockholm's energy ports must be completed by the Master of the vessel (or representative) and an official approved by Stockholms Hamn AB.

10.16 Dangerous overpressure

Masters of vessels carrying liquid gases shall ensure that dangerously high pressures do not occur in the ship's tanks.

10.17 Ships alongside other vessels

Vessels may not come alongside (closer than 25 m) another ship that is loading or unloading products that have a flashpoint under 55 °C, or that during the previous voyage has carried such a product in any tank, unless the Head of Stockholms Hamn AB's Energy Ports has approved this.

Neither may a vessel lie alongside (closer than 25 m) any vessel that is cleaning out tanks that have contained a product with a flashpoint under 55 °C without the express permission of the Head of Stockholms Hamn AB's Energy Ports.

10.18 Safety ashore

Masters and other relevant personnel on ships should familiarize themselves with the safety facilities available ashore and where applicable how these should be used. The types of knowledge that should be ascertained include:

- location of fire-fighting appliances;



- the location of telephones and fire cabinets through which the emergency services can be alerted, and
- the location(s) of the emergency shut-offs to the pumps, where relevant.

10.19 Measures in case of fire

In case of fire aboard your own vessel, the following actions should be taken immediately:

- Sound the alarm using the ship's siren.
- Alert the emergency services and Ports Authority.
- Take measures to fight the fire.
- Stop all cargo handling.
- Close all product valves.
- Ensure that all tank and depth-sounding hatches are closed.
- Prepare to uncouple all cargo hoses/loading arms.
- Prepare to cast off.

In case of fire ashore or aboard another vessel in the vicinity, the following actions should be taken immediately:

- Alert the emergency services and Ports Authority.
- Fetch fire-fighting equipment.
- Stop all cargo handling.
- Close all cargo product valves.
- Ensure all tank and depth-sounding hatches are closed.
- Prepare to uncouple all cargo hoses/loading arms.
- Prepare to cast off.

10.20 Measures in case of product release

In case of an event that results in product being released, the following actions should be taken immediately:

- Stop any ongoing pumping.
- Close all valves aboard and ashore.
- If flammable gas, flammable liquid or substance(s) emitting dangerous fumes should be leaking out, the alarm should be raised using the ship's siren (or equivalent). Vessels in the vicinity must stop loading or unloading, and take the necessary safety precautions.
- Alert the emergency services, BTC and the Ports Authority.

10.21 Measures in case of gas emission

In the event of gas being emitted, the following actions should be taken immediately:



- Stop any ongoing pumping.
- Close valves aboard and ashore.
- Sound the alarm using the ship's siren (or equivalent). Vessels in the vicinity must stop loading or unloading, and take appropriate precautionary safety measures.

Alert the emergency services, and BTC, and

- Cool the tank from which the gas was released, adjacent tanks and the immediate vicinity and equipment with the means appropriate for this purpose.

10.22 Information on the measures to be implemented in case of fire or product release

Appendix 46: Measures on board ships in the Stockholm Energy ports in case of fire or product releases

10.23 Ship/Shore Safety Checklist

The Ship/Shore Safety Checklist adapted to the requirements of Ports of Stockholm shall be used.

10.23.1 Introduction

Before liquids in bulk, liquid chemicals in bulk or liquefied gases in bulk are loaded to or from ships or shore installations, the Master of the vessel and the terminal manager must ensure that all necessary considerations have been made to minimize damage to both the environment and the work environment and that agreements have been reached on the following;

- A written agreement has been drawn up regarding handling procedures including the maximum loading/unloading capacities.
- The Ship/Shore Safety Checklist has been completed and signed as proof of compliance of the parties with safe handling procedures before, during and after the handling operation.
- A written agreement has been drawn up concerning the necessary measures to be taken in case of an emergency during cargo handling.

The following notes have been provided to assist the terminal manager and the Master of the vessel in the way in which the Ship Shore Safety Checklist should be used.

10.23.2 Joint security checks

Tankers that have notified their arrival to the energy ports for unloading or loading must check their state of readiness preparations and the appropriate safety measures regarding the safe handling of the relevant product.



In addition, the Master of the vessel must ensure that the equivalent safety procedures have been carried out at the terminal in order to ensure safety during handling.

In a similar manner, the terminal should check its state of readiness and take action in association with the safe handling of the intended product and ensure that the ship has undertaken all the necessary checks and measures to ensure safe handling.

The Ship/Shore Safety Checklist, by its claims and demands for written agreements and exchange of information on each individual procedure, is to be regarded as the minimum mandatory requirements with respect to the intended product and handling.

Some of the requirements of the checklist are addressed directly to the ship where the ship has the primary responsibility, while some requirements are addressed directly to the terminal where the manager of the terminal (depot manager or person designated by the terminal manager to be responsible for the handling of the product) has primary responsibility. Other questions are addressed to both ship and terminal where both parties have a shared primary responsibility.

All requirements that are within the ship's area of responsibility shall be checked by the ship's representatives and in a similar way the requirements within the terminal's areas of responsibility shall be checked by a representative of the terminal.

The terminal's representative shall therefore question the representative of the vessel about areas that fall within the remit of the vessel and check the box in the column for the terminal, adjacent to the requirement in question, to document that the issue has been raised and an answer provided.

If the relevant corresponding representative cannot provide a satisfactory answer when questioned about a requirement, both representatives should ensure by carrying out an on-site visual inspection that the requirement can be fulfilled in a satisfactory manner before the box in the ship's column is checked.

The corresponding procedure should be followed if the requirement lies within the remit of the terminal.

All requirements of the checklist shall result in a mark being made in the specified box in each column following each requirement. If the requirement is not applicable in the present case, this should be noted in the column for comments by entering either "not applicable" abbreviated as "ET" in Swedish or "NA" in English.

If differences of opinion occur the handling may not be initiated until corrective action has been taken that the parties can reach agreement on.

A negative response to a statement, which is indicated by entering the letter "P" in the code column, does not necessarily mean that the intended handling cannot take place.



Handling permits should, however, be obtained from Stockholms Hamn AB's energy ports.

Questions answered by entering the letter "R" (Recheck) in the code column must be checked at agreed intervals during the entire handling process. The agreed intervals should be apparent from the checklist.

All of the code letters are stated periodically after a number of the statements in the checklist. In these instances the codes should be checked by both parties within their respective areas of responsibility.

Everyone involved in the handling has a shared responsibility, regardless of whether deficiencies are proposed to arise on the part of the vessel or terminal. Any such deficiencies that occur should therefore be raised by each party for action to be taken by the party who has the principal responsibility in the area.

The Ship Shore Safety Checklist is based on loading and unloading operations. It is recommended therefore that the same agreements as set forth in the checklist also be observed if the ship is to clean out its tanks after carrying the stated product.

10.23.3 Changes

The conditions and circumstances that existed at the time handling commenced may change while handling is in progress. Some changes can be such that safety cannot be guaranteed if handling continues.

If circumstances change and safety is jeopardized, the Parties are obliged to ensure that the necessary actions are taken to stop handling and to be certain that handling is not reinitiated until all necessary action has been taken to ensure that handling can continue safely.

The Parties are likewise obliged to inform each other of any change in circumstance or conditions that may affect safety during handling, and agree on appropriate measures for further handling.

Each and every such change must be documented.

10.23.4 Tank Cleaning Operations

The question of whether the ship is planning to clean its tanks at the terminal or not is one that it is mandatory to communicate to the staff at the terminal: Stockholms Hamn AB's energy ports are then immediately informed of the ship's intentions by the terminal manager.

10.23.5 Instructions for mooring

This also includes the requirement for the use of fenders.



Vessels must be kept securely moored. Movements along the piers and wharves shall be prevented by the moorings being well stretched. Special attention should be paid to those movements that can be caused by currents, sea level variations, wind and loading and unloading operations.

There shall be established limits for wind speeds beyond which loading or unloading must be stopped handling, swing arms and hoses uncoupled and at which the ship must leave the terminal.

Wires and rope cabling should not be used in the same orientations (e.g. breast lines, spring lines or fore and aft ends) because of differences in elasticity.

Vessels equipped with automatic mooring winches shall not use these in automatic mode when the ship is moored.

Vessels must be able to cast off quickly in the event of an emergency. Means to enable this must be immediately available and when anchors must be used particular account shall be taken of this.

No matter which way the ship is moored, measures for casting off rapidly in a case of emergency must be agreed upon, with the inherent risks of such actions taken into consideration.

Anchors must be properly secured whilst the vessel is in port.

It is always the Master of the vessel who has the ultimate responsibility for the equipment onboard. The Master of the vessel is therefore responsible for berthing and mooring equipment, but this does not absolve any party of their obligation to notify faults and deficiencies which may jeopardize safety during handling.

In a Stockholms Hamn AB port handling shall cease the prevailing wind speed reaches 20 m/s for vessels moored at the pier.

At berth 706 handling shall cease the wind is from northwest to northeast and at berth 705 handling shall cease if the wind is from northeast to southwest.

Vessels may remain, provided that each mooring is reinforced by at least one and that one forward and aft consists of wire cable with lash (or equivalent).

If uncertain Stockholms Hamn AB should always be consulted for advice.

Mooring lines should always be kept well stretched. During unloading/loading the mooring tension must be increased or decreased accordingly. In instances where more than one parallel mooring is used, these must be evenly stretched (loaded).



Towing lines (or equivalent) for use in an emergency, should protrude from both the ship's bow and quarter facing away from the wharf.

Towing eyelets (or equivalent) must be maintained at water level and constantly monitored and adjusted if necessary during the entire handling operation. These must be properly secured to the ship's bollards with enough slack lying on the deck to permit an adequate length for towing clearance.

Slack should be coiled and secured in a manner that prevents the line from slipping into the water. The method of securing the coils should be able to be easily disengaged by the tug (or equivalent) picking up the towing line.

It is always the Master of the vessel who has the ultimate responsibility for the equipment aboard, but this does not absolve any party of their obligation to notify faults and deficiencies that may jeopardize safety during handling.

