



Port Regulations

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1. Introductory provisions

These port regulations apply to activities linked to vessel activity and handling of cargo within the area of the Port of Luleå. Terminal operators and other operators must be familiar with these regulations and ensure that subordinate or hired personnel read and comply with the regulations.

Overall rules for and the scope of vessel activity can also be found in Terminal Information. All parties concerned are obliged to be aware of and comply with the Port Regulations. Up-to-date information can be found on the Port of Luleå website.

2. Contact with the Port of Luleå

Port authority

Luleå Hamn AB

The port's ID number: 20490

Address for visitors Port Office:

Luleå Hamn AB

Strömörvägen 9

SE-974 37 LULEÅ

Switchboard, office hours: +46 (0)920 45 68 00

Website: www.portlulea.com

PFSO in Port of Luleå:

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+46 (0)70 325 12 87

TIB@portlulea.com

Security level in the port: Level 1

Radio communications

Call channel: VTS-Luleå VHF channel 14

3. Port dues

Tariffs are established annually and published on the Port of Luleå website.

4. Prior notification

Vessel notification

All vessels intending to call at or pass through the Port of Luleå port area must provide a vessel notification no later than 24 hours prior to arrival in MSW Reportal - Maritime Single Window.

Service notifications must also be submitted to the port authority using a form in Annex 1.

In consideration of the time taken for the vessel's voyage or other circumstances, the port authority may permit a shorter notification period. Visit the Port of Luleå website for more information.

Regarding handling of cargo, the terminal operation must be notified at the time of booking of transport for the planning of resources during loading/discharging.

The basic principle is that the vessel arriving first at the pilot station is taken in to the terminal. Vessels are taken in to the quayside when unloading/loading is to commence and depart when a pilot is in position after finishing. Waiting vessels are primarily assigned an anchorage but in special cases can be allocated a temporary berth.

Dangerous goods – notification

Prior notification must have been made for transportation of dangerous goods within the port area no later than 24 hours prior to arrival or no later than on departure from the loading port.

Piloting

The National Maritime Administration's pilots are the only pilots who may be engaged for piloting assignments within Swedish maritime territory. A pilot will rendezvous with the vessel north of Fastugrunden light, 18 nm south-east of the port. A pilot must be ordered at least five hours prior to arrival. Orders should be placed through MSW Reportal or VHF channel 11 'Northcoast Pilot'. More information about piloting conditions can be found on the Port of Luleå website.

Tugs

Rules for tug assistance in the Port of Luleå are drawn up in consultation with the National Maritime Administration and provide information on the number of tugs on arrival at/departure from the Port of Luleå. More information about tug provisions can be found on the Port of Luleå website.

5. Security

General

All activity within the port area must be carried out in accordance with applicable laws and regulations. Disciplinary rules for each terminal can be found in Terminal Information.

CCTV surveillance

The port area is covered by CCTV surveillance. Recorded material will be reviewed in the event of an incident. More information about the handling of recorded material can be found on the Port of Luleå website.

Access to the port area

Any person entering the port area must be able to verify their identity. The following identity documents are approved: Swedish driving licence, national ID card or passport. Only authorised personnel may enter the port facility.

Authorisation for ships' crews

Prior notice must be given of changes of crew. Pre-notified crew may pass through the gate on presentation of a valid ID document or passport. The terminal operator will issue temporary shore passes for passing in/out through the gate. The vessel is responsible for logging and for shore passes and logs being returned on departure.

Declaration of security DoS

The PFSO must be contacted in cases where the vessel calls for a replacement of DoS.

6. Arrival and departure

Port location

UN Locator code: SELLA
Position: 65°32'.8N 22°15'.5E'

Victoria Terminal, incl. Strömörpiren	SELLA 0016
Uddebo Energy Terminal	SELLA 0017
Sandskär	SELLA 0018
Svartön Quay	SELLA 0019
Cementa	SELLA 0020
Southern Harbour	SELLA 0021

Fairways and quays – draught, water depth, largest vessels, etc.

Information concerning quays and fairways can be found in Annex 2.

Anchorage sites

Anchorage at sea at Farstugrunden and at sea at Rödkallen. Anchorage is also possible at Larsgrundet,

but only with pilot on board. Anchorage within the port area is not permitted without the approval of the Port of Luleå.

Maximum permitted height above water surface

No restrictions on entering the port.

Boatmen

The terminal's approved boatmen must be engaged for mooring (arrival, departure or berth shifting of vessels). Ordering is done through the terminal operation concerned.

Mooring

Mooring plans can be found in Terminal Information.

