

# Port bye-laws for the Port of Luleå

Decision: Municipal Council 2026-01-26, §10. Case number: 2025/1869-3.4.7.3

*The Municipal Council of Luleå Municipality stipulates, pursuant to 4 § of the Ordinance (1993:1632) authorizing municipalities and county administrative boards to issue local regulations under the Public Order Act (1993:1617), that the following rules and safety regulations shall apply to the Port of Luleå.*

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## Introductory Provisions

**1§** Basic provisions regarding public order and safety in public places are found in Chapter 3 of the Public Order Act (1993:1617).

Special provisions concerning access to and order within the port are also found in the Act (2006:1209) on Port Security and in regulations issued under that Act. Anyone present in the port is obliged to follow the port operator’s decisions and instructions issued pursuant to these provisions.

For the parts of the port that constitute port facilities in accordance with Regulation (EC) 725/2004, the access restrictions and other rules of conduct decided by the respective port facility operator apply.

These local regulations contain the additional rules on order and safety in the Port of Luleå that are necessary in view of the activities conducted in the port.

Instructions regarding the application of these port regulations are established by the port operator's port directives.

## Definitions

**1§** For the purposes of these port regulations, the following definitions apply:

1. *vessel*: any object used for transport on water, and any other object that can be moved on, under, or in water,
2. *Regulation (EC) No 725/2004*: Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security,
3. *port facility*: an area within the port covered by Articles 3.1–3.3 of Regulation (EC) No 725/2004 and operated in accordance with a security plan approved by the Swedish Transport Agency,
4. *port facility operator*: the companies that exercise decisive control over a port facility located within the port,
5. *the port*: the geographical area marked on the map attached to these port regulations (Appendix 1),
6. *port operator*: Luleå Hamn AB,
7. *aircraft*: any device capable of obtaining lift in the atmosphere from the air's reactions, excluding its reactions against the surface of the earth.

Terms used in these port regulations shall otherwise have the same meaning as in the Public Order Act, the Act (2006:1209) on Port Security, and Regulation (EC) No 725/2004.

## Area of Application

**3§** These port regulations apply both on water and on land within the port. The Chief Executive Officer of Luleå Hamn AB, or any person appointed by the CEO, is responsible for maintaining order within the port.

## Permit for Access to the Port

**4 §** According to Section 20 §1 of the Act (2004:487) on Maritime Security, a permit from the respective port facility operator is required to enter such parts of a port facility where it is clearly indicated—by fencing, signage, or similar means—that the general public is not permitted access.

A permit to operate a vessel within port facilities located inside the port shall be applied for through the port operator in connection with the notification made pursuant to Section 20. §

A permit to enter land areas within the port is issued by the port operator.

A permit to enter land areas within a port facility is issued by the respective port facility operator.

## **General Requirements for Vessels and for the Handling of Vessels and Cargo**

**5 §** Vessels operating in the port shall be constructed and handled in such a manner that no danger arises to persons, property, or the environment. *Handling* refers both to the handling of the vessel itself and to the handling of the vessel's equipment.

Cargo, vehicles, or other materials shall be handled, placed, or stored in locations designated by representatives of the port operator, and in such a manner that port areas, buildings, pavements, tracks, cranes, and other structures are not damaged, that emergency access routes are not obstructed, and that no danger arises to persons or the environment.

Special provisions apply to the handling of dangerous goods.

## **Traffic Regulations**

**6 §** Departing vessels shall, when circumstances allow, give way to arriving vessels.

**7 §** Vessels shall be navigated so that no danger or obstruction is caused to other maritime traffic and so that other vessels, installations, or persons are not exposed to danger or harmed. The master of a vessel shall exercise particular caution when passing a location where work is being carried out in the water.

**8 §** Without permission from the port operator, vessels may not be navigated closer than 25 metres to moored or anchored vessels. Such permission is also required for vessels that must navigate closer than 25 metres to the land boundary of a port facility.

Permission under the first paragraph is not required if geographical conditions make it unavoidable to maintain a shorter distance than 25 metres for the safety of the vessel or in connection with the vessel's arrival at or departure from a berth within a port facility.

**9 §** Aircraft may not take off, land, or be operated within the port without permission from the port operator.

**10 §** A vessel may not enter the port if there is a risk that, due to its condition or for any other reason, it may sink, obstruct maritime traffic, or otherwise pose a danger to order or safety within the port.

## **Mooring, Anchoring, Shifting, and Moving of Vessels**

**11 §** Vessels may only be laid up, moored, or anchored in locations designated by the port operator. The master of the vessel shall keep informed of the water depth at the designated berthing, mooring, or anchoring position.