10.23.6 Signing of the Ship/Shore Safety Checklist

When the parties (the responsible officer on the ship and the person in charge of unloading/loading) have checked and where appropriate have together gone through the points of the checklists and are satisfied that the notes entered in the record are accurate and that measures have been taken to regularly perform the checks in accordance with the details entered in the checklist under the heading "Interval" and the categories for which R has been entered, the Parties shall individually sign the checklist and each retain a copy.

The Safety Watchman/Safety Officer at the terminal must then sign the checklist as proof that he/she has received and understood the instructions on behalf of the terminal regarding the responsibilities for the regular inspections that are to be carried out in accordance with the notes entered in the checklist.

While work operations are ongoing the safety watchman shall keep the checklist in a safe and satisfactory manner throughout.

10.24 Local provisions relating to the Ship/Shore Safety Checklist

The local provisions that apply for Ports of Stockholm ports can be found in the Ship/Shore Safety Checklist Part A, page 3 (5). The local provisions should always be completed by the ship in connection with the completion of the general part of the checklist.

Appendix 47:Ship/Shore Safety Checklist

The following issues must be addressed:



1. Ports of Stockholm Port Regulations and Ordinance
If the vessel does not have the Ports of Stockholm Port Regulations and Ordinance, this can be ordered via the Ports of Stockholm website:
www.stoport.com
2. Quayside repairs
If repairs are planned during the vessel's stay at the terminal and this means that the ship cannot manoeuvre without the use of the main engine(s) then Stockholms Hamn AB must be informed of this and permission obtained during normal business hours no later than 24 hours prior to beginning such repairs.
3. If repair measures have not been foreseen in advance Stockholms Hamn AB's energy ports should be informed immediately.

Stockholms Hamn AB can issue permits for such repairs during the vessel's stay at the terminal under certain conditions. One such condition is that the vessel can fulfil the requirement for being able to leave the quayside immediately by means of engaging the help of a tugboat.

4. Bunkering at the quayside
This section must be completed regardless of whether the ship intends to refuel using a bunkering truck or vessel.
The separate checklist for vessels bunkering in a Ports of Stockholm port must also be completed.

Exceptions may be granted by the Head of the Stockholms Hamn AB Energy Ports, under certain conditions.

Please also refer to Section 6 above for general information about bunkering.

5. Offloading sludge or other hazardous waste
Stockholms Hamn AB must be notified no later than 24 hours prior to arrival if sludge or hazardous wastes are to be left at the port.

If sludge or hazardous wastes are to be offloaded this must be done in accordance with the instructions provided in Section 7 above: Disposal of waste.

6. Offloading of ballast
Stockholms Hamn AB must be notified no later than 24 hours prior to arrival if the ship intends to offload contaminated ballast waste at the port.

Offloading of contaminated ballast waste is free of charge if the vessel is to load product into the tanks that previously contained the contaminated ballast.

Offloading of contaminated ballast waste is not free of charge if the vessel is not taking on product at the energy ports.



Information about the current fees charged can be obtained from the Stockholms Hamn AB Port and Traffic Control, BTC.

Please also refer to Section 7 above for further information about types of waste and the terms and conditions for offloading these.

7. Inert gas system

If there is an inert gas system aboard this should be used and the Ship/Shore Safety Checklist completed by those assigned responsibility at the terminal and on the ship.

10.24.1 Working hours

In order to be able to perform their work in an appropriate manner, cargo handling team leaders, safety watchmen and other staff involved in loading/unloading must be well rested. Therefore continuous working hours without reasonable rest periods may be no longer than 13 hours, which includes time prior to the commencement of the current shift.

11 Unloading/loading of oil, gas and chemicals in bulk

11.1 Measures for vessels in energy ports in case of fire/product release

There is a special brochure on this subject that the vessels calling at the energy ports should be supplied with by the Safety Watchman/Safety Officer.

Appendix 46: Measures to be implemented aboard vessels in Stockholms Hamn AB's energy ports in case of fire or product release

11.1.1 Unloading and loading of tankers (or equivalent carriers)

The unloading and loading of tankers must be carried out in consultation with the depot manager (or equivalent) and the Master of the vessel.

The depot manager has the main responsibility for unloading operations.

The Master of the vessel has the main responsibility for loading operations.

The Master of the vessel is responsible for the equipment and crew aboard the vessel and depot manager is responsible for the equipment and personnel ashore.

(Please also refer to the coordination responsibilities stated in the Work Environment Act SFS 1977:1160, and to Section 9 above, General Provisions for Stockholm's Energy Ports).

Prior to unloading/loading operations commencing the security checklist (Ship/Shore Safety Checklist) with the details of the planned handling procedures must be completed



and signed by both the Master of the vessel (or appointed deputy) and the depot manager (or appointed deputy).

Loading and unloading, and the preparation thereof, shall be monitored on behalf of the Master of the vessel and the manager of the depot, respectively by:

- Crew members of the vessel appointed for the purpose; and
- The Safety Watchman/Safety Officer and Pipeline Guard(s) authorized by Stockholms Hamn AB to serve in Stockholm's energy ports; these individuals being well versed in current safety regulations and whose names have been notified to the Head of Stockholms Hamn AB's Energy Ports.

All openings, except for the ordinary tank ventilation system, shall be closed and gas-tight. Ullage measurements and sampling must take place via closed systems.

When the ships' cargo tanks are not fitted with a closed system for sampling and taking ullage readings the tank hatches must be opened for the shortest time strictly necessary to measure losses and take samples. These hatches must be specially adapted for the purpose and special precautions must be taken during the tank depth-soundings and sampling operations.

The Master of the vessel and the depot manager (or equivalent) shall, within their respective responsibility areas, ensure that physical or chemical reactions between different cargos do not occur.

The Master of the vessel and depot manager (or equivalent) shall, within their respective responsibility areas, ensure that the equipment used can withstand the temperatures and pressures that may occur and that the equipment will not be weakened or otherwise adversely affected by the handled product's physical or chemical properties or give rise to an increased fire risk.

The Master of the vessel and the depot manager (or equivalent) shall, within their respective responsibility areas, ensure that flammable, explosive or toxic gases are prevented from entering the bridge/control room or other areas where humans may be present.

The Master of the vessel and the depot manager (or equivalent) shall, within their respective responsibility areas, ensure that any spillage that may occur can be contained by deploying suitable waste containers or equivalent at all of the locations where spillage may occur, and that the drains can be plugged or otherwise closed.

The Master of the vessel and the depot manager (or equivalent) shall, within their respective areas of responsibility, ensure that the personnel involved in handling operations are equipped with appropriate personal protective equipment and that the personnel concerned are physically capable of, and trained in the use of, this equipment.



Before unloading or loading begins, the following rules must be observed:

- Unloading/loading areas for gas and chemical carriers must be cordoned off and well marked out with clearly visible signs warning of the dangerous goods to be unloaded or loaded. Signs shall be placed where the cordons are ashore and shipside.
- Hoses for cargo transfer must be rigged in such a manner that they cannot be damaged by the movement of the ship or their own movement.
- Inspections of connections and cargo hoses or loading gear on board the vessel is the responsibility of the Master of the vessel (or appointed deputy) and responsibility for this ashore lies with the depot manager (or appointed deputy).
- Only approved hoses that have been tested during the last 12-month period may be used. Test certificates must be available and the hoses must be marked with the date of latest testing, permitted operating pressure and the type of substances they may be used for.
- Loading hoses and booms shall be of sufficient length to allow for the ship's movements while berthed resulting from the variations in freeboard heights due to loading status.
- The possibilities must be available in emergency situations to rapidly drain hoses prior to disconnection.
- When an isolation flange is used this, wherever possible, shall be checked for electrical insulation properties, contaminants, that it is free from faults and damage and that it is secured properly.
- When loading or unloading of refrigerated liquefied gas the handling equipment used shall be gradually cooled to a suitable temperature to prevent thermal stresses.

11.1.2 During loading and unloading, the following regulations must be observed:

- Crew members must be available aboard the vessel in accordance with the terms and conditions specified in Section 11. Other crew members as required must always be available on deck or in the immediate vicinity of the deck and person responsible for handling operations shall always be available ashore.
- Crew should always be available aboard to enable warping manoeuvres to be performed.
- During unloading a crew member must always be available to man the controls of the pumps so that in any emergency situation the pumping can be stopped rapidly.
- Frequent checks must be made to ensure that agreed pump pressures and pump speeds are not exceeded.
- Pipelines, loading hoses, booms, pumps, valves and other equipment used in handling operations must be carefully checked for leakage.
- Tanks and cisterns shall be repeatedly sounded to prevent overflowing.
- During loading great caution should be observed when “topping up” tanks. The watchman monitoring the “topping up operation” must be constantly in touch with the operator adjusting the valves regulating the supply to each tank.



- During loading the pump pressure aboard may not exceed the pressure stated in the handling plan.
- When loading begins the pump pressure shall be increased slowly to the agreed maximum. At the same time the integrity of hose connections between the manifolds aboard and ashore shall be thoroughly checked. If leakage is observed from the hose or coupling the pumping shall be immediately stopped and the fault corrected.
- If hoses or flanges are flushed with air or suchlike, the person responsible for loading aboard the vessel must have first ensured that sufficient space exists in the tank.
- During thunderstorms the unloading and loading of flammable liquids or gases must be discontinued.
- In the event that unloading or loading is interrupted, the manifold valves both aboard the vessel and at the facility ashore must be closed.

11.1.3 Following the completion of loading or unloading

Before cargo hoses or loading booms are uncoupled these must be depressurized and drained of their contents using the appropriate waste spillage containers.

All valves that have been used along the length of the pipeline, the quayside and aboard the vessel must be closed and open ends of the pipeline and valves fitted with blank flanges.

11.2 Unloading and loading of railway wagons or vehicles

In addition to the general rules for the discharging of cargo from or loading of cargo to railway wagons or vehicles, when loading or unloading gases or chemicals outside of the cordoned-off depot area (or equivalent) signs should be deployed that are readily visible to warn of the dangerous goods being handled at the site.