Gangway

Vessels moored at the port are obliged to provide a suitable gangway to enable safe access between vessel and shore, complete with safety net. Their position must not be such as to obstruct activity on the quay.

7. Loading, discharging, laying-up of cargo, etc.

General

Loading, discharging, transport and laying-up of cargo, means of transport or other items must take place only following instruction by responsible personnel.

Cargo must be handled in a safe manner and in such a way that the port's facility and equipment are not damaged and that no danger of personal injury arises. The permitted ground pressure must not be exceeded. The area of work must be restored after handling of cargo. Tidying and cleaning must take place if necessary.

Cargo, means of transport or other items must not be parked on evacuation routes or in other places where access for emergency vehicles is obstructed, nor in such a way that bollards are cluttered.

Special instructions may apply to the handling of cargo in the individual terminals.

8. Dangerous goods

The terminal must make prior contact with the port authority in as good time as possible.

Dangerous goods must be introduced into the port area as late as possible prior to loading. Dangerous goods must be removed from the port area as soon as

possible after discharging. The terminal must present a parking plan for dangerous goods that must be approved by the port authority, in consultation with the fire and rescue service. The IMDG code is used to provide guidelines on arranging parking and separating distances for dangerous goods.

Packages and load carriers with dangerous goods within the port area must be marked and labelled in accordance with the rules for the applicable mode of transport.

For transport safety reasons, exceptions concerning temporary parking outside this time may be permitted following examination in each individual case. Storage of dangerous goods is not permitted within the port area, only handling as part of transport.

The port authority reserves the right to stop transport of dangerous goods when complete documentation or marking cannot be demonstrated or for other reasons that may endanger safety.

Accidents/near-misses that concern dangerous goods must be reported immediately to the port authority.

9. Vessel servicing

Freshwater

Information and rules concerning supply of freshwater can be found in Terminal Information.

Proviant

Account must be taken of ongoing loading and discharging operation in provisioning and taking on board requisites and other equipment. A representative of the vessels must be accorded an opportunity to check the delivery before it is brought into the port facility.

Bunkering

Notification of bunkering must be done in conjunction with ship notification. Whoever on the receiving vessel is responsible for bunkering and the driver of the bunkering vehicle are obliged, within their respective areas of activity, to take all necessary safety measures to prevent releases of bunker oil to the external environment.

LNG

Bunkering of LNG is permitted in Sandskär Terminal. For more information about procedures and conditions, see Operating Instructions for LNG bunkering.

Ship-generated waste

The Port of Luleå takes all waste that vessels need to deposit ashore and that has arisen during normal operation of the vessel during the voyage from the previous port in accordance with the “no-special-fee” system. The quantity of waste must be in proportion to the size of the vessel and the distance from the immediately preceding port. Other waste beyond the above is received at cost price.

Information about reception of waste at the terminal concerned can be found in Terminal Information.

10. Repairs on board

External repair and maintenance work on vessels moored at quay must not be commenced without permission being granted by the port authority. The same applies if ships are made inoperable by repair or equivalent work. Applications should be submitted using Annex 3. Permission is not granted for maintenance work on vessels/barges that do not have a master on board.

Note that all works meaning that spillages (such as paint residues, cleaning products, rinsing residues, etc.) directly or indirectly ending up in the dock are prohibited.

11. External environment

Air

Emissions of soot, smoke, steam, etc. from vessels must be minimised and must not cause inconvenience or obstruction to other activity within the port area. Odours from operation of the vessel must also be minimised.

Noise

Noise from the operation, machinery, fans, etc. of vessels and cargo must be minimised when the vessel is within the port area.

Emissions to water

No polluted water may be released within the port area. Scrubber use for exhaust emission control is permitted only if the scrubber is run in closed-loop mode.

Only clean ballast water may be released into the harbour. Clean ballast water is understood to mean water that fulfils purity requirements in the Ballast Water Convention and equivalent Swedish legislation.

If oil pollution is discovered or suspected, it is the responsibility of the ship's master to make sure that pumping out is discontinued immediately. Pumping ballast water on a quay, crane or other facility/equipment is not permitted.

12. Procedure in emergency situations

The ship's fire safety equipment must be in satisfactory condition and be ready to be put to use immediately. The crew must be trained in and thoroughly familiar with how to operate it.

In an emergency situation an alert list as shown in Table 1 is activated. Further contact details and emergency procedures for the terminal concerned can be found in Terminal Information.

Table 1. Alertlist

1. Contact VTS LULEÅ	VHF channel 14
2. Sweden Rescue	VHF channel 16
3. Emergency calls (police, ambulance, fire and rescue service)	112
4. Officer on call Port of Luleå	+46 (0)70 325 12 87