**12 §** Recreational vessels may only be laid up or moored at locations specifically designated for this purpose. Recreational vessels may be laid up or moored elsewhere only with the consent of the port operator.

**13 §** Mooring with wire may only take place with permission from the port operator.

**14 §** The establishment of mooring locations or the laying of pipelines, cables, or other lines, pontoons, temporary bridge connections, or similar installations may not take place without permission from the port operator.

**15 §** Lay-up of vessels may only take place with permission from the port operator. The vessel's master, shipowner, or owner shall ensure that the vessel is properly moored and supervised during lay-up.

**16 §** When mooring, anchoring, or shifting a vessel, the master shall ensure that other vessels, quays, jetties or similar installations, cables, or lines are not damaged, and that maritime traffic is not unnecessarily obstructed or disturbed.

**17 §** The port operator may require the master, shipowner, or owner to move or shift the vessel, or to take other measures with the vessel that are necessary for maintaining order and safety in the port.

**18 §** When mooring, anchoring, or shifting a vessel, the procedure shall be carried out with tug assistance if decided by the port operator or if otherwise necessary for reasons of order or safety within the port.

## **Notification Requirements**

**19 §** For vessels intending to call at, pass through, or depart from the port, the vessel's master, shipowner, or an agent acting on their behalf shall notify the port operator. The notification shall be made as early as possible, but no later than 24 hours before the vessel's estimated arrival and no later than when the vessel is ready to depart. The port operator may, considering the duration of the vessel's voyage or other circumstances, amend the notification time or grant exemption from the notification requirement. The notification requirement in the first and second paragraphs does not apply to recreational vessels that only transit the port's waters.

**20 §** Anyone who damages a vessel, facility, cargo, or any other property within the port shall immediately report this to the port operator.

**21 §** If a vessel intends to deliver waste that is, or is suspected to be, contaminated and therefore poses a potential health risk, the vessel shall notify the port operator prior to arrival. The vessel shall then follow the specific instructions provided by the port operator regarding how this waste shall be handled.

**22 §** The master, shipowner, owner, or an agent acting on their behalf shall immediately notify the port operator and the Swedish Maritime Administration if a vessel has sunk, run aground, or otherwise become incapable of manoeuvring.

The owner of any other sunken object that may obstruct or damage vessels or facilities shall report this to the port operator. If someone other than the owner had the object in their care when it sank, that person is responsible for making the report. If the object has been lost from a vessel, the vessel's master, shipowner, or owner shall make the report.

### **Special Regulations on Conduct**

**23 §** Before dredging, hydrographic surveying, repair or maintenance work, salvage operations, towing or pushing of vessels or property, or equivalent work from a vessel, raft, or similar platform is commenced, permission shall be obtained from the port operator.

**24 §** Before a vessel is temporarily rendered incapable of manoeuvring due to repairs or similar work, permission shall be obtained from the port operator.

**25 §** Diving and underwater work may only take place with permission from the port operator.

**26 §** Turning a propeller at the quay is only permitted with permission from the port operator.

**27 §** Fishing with gear other than a rod or other handheld equipment is prohibited from land and in the waters within the port.

**28 §** Swimming is not permitted in the port.

**29 §** Barges, rafts, timber tows, and similar units that are not equipped with steering devices and are unmanned may not, without special permission from the port operator, be operated within the port when linked together to a length exceeding 100 metres or a width exceeding 20 metres.

**30 §** During loading and unloading, open flames may not be used, nor may smoking occur in cargo holds or on deck near cargo hatches. Open flames and smoking are also prohibited where signs indicating such a prohibition are displayed.

**31 §** A vessel may not be left without a remaining crew capable of moving or shifting the vessel without delay, unless permission has been granted by the port operator.

### **Liability Provisions**

**32 §** Anyone who intentionally or negligently violates any of 5–18 §§, 19 § first or second paragraph, or 20–22 §§, 23 § first paragraph, or 24–33 §§ may be sentenced to a monetary fine in accordance with Chapter 3, 22§, second paragraph of the Public Order Act. The Public Order Act also contains provisions regarding injunctions and forfeiture.

## Miscellaneous

**33 §** Permits issued by the port operator under these port regulations may be subject to conditions.

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*These port bye-laws enter into force on 26 January 2026. At the same time, the previously applicable port regulations of 22 May 2017 are repealed.*

## Appendix

### 1. Map of the geographical municipal port area