11.3 Supplementary provisions

Supplementary provisions for the handling of hazardous substances can be found above in Section 5; Dangerous Goods.

11.4 Minimum number of Safety Watchmen and Pipeline Guards when unloading / loading

Oil products

Vessels delivering or picking up oil products must have at least one Safety Watchman/Safety Officer per vessel

Gas

Vessels delivering or picking up gas in bulk must have at least two Safety Watchmen/Safety Officers per vessel.

Chemicals



Vessels delivering or picking up chemicals in bulk must have at least one Safety Watchman/Safety Officer per vessel.

In addition to the above safety can be reinforced with additional safety monitoring security guards provided by the Head of Stockholms Hamn AB's Energy Ports if the load is considered to be particularly dangerous to safety and the environment.

11.5 Instructions for Safety Watchmen/Safety Officers

11.5.1 *General*

The safety watchman must be stationed in the immediate vicinity of the connection between the vessel and the port facility's pipeline system from the time that the connection is made prior to the transfer of the cargo until the connection is uncoupled following the completion of the handling operation.

11.5.2

The safety watchman may not perform any other duties than those directly related to the loading or unloading operation and that require the attention of the safety watchman being drawn away from the guarding functions her/she has been tasked to perform.

11.5.3 *Record Keeping*

Safety watchmen shall keep a record of loading and unloading operations in accordance with that defined by Stockholms Hamn AB in Appendix 48 as follows:

Appendix 48: Safety Watchman Log Book

- The product loaded or unloaded.
- The times pumping started and stopped.
- The time points according to the agreed time intervals defined by the Ship/Shore Safety Checklist.
- The times of other checks, including checking of communications, monitoring checks of the water area and all of the other factors that may affect safety in the area.
- Faulty equipment.

11.6 Instructions for Pipeline Guards

11.6.1 *General*

Pipeline Guards shall patrol the pipelines from the point where the Safety Watchman/Safety Officer's area of responsibility normally ends up until the connection to the cistern, or if the unloading/loading involves a underground cistern, up until the point of the connection of the pipeline to the underground cistern, or if the pipeline is lead through a culvert that it is not possible to access, up until the point the pipeline descends into the culvert.



11.6.1.1

The main task of the Pipeline Guard is to patrol the entire pipe grid network used for loading/unloading operations for the duration of the operational work in progress from the time the connection to the ship is made until the connection is uncoupled following completion of loading or unloading.

Monitoring checks shall encompass the parts of the pipe grid network used, valves and the water area adjacent to the pipe grid network.

11.6.1.2

The Pipeline Guard shall patrol the pipeline with the frequency determined by the depot manager or by the person assigned by the manager to be responsible for the operational work. The Pipeline Guard shall document the times of the patrol checks.

11.6.1.3

The Pipeline Guard shall be assigned the same authority as that of the safety watchman.

11.6.1.4

The Pipeline Guard is authorized to relieve the Safety Watchman when it is necessary for him/her to leave the Safety Watchman's station and at such time then assumes the position of Safety Watchman, with the Safety Watchman who has been relieved assuming the position of Pipeline Guard.

Such temporary relief periods need not be documented in the respective log books.

11.6.2 Record Keeping

The Pipeline Guard shall keep records during loading and unloading operations in accordance with that established by Stockholms Hamn AB and specified in Appendix 49: Log Book Pipeline Guard.

11.6.3 Measures Prior to Unloading or Loading

The Pipeline Guard must ensure that all required checks in the Pipeline Guard Log Book under point 1) PREPUMPING CHECKS are carefully reviewed and be satisfied that no uncertainty exists prior to the start of pumping.

If there are additional procedures to be carried out, whether prescribed by Stockholms Hamn AB or by the depot/terminal receiving/supplying the cargo, which concur with the Port Regulations and Ordinance and do not detract from the content of the Port Regulations and Ordinance, these shall be complied with to the extent notified in each case.

To carry out their work satisfactorily the Pipeline Guard shall have necessary tools and gaskets available to be able to deal with minor leaks in pipeline sections.

11.7 Communication Checks and Structure of Communications

11.7.1 Communication Checks

Everyone involved in unloading/loading or degassing/tank cleaning of vessels in the Energy Ports must maintain constant contact with each other.



This contact may consist of approved radio communication equipment of an explosion-proofed type and that is approved for operating on the internationally agreed frequencies.

Communications checks must be made with a regularity determined by the depot manager or equivalent, or in cases of tank cleaning, offloading of contaminated ballast waste or tank flushing water with a regularity determined by the Head of the Energy Ports or nominated deputy, and during the entire period that unloading or loading is in progress, with these checks documented in the designated log books.

Communication checks shall be performed in accordance with the following:

- Safety Watchman (Terminal) – Safety Officer (Vessel)
- Safety Watchman (Terminal) - Pipeline Guard (Terminal)
- Safety Watchman (Terminal) -Work Supervisor (Terminal)
- Pipeline Guard (Terminal) -Safety Watchman (Terminal)
- Pipeline Guard (Terminal) - Work Supervisor (Terminal)
- Work Supervisor (Terminal) - Work Supervisor (Vessel).

There may be additional authorized people directly involved in the working operation and these must then be incorporated into the above, with communication checks between the relevant positions concerned.

11.7.2 General Codes of Order for Radio-communications

Any authorized person intending to convey information by radio-transmission or other communications equipment shall begin by stating the intended recipient and say who it is who is calling them. The person conveying the information shall endeavour to speak clearly and concisely and use the common terminology widely accepted and understood for the activity in question.

Each authorized person who receives a message by radio or other communication equipment shall repeat the message as a confirmation that the recipient has correctly understood the message.

Each authorized person must strive to convey their message so concisely and factually as possible and ensure that the recipient of the message knows who the message has been transmitted by and that the message has been understood correctly.

All communications related to handling operations must always end in a contextually understood and accepted manner to avoid misunderstandings.

Ongoing radio communications between two positions of authority must not be interrupted in any other context than that of an emergency situation occurring and shall then be interrupted by informing of the emergency.



Radio-communications equipment shall be complete and fully functional, batteries for such equipment must be properly charged and be fully operational during the entire work operation.

Equipment that is partially malfunctioning should be replaced immediately with correctly functioning equipment.

All use of radio telephone communications equipment other than that it is intended for is strictly prohibited.

11.8 Safety and security

11.8.1 General

In addition to the provisions that apply to the loading, unloading and handling of dangerous goods in Section 5 above, unless cargo handling at the port or part of the port has been devolved to another company responsible for the cargo, the provisions established by the Stockholms Hamn AB Port Regulations and Port Regulations and Ordinance shall apply.

11.8.2 Application

Safety Watchmen and Pipeline Guards shall monitor safety during unloading and loading of ships, as well as during pumping between vessels and depots. When pumping between one depot and another only Pipeline Guards are required.

During such safety monitoring, in addition to safety, special consideration shall be given to the checking of the factors at the facility that may impact on the environment.

11.8.3 Authorization

Authorization is required to be able to serve as a Safety Officer or Pipeline Guard at Ports of Stockholm's Energy Ports. Such authorization is issued by the Head of Stockholms Hamn AB's Energy Ports or by an authorized deputy.

To be granted authorization the person is required to know the relevant safety regulations and provisions and be familiar with the characteristics of the product being handled and the inherent risks posed, as well as possessing knowledge and experience of the actual handling procedures.

The person must also be familiar with and follow the instructions issued for the work and be aware of where the existing safety and security equipment is located, including fire-fighting apparatus and how this should be used.

To issue authorization Stockholms Hamn AB demands that the applicant can provide proof of completion of Stockholms Hamn AB approved training with associated accreditation for Safety Watchmen/Safety Officers and Pipeline Guards as well as local training with associated accreditation for Safety Officers/Watchmen and Pipeline Guards, as well as certification of completion of Stockholms Hamn AB approved fire training.



The authorization is valid from the date the applicant has undergone the prescribed training successfully and for a period of three (3) years. Thereafter, for authorization to be renewed the applicant should attend the refresher course or courses indicated by Ports of Stockholm, following which Ports of Stockholm will issue a new authorization for the three (3) immediately subsequent years.

Stockholms Hamn AB shall keep a register of authorized Safety Officers/Watchmen and Pipeline Guards.

This register shall contain the first and last name of the authorized person, company with which the person is employed, the contact person at that company, the date(s) that training has been completed, when authorization was issued and when authorization expires.

11.8.4 Responsibilities and Obligations of the Respective Depot and Pipeline Owners

The incumbent manager of the facility where a vessel loads or discharges cargo is responsible for ensuring that the respective Safety Officers/Watchmen and Pipeline Guards are authorized to carry out their work, that they have received the necessary instructions regarding the safety procedures and apparatus and have been allocated the appropriate equipment for the work.

The incumbent manager shall ensure that the respective Safety Officers/Watchmen and Pipeline Guards fulfill their specified tasks and comply with current safety regulations and instructions.

When pumping between two or more depots it is the receiving depot that is responsible for ensuring compliance with the requirements set forth above.

11.8.5 Communications

Safety Officers/Watchmen and Pipeline Guards shall be equipped with approved communications equipment, which for the Safety Officer/Watchman may comprise a radio or telephone and for the Pipeline Guard may comprise a radio.

The Safety Officer/Watchman must be in constant communication with the ship and the respective depot while unloading or loading operations are ongoing.

The Pipeline Guard shall remain in constant contact with the Safety Officer/Watchman and the respective depot(s) while unloading or loading operations are in progress and with the supplying and receiving depots when pumping between depots is ongoing.

Communications shall use approved and predetermined frequencies.

11.8.6 Protective Equipment

Safety Officers/Watchmen and Pipeline Guards shall use suitable protective equipment with respect to the product being handled, including helmets and appropriate footwear.



Information about this can be found in the material safety data sheet for the product being handled.

In addition, the safety officials must be equipped with a characteristic indicator of their respective positions that has been issued by Stockholms Hamn AB. This consists of an orange overall and armband with the words "Safety Officer", "Safety Watchman" or "Pipeline Guard" respectively, with the armband to be worn on the left arm. Alternatively instead of the armband the characteristic symbol of the position may take the form of the words "Safety Officer" or "Pipeline Guard" etc. printed on the front of the helmet or in another way clearly indicate who the safety officials are.

11.8.7 Torches

In order to safely perform their duties during the dark hours of the day, the safety officials shall be provided with explosion-safe torches of approved types.

11.8.8 Security Guards

The Security Guard(s) that patrol the port shall check the authorization of the safety officials.

If the Safety Officer/Watchman or Pipeline Guard cannot produce documentation certifying his/her authorization then he/she must be refused access to the area.

12 The Hammarby Fairway and the Karl Johan Lock

12.1 Regulations for vessel traffic in the Hammarby Fairway

12.1.1 General

The Hammarby Fairway is crossed by seven bridges (Danviksbron – bascule bridge i.e. can be opened; Skansbron – bascule bridge; Skanstullsbron, Johanneshovsbron, East Årstabron, West Årstabron, Liljeholmsbron – bascule bridge), and joins Lake Mälaren with the bay at Saltsjön. The Fairway passes through Danvikskanalen, Hammarbyhamnen, Hammarby Lock, Årstaviken and the bay at Liljeholmen. The Fairway is marked with beacon lights. The length of the Hammarby Fairway from Danviken, Saltsjön to the western point of Reimersholme in Lake Mälaren is 6550 meters, with the stretch between Danviken and the Hammarby Lock being 2150 meters in length.

A small, scheduled passenger ferry crosses the Fairway at the bay at Hammarby.

The Hammarby Fairway is part of the public channel running between Fjäderholmarna – Hammarby Lock - St. Essingen (Fairway No. 915)

The Fairway depth at mean water levels is 6.0 m (mean water level in Saltsjön is 3.48 m above threshold of the western gate at Karl Johan Lock).



The width at the bottom of the Fairway in Danvikskanalen is at least 30 m; in Hammarbyhamnen area the Fairway is 70 to 100 m wide and in Årstaviken at least 50 m wide at the south end and 24 m wide at the north end of the Fairway.

The Fairway has been widened where it passes through the bay of Hammarby (Hammarby sjö) to provide a turning site with a width of almost 145 m. The Hammarby Lock has a length between the lock gates of 115 m and a width at the gates of 17.4 m. The lock chamber is 18.2 m

The Sickla canal runs out to the south east, leaving the Hammarby Fairway at Hammarbyhamnen. The Sickla canal has two locks at Långsjön and Järlasjön and the normal water level is + 8.75 m above the western gate threshold of the Karl Johan lock.

There are piled fendering on both sides of the Fairway running under the Årsta bridges. These pilings are illuminated.

12.1.2 Operational Responsibilities

The company Stockholms Hamn AB operates the Fairway located within the Ports of Stockholm port areas. The Stockholms Hamn AB company includes the CEO of Ports of Stockholm and the Ports Authority. The responsibility for the operation of the Danviksbron bridge lies with the City of Stockholm Transport Office. The locks and staff manning the locks come from the Stockholms Hamn AB Port and Traffic Control, BTC.

12.1.3 Opening – Advisory Information and Notification

12.1.3.1 Wind Restrictions

Bascule bridges are not opened if the average wind speed is more than 15 m/s. Wind speeds are measured by Ports of Stockholm's local anemometer.

12.1.3.2 Commercial Traffic

The Fairway is open around the clock, year round, for commercial traffic. Pre-arrival notification must be submitted for vessels that would like to have the bridges Liljeholmsbron, Skansbron, Danviksbron opened, as well as for vessels intending to pass through the Hammarbyslussen lock.

Notification of passage can be made around the clock, as follows:

Notification must be made at least five hours prior to arrival into the Hammarby Fairway to Stockholms Hamn AB's Port and Traffic Control [BTC] using VHF Channel 12 or by telephoning +46(0)8-670 28 10. Confirmation should be made approximately 1 hour prior to arrival into the Hammarby Fairway to BTC at Ports of Stockholm.

12.1.3.3 Pleasure Craft

Danviksbron can be opened for pleasure craft between the daytime hours of 6.30 a.m. and 11.30 p.m., as well as during the night-time hours of 3.30 a.m. and 5.30 a.m., with the



exception of the restrictions imposed by the rush hour traffic over the bridge. Weekdays the bridge is opened between the hours of 9.15 a.m. and 3.30 p.m. and again between 6.30 p.m. and 11.30 p.m. There are no rush hour traffic restrictions at weekends. (See UFS). During the winter season October 1 to April 30 opening of the bridge at night must be pre-booked.

Pleasure craft book bridge opening after mooring at the northeast (NE) or northwest (NW) quayside walls in accordance with the instructions provided there (Press the call button and wait for a reply). Bridge operators can also be contacted by telephoning +46(0)8-508 27 911.

Skansbron can be opened for pleasure craft between 6.30 a.m. and 11.30 p.m., as well as 4.00 a.m. and 5.00 a.m., with the exception of the restrictions imposed by rush hour traffic over the bridge. Weekdays the bridge can be opened between 9.15 a.m. and 3.30 p.m., as well as between 6.30 p.m. and 11.30 p.m. There are no rush hour traffic restrictions at weekends. (See UFS). During the winter season October 1 to April 30 opening of the bridge at night must be pre-booked.

Hammarby Lock. Passage through the lock can take place daily between 6.30 a.m. and 11.30 p.m. Passage through the lock can also take place at midnight, 1.00 a.m., 2.00 a.m., 4.00 a.m. and 5.00 a.m. During the winter season October 1 to April 30 passage through the lock at night must be pre-booked.

Pleasure craft can book passage through the lock after mooring at the northeast (NE) or southwest (SW) pilings in accordance with the instructions provided there (Press the call button and wait for a reply). Passage must be booked before casting off from the mooring site. Lock operators can also be contacted by telephoning +46(0)8-670 28 15.

Liljeholmsbron can be opened for pleasure craft between 6.30 a.m. and 11.30 p.m., as well as at 4.30 a.m., with the exception of the restrictions imposed by rush hour traffic over the bridge. Weekdays the bridge can be opened between 9.15 a.m. and 3.30 p.m., as well as between 6.30 p.m. and 11.30 p.m. There are no rush hour traffic restrictions at weekends. (See UFS). During the winter season October 1 to April 30 opening of the bridge at night must be pre-booked.

Pleasure craft book bridge opening after mooring at the northeast (NE) or southwest (SW) pilings in accordance with the instructions provided there (Press the call button and wait for a reply). Bridge operators can also be contacted by telephone +46(0)8-670 28 15.

12.1.4 Manning of bridges and the Hammarby Lock

Danviksbron is manned all year-round, 24 hours a day.

Skansbron is unmanned and is remotely operated from the Hammarbyslussen lock between the hours of 6.30 a.m. and 11.30 p.m. At other times the lock is remotely



operated by Stockholms Hamn AB's Port and Traffic Control (BTC), which is located at the port of Frihamnen.

Liljeholmsbron is unmanned and is remotely operated from the Hammarby Lock every day between 6.30 a.m. and 11.30 p.m. At other times the bridge is remotely operated by Stockholms Hamn AB's Port and Traffic Control, BTC.

The Hammarby Lock is manned every day between 6.30 a.m. and 11.30 p.m. At other times the lock is remotely operated by Stockholms Hamn AB's Port and Traffic Control, BTC. In winter the times that the lock is manned can vary.

The lock is also manned between the hours of 11.30 p.m. and 6.30 a.m. to enable the passage of the following vessels:

- Vessels with an LOA in excess of 50 meters. (Exceptions to this apply to certain vessels that have been informed of the exception by the port)
- Vessels with ISPS certificate
- Ships carrying dangerous goods. (Does not apply to bunkering vessels active at the ports)

Traffic can be provided with mooring assistance, if fees are paid in accordance with the price list for charges for boatmen, at times when the lock is unmanned.

12.1.5 Prohibition of Making Channels Through the Ice

Channels may not be made through the ice in straits north of the islands of Årsta (Årsta Holmar) if the ice covering is viable for walking on. Stockholms Hamn AB may however grant exemption to this regulation following special request being received.

12.1.6 Camera Surveillance

The water districts adjacent to Liljeholmsbron, Skansbron and Danviksbron, as well as the quay esplanade and lock basin at the Hammarby Lock are monitored by security cameras.

12.1.7 Beacon Lights etc.

At each of the entrances to Danvikskanalen, at the starboard side of the entrance of the channel there is a set of nautical traffic signals, at about 10 m above the mean water level of Saltsjön. These signals are regulated by the bridge operator at Danviksbron.

At Hammarbyhamnen on the southern side of the fairway there is a beacon that flashes red every third second (Fl R 3 s). The beacon's light is set at a height of approximately 4 m above mean water level.



At Hammarbyhamnen in the centre of the promontory at Barnängen there is protection against a rock spur, at the Fairway's southern boundary, a white-painted concrete fundament that is not illuminated.

In Årstaviken there are a number of buoys and beacon lights placed at both sides of the Fairway that extends to the south of the Årsta islands (Årsta Holmar).

In Liljeholmsviken there are four buoys and four beacons lights, two at the northern side two of the southern side of the Fairway.

The buoys and beacon lights flash with the following characteristics:

The north of the channel flashes green grouped flashes with two flashes every six seconds (Fl (2) G 6 s).

The south of the channel flashes red with one flash every three seconds (Fl R 3 s)

With regard to beacon lights in general and the marking of the rest of the Fairway and adjacent water channels please refer to the latest edition of nautical chart 6141.

12.1.8 Bridges

Danviksbron over Danvikskanalen is a double single-arm bascule bridge for rail and road traffic with 30 m free passage width between the marked beams perpendicularly to the Fairway and 11.7 m of vertical sailing clearance. In bronze on the west abutment of the bridge, at a height level with the bridge parapet there are bridge signals mounted and on the bronze control tower an electronic siren is mounted.

On the east and west sides of Danviksbron there are illuminated signs that provide users with up-to-date information. Messages may also be displayed here if the channel must to be evacuated, e.g. when larger vessels are passing.

Skansbron over Hammarby Lock is a dual-arm bascule bridge for street traffic, with 17.4 m of free passage width between the lock walls and 11.7 m vertical sailing clearance (in the centre of the Fairway). In bronze on the eastern side at a height level with the parapet and on the west side at a level corresponding to that of the lower arch of the bridge there are bridge signals mounted and on the bronze control tower an electronic siren is mounted.

Skanstullsbron over Hammarby Lock is a fixed bridge for subway train and street traffic. This bridge has 31.3 m vertical sailing clearance.

Johanneshovsbron over the Hammarby Lock western entrance is a fixed bridge for street traffic and has a vertical sailing clearance of 25.2 m

Over Årstaviken and the Årsta islands (Årsta Holmar) there are two parallel railway bridges, **Årstabroarna**. The western bridge has two railway tracks and a foot and cycle-path on the west side of the bridge. The bridges on the south side of the Årsta islands have a vertical sailing clearance of 25.2 m. The distance between the pilings under the



bridges there is 40.0 m. The bridges north of the Årsta islands have a vertical sailing clearance of 20.7 m. The free passage width between the pilings here is 24 m.

Liljeholmsbron over Liljeholmsviken is a double single-arm bascule bridge with two spans over the Fairway; the northern fixed span has 33 m of free passage width between the pilings and has 14.7 m vertical sailing clearance. The southern span is equipped with a single-arm bascule with 24 m of free passage width between the pilings and 13.7 m of vertical sailing clearance. On the bronze bascule supports on both sides at approximately the level of the parapet there are bridge signals (lights) mounted. There is also an electronic siren on the tower of the bridge.

On the east and west sides of Liljeholmsbron there are illuminated signs that provide users with the current information.

It is the responsibility of the Master of the vessel/the recreational sailor to keep informed about the current water level for calculating the real vertical sailing clearance at the time. Staff members operating the Hammarby Lock or Ports of Stockholm's Port and Traffic Control (BTC) can provide current status information.

12.1.9 Provisions for Traffic Using the Hammarby Fairway

In Danvikskanalen ships with a width exceeding 8.5 m may not meet another ship. Ships that are more than 8.5 m wide and are coming from Stockholms Ström shall before entering into Danvikskanalen notify the bridge master at Danviksbron using VHF channel 12.

Vessels must not remain in the channel longer than necessary.

12.1.9.1 Nautical Traffic Signals at Danvikskanalen

The entrances to Danvikskanalen have light signals, which are operated by Danviksbron master and emit the following signals:

Light Signal - Significance

Red flashing signal (Fl R 2s) – Vessels may not pass beyond the signal or enter the channel.

Green flashing signal (Fl G 2s) - Vessels may enter the channel.

12.1.9.2 Bridge Signals at Danviksbron, Skansbron and Liljeholmsbron

I. Light Signals – Significance

- Fixed red light (FR) - The bridge is closed or is about to be opened or closed, or the bridge is open but passage through the bridge is not allowed.
- White intermittent/occulting light (Iso W 2s) – The signal from the vessel has been understood.



- Fixed white light (F W) - The bridge will be opened for passage within one to two minutes.
- Fixed green light (F G) - The Bridge is open sufficiently for passage.
- The FW signal shall be given when ships have come so close to the bridge that it should be opened and this is not precluded when street traffic is taken into account.

II. Sound signals - Significance

- Two long sounds – The bridge opening that had been initiated must be interrupted. The ship must wait for the next occasion of opening.

III. Request for Bridge Opening

Commercial traffic can request bridge opening using VHF channel 12 as follows:

- When passing Waldermarsudde - going towards Danvikskanalen, or when passing out of the Hammarby Lock - in the direction of Danvikskanalen - call Danviksbron.
- When passing Danviksbron – going towards Lake Mälaren – call: Hammarby Lock/Skansbron and when passing the islands of Årsta Holmar - going east – call the Hammarbysslussen lock/Skansbron.
- When passing Gröndalsbron - in an easterly direction and before passing the islands of Årsta Holmar - in a westerly direction - call Liljeholmsbron.

See also the pre-arrival notification information above in 12.1.3.2

Pleasure craft should request bridge or lock opening in accordance with 12.1.3.3 above.

IV. Simultaneous Requests for Bridge Opening

If vessels on both sides of the bridge request that the bridge be opened the signal Iso W 2s is given in both directions. When the bridge is estimated to be opened within a minute the signal F W is given to the ship that is to pass through the bridge first and when the bridge is open for passage the signal F G is given to that ship. To the ship waiting on the other side of the bridge the signals F R and Iso W 2s are given alternately. Some minutes before this vessel is expected to begin passage under the bridge the signal F W is given to the ship, which means that the vessel may make ready to pass under the bridge. When the vessel coming from the opposite direction has passed under the bridge the signal F G is given to the waiting vessel.

NOTE: As long as the signal F R is showing for the Fairway a vessel may not pass under the bridge, even if the bridge is open for passage.

12.1.9.3 D. Signals for Nautical Traffic from Hammarby Lock

Light Signal – Significance:

- Red flashing light (Fl R 2s) – Ships may not enter the lock.
- White flashing light (Fl W 2s) – The lock is being opened and will be ready for entry within two to three minutes.



- Green flashing light (Fl G 2s) – The lock is open for entry.

12.1.10 Permitted Vessel Sizes etc.

The Fairway may not be used without special permission of the Ports Authority by:

- Vessels with length greater than 110.0 m
- Vessels with width greater than 15.0 m
- Vessels lying deeper than 0.5 m from the bottom of the fairway. No exemption is given from the requirement that the ship should always have at least 0.5 m clearance below the keel
- Vessels with cargo or equipment (including items such as bridge wings and lifeboats) that protrudes beyond the sides of the ship
- Vessels that have a list

Permits may include specific conditions.

When sluice gates are being repaired, meaning that the reserve lock is in use, ships with width greater than 13.0 m may not pass through the Hammarby Lock.

12.1.11 Communications

I. VHF Telephony

Danviksbron and Skansbron, Hammarby Lock and Liljeholmsbron are equipped with VHF radio installations. Calls are made on channel 12 to "Danviksbron", "Skansbron", "Hammarbyslussen" and "Liljeholmsbron".

The ranges of these stations are limited and in some circumstances the connection may be made with the Ports of Stockholm main station "Stockholms Hamn" on channels 16 or 12, as the range of this station is much greater.

II. Sound Signals from Vessels

.. - (U) Request for bridge and/or lock opening.

III. Light Signals from Vessels

.. - (U) Request for bridge and/or lock opening.

Vessels wishing to pass through Hammarby Lock or bridge, under which it cannot freely pass, shall in order to have the bridge opened first make this request via VHF radio. If such communication cannot be established, the ship should give a sound or light signal to this effect.

12.1.12 Towing

When towing, there should always be at least one person aboard for the maneuvering of a vessel or pontoon, unless special measures have been implemented for the safe maneuvering of the vessel or pontoon.

In addition to the provisions of Section 12.1.10 a pontoon or chain of pontoons may not exceed 110 m in length without the special permission of the Ports Authority; a chain



of pontoons may now be comprised of more than three towed vessels or barges, which must be tightly linked to each other.

12.1.13 Means of Propulsion

Vessels may pass through the channel under sail only if they have a functional engine or can be propelled by oars.

Vessels towing timber barges must be able to generate sufficient power to be propelled at a speed of at least 2 knots.

12.1.14 Go-ahead Signal

Before the go-ahead signal (FG) has been given (nautical signal) vessels may not enter Danvikskanalen.

Before the go-ahead signal (FG) has been given (nautical signal) vessels may not enter Hammarby Lock.

12.1.15 Meeting of Vessels

A vessel may not meet or pass another vessel at the entrance to the lock.

Vessels that do not require a bridge to be opened shall not pass using the span of the Liljeholmsbron bridge that can be opened.

If two vessels meet and a third vessel comes up behind one of them, the latter vessel must wait until the other two ships have passed each other.

12.1.16 Right of Way

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, regardless of the direction they are travelling in, always have right of way in preference over smaller vessels.

12.1.17 Ships Carrying Dangerous Goods etc.

Section 5.5 above concerning the prior notification of dangerous cargo to Ports of Stockholm applies to vessels using the Fairway.

Stockholms Hamn AB Ports Authority has the right impose specific conditions for ships to use the Fairway.

In accordance with SJÖFS 2007:15 there are certain demands imposed on oil tankers operating in Lake Mälaren. An oil tanker with a DW of at least 600 tonnes shall over its entire cargo tank length be fitted with a double hull for the storage of ballast water or spaces other than that of the tanks for oil or other chemicals.

In addition, an oil tanker with a DW of at least 5000 tonnes shall be fitted along its entire cargo tank length with wing tanks for the storage of ballast water or spaces other than that of tanks for oil or other chemicals.



12.1.18 Faults, Damage or Similar

If beacon lights or buoys are observed not to light at the predefined times or if safety equipment is observed to be damaged or tampered with or instructions are found to be misleading this should be notified as soon as possible to Stockholms Hamn AB's Port and Traffic Control (BTC).

12.1.19 Lock Passage Documentation

The Master of a vessel passing through the Hammarby Lock must in certain cases give notice in writing on the prescribed verification form for vessels passing through the lock. At the request of the lock staff the Master of the vessel is required to produce the tonnage certificate detailing dimensions, tonnage certificates and documents verifying cargo type(s) and quantity.

12.1.20 Vessels Using the Lock

12.1.20.1 Request to Use the Lock

Commercial Traffic

Requests for passage through the lock are made using VHF channel 12 before passing Årstabron and immediately after passing Danviksbron. See also section 12.1.3.2 concerning the notification of passage by commercial traffic.

Pleasure Craft

Pleasure craft may pass through the lock when traffic is operating normally without having to request passage.

When traffic is operating under off-peak conditions pleasure craft may pass the lock using the call system that is available at the lock to the southwest (SW) and northeast (NE) of the channels respectively. See also section 12.1.3.3 concerning the notification of passage by pleasure craft.

At off-peak times requests for passage can also be made by telephoning +46(0)8-670 28 15

12.1.20.2 Additional Lock Information

Vessels with ISPS certificate shall pass through the lock alone. See also the fire safety information (section 12.1.21) concerning vessels that must pass through the lock alone. Kayaks/canoes may not pass through the lock. Lock staff may, however, depending on the traffic conditions, grant exceptions to this regulation.

While awaiting passage through the lock, vessels may moor at the pilings/post moorings or otherwise keep to the starboard side of the Fairway. Vessels that are waiting at the pilings shall be securely moored and have stopped their propellers.

The vessel that is next in turn for passage through the lock shall be moored with its bow level with the stop notice and subsequent ships as close to the front ship as possible.



Post moorings next to the sluice-gates are primarily intended for vessels waiting to pass through the lock or waiting for a pilot.

When the passage of larger vessels is planned, the post moorings may need to be cleared of moored vessels if so instructed by the lock staff.

The boarding or disembarking of passengers within the lock area requires special authorization from the Stockholms Hamn AB Ports Authority or the staff at the lock.

Work at the lock is under the command of the staff on duty at the lock. If lock staff request assistance from the crew of a vessel for mooring or passage through the lock the necessary assistance shall be provided.

Adequate protection must be arranged so that circulating water draining from the vessel or other contaminants from the ship do not pollute the lock walls or quays.

Once the go-ahead signal is displayed vessels shall without delay proceed into the lock, at which time:

- There shall be sufficient crew aboard for mooring
- The vessel shall use a sufficient amount of fenders
- The vessel's speed and moorings must be such that the vessel can stop without the risk of running into the lock gate

When in the lock the vessel must be properly moored and pleasure craft and sightseeing boats must stop their engines.

Whilst in the lock the vessel must be moored using (at least) the following:

- Vessels with a length up to 60 m: 1 forward spring and 1 aft spring.
- Vessels with a length between 60-80 m: 1 head line, 1 forward spring and 1 stern line.
- Vessels with a length exceeding 80 m or width exceeding 13 m: 1 head line, 1 forward spring, 1 aft spring and 1 stern line.
- All vessels shall hand over the forward spring when the bow has passed through the lock gates.
- After mooring the vessel's propellers must be "stopped" or equivalent.
- The closing of the gates and bridge bascules does not begin until the ship affirms that the propeller is stopped (or equivalent) and that the ship is steady and securely moored.

Pleasure craft shall normally give preference to commercial traffic when passing through the lock. The lock staff may in certain traffic situations, however, instruct otherwise.

Passage in and out of the lock may not occur with greater speed than that required for steering. Unless otherwise notified, mooring should in the first instance be on the north side in the lock.



12.1.21 Fire Safety

Vessels carrying dangerous goods in bulk as well as in packaged form shall pass through the lock alone. 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 proving this.

When ships carrying dangerous goods are passing through the lock smoking is prohibited in lock area, as is the use of appliances that can generate dangerous sparks and other things that can cause fire.

Hatches and valves to the cargo holds of ships that are carrying, or have not been decontaminated of, cargo comprising harmful substances in bulk, shall be kept closed during passage through the Fairway. 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, shall be in a state of immediate readiness with the hoses connected.

If a large number of pleasure craft are passing through the lock, the lock should not be completely filled with boats. A firebreak, free of vessels, shall be maintained in the centre of lock chamber throughout its length.

Vessels carrying a larger number of passengers shall always be moored at the quayside.

Bunkering of fuel in the lock is not allowed.

12.1.22 Access etc.

According to the Maritime Security Act (SFS 2004:487) the lock area has been declared to be a port facility. This means that vessels with ISPS certification, after completing a search and inspection of the facility, shall pass through the lock unaccompanied.

Unauthorized persons have no right of admission to the lock area.

Goods/supplies to/from the vessel may not be loaded or unloaded within the lock area.

12.1.23 Payment of fees

Lock fees and port charges are paid in accordance with a fixed price list.

Pleasure craft can purchase season tickets at Hammarby Lock or Karl Johan Lock or order via the Stockholms Hamn AB website www.portsofstockholm.com. Some credit cards are accepted. Pleasure craft only pay fees when passing from Lake Mälaren into the Saltsjön.



12.1.24 Consent to Pass Through the Lock

Vessels may not pass through the lock until the proper notification has been submitted and the relevant fees have been paid.

12.1.25 User Information

Messages for users of the Hammarby Fairway concerning temporary situations and traffic conditions etc are posted on information screens with scrolling text placed on both sides of Danviksbron, Hammarby Lock and Liljeholmsbron.

12.2 Regulations for vessels using the Karl Johan Lock

12.2.1 General

The Karl Johan lock has a length of 75 m, a width of 10 m and a water depth at mean water levels of 3.5 m.

Parallel to and north of the lock is a major drain culvert that lies under Karl Johans Torg. At the inlet duct to the culvert on the Lake Mälaren side there is a floating barrier placed out that consists of steel cylinders. Those using the waterway are warned to take heed of the strong currents that arise when draining via the culvert.

12.2.2 Operational Responsibility

The company Stockholm Hamn AB operates the lock. The company Stockholms Hamn AB includes the Stockholms Hamn AB CEO and Ports Authority. Lock staff are provided by Stockholms Hamn AB's Port and Traffic Department.

12.2.3 Opening Times

The Karl Johan lock is permanently open for passage through the lock at the following time:

May-August	7 a.m. to 10 p.m. daily
September and October	9 a.m. to 5 p.m. daily

Under certain circumstances the Karl Johan lock is used for draining water from Lake Mälaren. At these times the lock is closed to nautical traffic. When water is being drained a line of boys is set out at the entrance to the lock on the Lake Mälaren side of the lock gates and status information signs are posted at the post moorings on both the Saltsjö bay and Lake Mälaren sides of the lock.

Users are warned to take heed of the strong water currents that arise on both sides of the lock when water is being drained.



12.2.4 Nautical Traffic Signals

At each end of the lock are lanterns that round the clock display red light (Iso R 3s) when the lock is closed and green light (Iso G 3s) when the lock is open for entry.

At each lock-gate there are lights facing inward towards the lock basin that constantly display a red light (F R) when ships may not pass the lock gate and green (F G) when ships may pass the lock gate.

12.2.5 Camera Surveillance

The lock area, the lock basin and the adjacent water regions (both the Saltsjö bay and the Lake Mälaren sides) are monitored by surveillance cameras.

12.2.6 Bridges

The vertical sailing clearance (air draft) under the bridges by the lock is 4.1 m. The sides of the Fairway are marked under the bridges by hanging markers.

12.2.7 Permitted Vessel Sizes, etc.

Without special permission from the Ports Authority the following vessels are not permitted:

- Vessels with a length greater than 60.0 m
- Vessels with width greater than 8.0 m
- Vessels lying deeper than 0.5 m from the bottom of the Fairway. No exemption is given from the requirement that the ship should always have at least 0.5 m of clearance below the keel
- Vessels with cargo or other objects that protrude beyond the sides of the vessel
- Vessels with a list

Permits may include specific conditions.

12.2.8 Communications

The Karl Johan lock uses VHF channels 12 and 16.

The station's range is limited and in some circumstances communications may be established with the Ports of Stockholm "Stockholms Hamn" station on channels 12 and 16, as the range of this station is significantly greater.

12.2.9 Towing

When towing, there should always be at least one person aboard for the manoeuvring of a vessel or pontoon, unless special measures have been implemented for the safe manoeuvring of the vessel or pontoon.

12.2.10 Go-ahead Signal

Before the go-ahead signal (F G) is given, ships may not pass into the lock.



12.2.11 Ships Meeting

Vessels may not meet or pass another vessel at the entrance to the lock.

12.2.12 Right of Way

Pleasure craft shall give way to commercial vessels using the lock, as these have preference. Lock staff may, in certain traffic situations, instruct otherwise.

12.2.13 Vessels Carrying Dangerous Goods etc.

Ships carrying dangerous goods in packaged form or in bulk (with the exception of bunkering boats) are not permitted to use the lock.

12.2.14 Faults, Damage and Similar

If beacon lights or buoys are observed not to light at the predefined times or if safety equipment is observed to be damaged or tampered with or instructions are found to be misleading this should be notified as soon as possible to Stockholms Hamn AB's Port and Traffic Control (BTC)

12.2.15 Lock Passage Documentation

The Master of a vessel passing through the Karl Johan lock must in certain cases give notice in writing on the prescribed verification form for vessels passing through the lock. At the request of the lock staff the Master of the vessel is required to produce the vessel's documentation detailing dimensions, tonnage certificates and documents verifying cargo type(s) and quantity.

12.2.16 Additional Information for Lock Users

12.2.16.1 Request to use the lock

- During normal traffic conditions pleasure craft may pass through the lock without submitting a request to do so.
- Requests for passage through the lock can be made using VHF channels 12 and 16
- At off-peak times requests for passage can be made by telephoning +46(0)8-670 28 19

12.2.16.2 Further Information

Unless the lock keeper instructs otherwise, vessels will pass through the lock in the order in which they arrived at the lock.

Whilst awaiting passage through the lock, vessels shall moor at the post moorings (northeast) or otherwise keep to the right-hand side of the Fairway. Ships waiting at the post moorings shall be securely moored and stop their propellers.

If the passage of larger vessels is planned lock staff may have to instruct that the post moorings must be cleared of moored ships.



Passage in and out of the lock may not occur with greater speed than that required for steerage.

Boarding or disembarkation of passengers within the lock area requires special permission from the Stockholms Hamn AB Ports Authority or the staff manning the lock.

The work at the lock is led by the incumbent lock staff. When so requested by the lock staff, the crew of a vessel must provide assistance in mooring the ship and passing through the lock.

Adequate protection must be arranged to ensure that circulating water draining from the ship, or other contaminant from the ships does not pollute the lock walls or quayside.

As soon as the go-ahead signal is given the vessel should proceed into the lock without delay, at which time:

- The required crew must be aboard the ship for mooring.
- The ship must have deployed an adequate number of fenders.
- The speed of the vessel and its moorings must be such that the vessel can be stopped without the risk of running into the lock gate.

During passage through the lock the vessel must be securely moored and pleasure craft and sightseeing boats must stop their engines. Mooring shall take place well inside the lock to avoid the danger of strong water currents when water levels are equilibrated. Pleasure craft travelling east should principally moor on the south side of the lock.

Please also refer to the advice and recommendations for pleasure craft using Stockholm's locks that is provided separately by Ports of Stockholm.

12.2.17 Fire Safety

- When a large number of pleasure craft are passing through the lock, the lock should not be completely filled with boats.
- A firebreak free from vessels shall be maintained in the centre of the lock basin throughout its length.
- Vessels carrying a larger number of passengers must always moor at the quayside.
- The bunkering of fuel in the lock is not allowed.

12.2.18 Access, etc.

Unauthorized persons have no right of admittance to the lock area.

Goods/supplies to/from the vessel may not be loaded or unloaded within the lock area.

12.2.19 Payment of fees

Lock fees and port charges are paid in accordance with a fixed price list.



Pleasure craft can purchase season tickets at the Hammarby lock or Karl Johan lock or these can be ordered via the Stockholms Hamn AB website www.portsofstockholm.com. Some credit cards are accepted. Pleasure craft only pay fees when passing from Lake Mälaren into the Saltsjö bay.

12.2.20 Consent to Pass Through the Lock

Vessels may not pass through the lock until the proper notification has been submitted according to 12.2.15 and the relevant fees have been paid according to 12.2.19.

12.2.21 Information Updates

Information about temporary changes in traffic etc. for those using the lock is provided on information screens with scrolling text located on both sides of the lock.

13 Regulations for Mooring and Casting Off

13.1 Supervision

Mooring, casting off or similar actions of boatswains shall be performed under the direction of the Master of the vessel.

In special instances the Ports Authority shall be present during the mooring of the vessel to give instructions to the Master of the vessel and boatswains.

Instructions or directions to boatswains are given either directly or indirectly by the Master of the vessel.

A boatswain may refuse to execute an order if he/she believes that carrying out the order would expose them to danger.

13.2 Communications

Before mooring work begins - when the ship is approaches the berth location - the Master of the vessel/boatswain(s) and the Ports Authority shall establish VHF radio contact and confirm the specific berth assigned and whether there are any special mooring instructions. The berthing of ferries that regularly operate using the same berth may be exempted from this rule.

A VHF frequency that permits transmission of orders without interference shall be agreed.



13.3 Safety

The Master of the vessel shall have the safety of the boatswains in mind, when giving the order for hawsers to be gathered by port service boats or cast ashore. The Master shall ensure that boats providing mooring assistance are not too close to the propeller, if this is in use. The Master shall also ensure that boats providing mooring assistance are not passing under the bow of the vessel when the anchor is deployed or the bow propeller is used. In winter conditions the Master must also take into account the risk of ice building-up on the sides of the hull and falling off.

When mooring the vessel must have a sufficient number of experienced crew fore and aft (on the forecastle and on the poop deck) so that hawsers and cables can be handled and heaved safely. The work must be supervised by a ship's officer or other responsible person.

Boatswains shall be on station 15 minutes before the vessel's scheduled time of arrival at the berth or departure from the quay, other duties permitting.

If a boatswain is ordered aboard the vessel to replace a member of the crew or to serve as a complementary resource in addition to the crew, it must be ensured that their boarding, return to land and work is carried out in a safe manner.

The specific berth of the vessel must be known to those involved in mooring the vessel. If necessary, the position the ship's stern and bow is to occupy can be marked out on the quay. These markers shall be clearly visible from both the ship and the boat(s) providing mooring assistance.

The Master of the vessel is responsible for ensuring that no objects (such as drinking glasses or cans) are thrown from the ship down onto the harbour esplanade.

13.4 Buoy Moorings

When the ship is moored at a buoy, all of the hawsers must be drawn through the cleats of the buoy and coupled to the central attachments. The vessel may not begin to tighten up the hawsers before the boatswains and assistance boat has left the buoy.

When the vessel is to cast off from the buoy, the vessel shall slacken off all lines between the vessel and the buoy before the boatswains approach the buoy. Under no circumstances may a vessel adjust the hawsers/lines to the buoy during the time the boatswains are present at the buoy.

Before casting off the assistance boat shall be well clear of the buoy as it should be noted that the buoy will swing forcefully in the direction from the ship when the vessel casts off.



13.5 Heaving Lines

It is prohibited to use dangerously weighted casting lines. Casting lines without weights or with pieces of rubber tubing fitted to the ends are recommended.

Casting lines shall have a diameter of at least 8 mm.

13.6 Mooring Gear.

The mooring gear to be used must be of good quality and suitable sized for the traction forces incurred.

13.7 Personal Protective Equipment

Boatswains must wear hard hats, protective gloves, safety shoes, lifejacket and knife when performing mooring or casting off work.

14 Provisions for Icebreaking

Ships 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.

Icebreaking assistance is provided when necessary in the Fairways to/from Stockholm via Sandhamn (Ådkubben)/Söderarm (Lerskärsgrund)/Landsort (Ö Röko), in Lake Mälaren in the Fairways of the Hammarbysslussen lock - Klubbensborg and the Klubbensborg–Hässelby heating plant.

In addition assistance is provided when necessary for vessels manoeuvring to and from the quay in the port area.

The management of icebreaking activities is coordinated by Stockholms Hamn AB's Port and Traffic Department.

A request for icebreaking assistance shall be notified to Stockholms Hamn AB' Port and Traffic Control [BTC] no later than five hours prior to the commencement of the task.

Given the prevailing and predicted ice conditions and the suitability of the vessel for navigating through ice, the Ports Authority will determine if the ship can expect to receive assistance.

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.

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.



All icebreaking assistance is performed at the assisting ship's own risk. Each vessel is responsible for its own safety.

When ice that is viable for walking on has formed the Master of a vessel, before he makes a channel in the ice within in the port area where such is not normally made, shall consult the Ports Authority for advice.

Before ice channels are made within the port area, this action in some cases should be announced in advance by being read out by the local radio station. This particularly applies to Riddarfjärden and Ulvsundasjön.

The Stockholm County Administration Board has issued the following provisions regarding the prohibition of making channels through the ice:

- At Stora Värtan ice lanes 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. Crossing points that have been formed are not marked by lamps. 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

15 Provisions for Fresh Water supply

Ports of Stockholm (although presently not available at Kapellskär) supplies fresh water to ships berthed at quays where the mains water grid supply pipelines to the quays has been completed. Fees for the supply of water are charged on each occasion in accordance with the rates provided in the Ports of Stockholm's price list.

Consumers may on a discretionary basis and after entering in to a written agreement to that effect make their own arrangements for taking on fresh water.

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, as well as 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.

Water should always be metered using a water meter approved by the water utility company Stockholms Vatten AB, or an equivalent approved water meter. While water is



being delivered the functioning of the meter shall be continuously monitored. If the meter is suspected of displaying readings other than that of the actual consumption the meter shall be replaced immediately.

Some of the water meters at the port of Frihamnen are owned by Stockholms Hamn AB, but are monitored by Stockholms Vatten AB.

If the meter has malfunctioned Ports of Stockholm reserves the right to estimate the amount of consumption.

When using a standpipe/water hydrant meter the following should be observed:

- Fire/flushing hydrants must be careful flushed free from rust, etc. before the meter is connected. If necessary the standpipe meter should also be rinsed through after it has been connected to the fire/flushing hydrant.
- Turning on the water to run through the meter must be done carefully so that no damage results.
- During the winter the standpipe meter and the fire hydrant must be kept free of ice. The meter must be disconnected and stored in heated place if the supply of water is interrupted, i.e. if breaks are taken.

In winter the fire-hydrants, standpipes and water pipes should be emptied when they are not in use.

When fire-hydrants or standpipes are not in use, valves should be fully closed and covering lids placed over the hydrants.

Fire hydrants shall be marked in a generally recognised way.

The use of LPG-powered steam generators (gas driven generators) at the Energy Ports requires special permission.

When water is being supplied such precautions shall be taken and other procedure employed to ensure that there is no danger of the water being supplied to become polluted or unfit for drinking.

For example, when running water supply hoses aboard or ashore using casting lines, the free end of the hose may not be allowed to come into contact with the seawater.

Goods that have properties that could pollute the equipment used for supplying fresh water may not be stored in the same space as the equipment for supplying fresh water, e.g. in the cargo spaces of transport vehicles.



Everyone involved with supplying water shall maintain good personal standards of hygiene and also otherwise observe strict cleanliness.

16 Provisions for the Supply of Electricity

Ports of Stockholm provides electrical power to ships berthed at quays managed by Ports of Stockholm via permanent electricity supply stations, or from temporary supply stations where permanent facilities are not available.

For the supply of electricity Ports of Stockholm charges the fee(s) presented in the Ports of Stockholm price list.

The daily running of the electrical installations is managed by a contractor procured by Ports of Stockholm for this purpose.

Ports of Stockholm may restrict or suspend the supply of electricity when this is necessary to prevent injury to persons or damage to property, as well as when repairs, alterations, inspections or other actions involving Ports of Stockholm's own equipment or associated installations must be carried out.

Ports of Stockholm is responsible for the electrical installations up to the point of the supply socket.

Electricity must always be measured by a Ports of Stockholm electricity meter. If the meter has malfunctioned Ports of Stockholm retains the right to estimate the amount of electricity consumption.

Only connecting cables approved by Ports of Stockholm may be used. These are inspected by Ports of Stockholm on the first connection occasion.

It is the responsibility of the customer to keep the electricity supply station secure in order to comply with the relevant legislation on the supply of electricity (§ 124 ELSÄK) and prevent unauthorized access to the electricity supply point, prevent theft of electricity and prevent vandalism.

Orders for electrical power shall be made to the Stockholms Hamn AB Port and Traffic Control (BTC) or to the Ports Authority. If a supply connector greater than 63 A is required a notification of this should be made two working days in advance, as supply from a temporary electrical supply installation may be necessary in such cases.

Interruptions in the electricity supply or any other faults shall be reported to BTC. When the ship departs, notification to this effect shall be made to BTC.



It is the responsibility of the customer to verify voltages and phase sequences aboard the vessel. Note that the port facilities are designed for large electrical loads. Please also note that the electricity supplier has the right to supply voltages with a variation of $\pm 10\%$, i.e. 198 V to 242 V for a 220 V supply.

The supply of electricity may be interrupted if customers fail to fulfil their obligations, e.g. fail to pay on time for the amount of power consumed. Before the supply of electricity is cut off the customer will be informed that they will be given a reasonable period to rectify the problems. If these are rectified then the supply of electricity may not be interrupted.

17 Oil Spillages

Oil spills that reach the water must be reported to the emergency services and to the Stockholms Hamn AB Port and Traffic Control [BTC]. Oil spilled in Lake Mälaren at locations west of a line drawn between Eolshäll and Solviksbadet shall also be reported to the Coast Guard.

If the oil is assessed to be originating from a drainage system or sewer belonging to the water utility company Stockholms Vatten AB then this organization must be contacted.

Emissions suspected to have originated from a vessel shall be reported to the Coast Guard.

Major oil spills or spills in sensitive areas should be reported to the crisis management team at Ports of Stockholm.

All oil spills must be reported to the Environmental Administration (Miljöförvaltning) in the respective municipality.

If there is a risk that the oil may spread to a water district in another municipality then that municipality's emergency services/Coast Guard should be alerted. See the appended map showing the borders between the municipalities and the state emergency services.

Appendix 51: Municipal and State Water District Boundaries: Mun/Stat water

It is the task of the emergency services to prevent or limit damage to people, property and the environment.

Examples of actions that it may be necessary for the emergency services to take:

- Stop the outflow of oil
- Guide the oil away from areas of special protection
- Contain the oil
- Recover the oil

Note that it is the person in charge of the emergency services operation who determines how extensive the efforts of the emergency services must be.



Ports of Stockholm, via the Ports Authority, is responsible for ensuring that remedial measures are implemented and pursued in the event of an oil spill of oil onto water surfaces within the municipalities/port area boundaries in Lake Mälaren and the Saltsjö bay. Inland lakes and watercourses are not included in the Ports of Stockholm responsibility area.

A written submission should be made by the emergency services to the incumbent Ports Authority. Please refer to the appended map showing the extent of the municipality areas.

Appendix 52: Municipal Boundaries. Municipal boundary

Clean up operations are carried out with the help of contractors that Ports of Stockholm has signed agreements with. During the clean-up work a full and continuous diary of events is kept (incidents, decisions, actions, observations, etc.).

Ports of Stockholm checks the work the clean-up companies carry out and the costs of these operations and also cooperate with the police and Coast Guard to investigate the cause of the oil spill.

After an oil spill has occurred, the Ports Authority, in cooperation with emergency services, carries out an inventory of the damage along the shoreline.

The most reliable way to go about this is to inspect the shoreline from the land side. The inventory can also be done by boat or helicopter.

Inventory work is intended to clarify the extent of the polluted area and define the level of oil contamination in order to provide documentation (including a map) to base the clean-up operations on.

The inventory should include the following:

- The location of the contamination.
- An assessment of the amount of oil spilled and the type of oil involved.
- The extent of damage specified in meters.
- The type of area affected, for example a bird sanctuary area, beach, recreational area.
- The type of shoreline, e.g. rock/cliff, shingle, sand.
- If animals have been injured (primarily birds).
- If property has been damaged.
- If there is a risk that the oil may spread and cause additional damage.

Ports of Stockholm has 800 meters of containment boom (with transport trailer) and at least 1,000 feet of floating absorption material at its disposal. These are stored at the Energy Ports at Loudden.



For the prioritization of clean-up efforts, the areas where the oil slick has the large ecological and/or socioeconomic effects area prioritized over areas where the damage caused is more limited in nature and the resultant problems less severe.

Examples of ecological and socioeconomic areas for priority protection are:

- Wildfowl protection areas
- More extensive areas of production important to plant or animal life
- Areas or facilities with great importance for outdoor recreation and tourism.

The clean-up efforts shall result in as little erosion as possible to the shoreline and must not exacerbate the damage that has already occurred. Clean-up efforts may not either cause unnecessary disturbance to wildlife and vegetation.

The choice of clean-up method is determined in accordance with the type of oil involved, the type of shoreline and the lie of the land.

Flushing using high pressure water flushing and hot water flushing may only be used exceptionally.

Chemical pesticides may not be used.

Guidelines for clean-up activities are provided in detail in the handbook issued by the Swedish Rescue Services Agency for municipalities interested in protecting against oil spill damage (Oljan är lös; Handbok i kommunalt oljeskydd). This handbook is available from BTC.

Planning of the clean-up work shall be done in consultation with the regulatory authorities (the environmental administration in each municipality).

The costs of the clean-up work shall be borne by the party determined to have caused the oil spill or by the injured party if the source of the oil spill cannot be determined.

18 Quarantine Port

18.1 Legislation etc.

Act (SFS 2006:1570) on the protection against international threats to human health
The Communicable Disease Act: (SFS 2004:168)

The statutes of the Swedish National Board of Health and Welfare on the protection against international threats to human health: (SOSFS 2007:11)



18.2 Application and Definitions

The Port of Stockholm has been designated as a quarantine port by the Swedish National Board of Health and Welfare.

Diseases that Constitute a Public Health Hazard

By a disease that constitutes a public health hazard is meant a communicable disease (an infectious disease) that can be life threatening, result in long-term illness or severe suffering, or have other serious consequences, for which there is the possibility of preventing the disease from spreading by implementing measures targeted at those infected.

Diseases that constitute a public health hazard (and diseases threatening to society) are listed in the appendices to the Communicable Diseases Act (2004:168) Examples of diseases that are considered to be a public health hazard are avian influenza (H5N1), cholera, salmonella infection and rabies.

Diseases Threatening to Society

By diseases threatening to society is meant a disease that constitutes a public health hazard that can be spread within a community to an extent that serious disruption, or the imminent risk of serious disruption, is caused to important societal functions and that requires extraordinary protection measures to prevent from spreading.

Diseases threatening to society include smallpox and SARS (Severe Acute Respiratory Syndrome).

Notifiable Diseases

Certain diseases are classed as notifiable diseases (a disease required by law to be reported to government authorities). These comprise diseases that are hazardous to public health and certain other communicable diseases that are listed in the Communicable Diseases Act(2004:168). Examples of these certain other communicable diseases are influenza A (H1N1), whooping cough, measles, mumps and rubella.

18.3 Notification

Vessels intending to call at a facility belonging to Ports of Stockholm shall notify if there is any person aboard infected with a disease belonging to the above categories. The same applies in cases of suspected infection or if the vessel has come from an area where there has been an outbreak of the disease in question.

Notification must be made no later than 24 hours prior to the arrival of the vessel at the port, or at the latest at the time the vessel departs from the previous port, if the voyage is less than 24 hours in duration. Notification is made to Stockholms Hamn AB's Port and Traffic Control (BTC).



Notification must be made immediately if there is an outbreak of the disease in question aboard the vessel whilst the vessel is in port.

If notification of a notifiable disease is received by the port staff (BTC) the following should in turn be notified of this:

- The County Medical Officer of Health
- The vessel's port agent
- The Swedish Maritime Administration VTS
- Swedish Customs
- The Coast Guard
- The Police
- The Port and Traffic Manage/Harbour Master/On-call Deputy Harbour Master
- Ports of Stockholm's Human Resources Department

Port- and Traffic Control (BTC) has the necessary contact information filed in a special binder.

18.4 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 communicable disease aboard (or suspected communicable disease) arrives at the port, if there is any uncertainty about the situation aboard, the vessel should anchor at the Fjäderholmarna anchorage where the County Medical Officer of Health will board the vessel and form an opinion of the situation.

After this, a decision will be taken in consultation with the County Medical Officer of Health as to whether the vessel shall remain at the anchorage or proceed to a quay-berth.

When selecting a quay-berth, the originally planned berth should be used in the first hand. If specific reason exists, one of the following two berths may be selected:

- Frihamnen 638
- Stadsgården 167

18.5 Transportation

Port and Traffic Control (BTC) will arrange for the County Medical Officer to be transported by sea to the anchorage.



18.6 Infectious Disease Control Measures

In cases of diseases threatening to society, the County Medical Officer of Health is invested with the authority to under certain circumstances decide that the person shall:

- undergo a medical examination at the place of entry.
- remain in quarantine, i.e. the person must remain within a specific 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 shall be taken by the Swedish Administrative Court following an application submitted by the County Medical Officer of Health. Isolation is arranged and provided by the County Council Health Authority.

18.7 Access

Only persons authorized by the County Medical Officer of Health and Ports of Stockholm may have access to the vessel and the quayside where the vessel with the communicable disease is moored.

18.8 Barriers and Cordons

The area around the vessel shall be cordoned off. Access to the site and the surrounding port area shall be guarded.

18.9 Dissemination of Information

Information to the media regarding a disease and the health situation aboard a vessel is provided by the County Medical Officer of Health. It is extremely important that information is disseminated correctly.

All personnel who may come into contact with the ship shall be briefed by the County Medical Officer of Health before carrying out their task(s). Such personnel shall be provided with the protective equipment that the County Medical Officer of Health prescribes.

18.10 Information Leaflets

Port and Traffic Control (BTC) has information leaflets about a number of relevant diseases.

18.11 Personal Protective Equipment

Relevant safety equipment can be provided at the request of the County Medical Officer of Health.



18.12 Handling of Waste

Before waste from the ship can be accepted by Ports of Stockholm the County Medical Officer of Health must have issued permission for this.

19 Appendices

All appendices are available in Swedish by following [this link](#).