



**PORT OF
GÖTEBORG AB**

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PORT REGULATIONS FOR THE PORT OF GÖTEBORG. GENERAL SECTION.



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1 APPLICATION OF THE REGULATIONS

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1.1 OVERARCHING REGULATIONS

Overarching regulations concerning the activities in the Port of Göteborg AB are found in legislation, ordinances, proclamations and general advice imposed by relevant authorities as well as in the “BY-LAWS FOR THE PORT OF GÖTEBORG”.

In case of dispute over the content or the interpretation of the text, the original Swedish wording shall prevail.

1.2 APPLICATION

These regulations and their appendices are applicable within the harbour area under the administration of the Port of Göteborg AB. In addition, the “REGULATIONS FOR GÖTEBORG’S OIL HARBOURS” apply in the oil harbours.

Specific regulations for each part of the port may exist as complements to these regulations.

1.3 FAMILIARITY WITH THE REGULATIONS

Everyone working, running operations or using quays within the area of application must follow these regulations.

1.4 ORDERING THE REGULATIONS

The regulations can be ordered from:

Port of Göteborg AB	Telephone: 031-731 41 15/731 41 16
Sea Traffic Department	Fax: 031-731 43 01
SE-403 38 GÖTEBORG, SWEDEN	

The regulations are also available from the Port of Göteborg AB’s website <http://www.portgot.se>



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1.5 NOTIFICATIONS AND PERMITS

All notifications to the Port Authority and permit applications for this are to be made to the Port of Göteborg AB, Sea Traffic Department.

Notifications and applications for permits concerning the oil harbours shall, however, be made to the Oil Harbour Department at the Port of Göteborg AB.

1.6 TELEPHONE NUMBER, FAX NUMBER, E-MAIL ADDRESSES, VHF CHANNELS AND ADDRESSES

Telephone numbers, fax numbers, e-mail addresses, VHF channels and addresses to departments within the Port of Göteborg AB referred to in these regulations can be found in Appendix I.



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2.1 ADVANCE NOTIFICATION OF VESSELS

Vessels to call at the port of Göteborg shall by vessel-owner, broker or responsible officer be notified to the Port Authority due 24 hours before arrival.

For calling at the oil harbours refer to "REGULATIONS FOR THE GÖTEBORG'S OIL HARBOURS".

Notification should be made via Trafo: <http://trafo.portgot.se>. An access password can be obtained from Sea Traffic.

Send a completed Advance Notification of Vessels form to the Port Authority, Sea Traffic Department and Appendix II when submitting written notification.

2.2 ADMISSION TO VESSELS

Apart from persons who have right of admission to vessels in accordance with Port Authority decisions, masters of vessels may decide which persons shall be admitted to the vessels under their supervision. The Port of Göteborg's employees shall be granted unfettered access in their line of duty at any time.

2.3 INSPECTIONS

The Port Authority reserves the right to inspect vessels with regard to the conditions stipulated in the Port By-laws and these regulations.

2.4 TANKERS IN DRY CARGO HARBOURS

Tankers are not normally permitted to enter the dry cargo harbours.

Short stopovers may be approved by the Port Authority after displaying an entry certificate issued by the master; in addition, an authorised gas tester shall be met at the quay and must issue a gas free certificate. A working certificate issued by the authorised gas tester must be displayed when at longer stopovers or when work is to be carried out onboard as well as when visiting the shipyard.

2.5 TOWING AND CALLING AT / DEPARTING FROM QUAYS

2.5.1 In general

Towing help must be used according to applicable regulations or to the extent decided by the Port Authority in consultation with the master and pilot when vessels are manoeuvred in the harbour.

2.5.1.1

When vessels are arriving or departing to or from any berth in the Port of Göteborg, the usage of linesmen is compulsory. When vessel is arriving, linesmen shall be located at the stipulated berth long before vessel has arrived. When vessel is departing, linesmen shall remain at the location until vessel has long gone left the berth. This, in order to discover and report damages on the quay. Any damaging, suspected damaging or noticeable near-accident above or below the water surface, shall be reported to the Port of Göteborg, AB, according to separate instructions issued to linesmen.

Linesmen who are assigned to this task are required to have undertaken approvable education in accordance with IMO's "Guidelines for minimum training and education for mooring personnel" FAL.6/cirk. 11 of 11th July 2005. Furthermore, the company should be approved in accordance with ISO 9000/2000 regarding mooring services and have responsibility insurance according to minimum demands.

2.5.2 Special regulations for specific quay berths

2.5.2.1 Berth #509

Compulsory assistance from at least one tug is required when arriving to berth #509 for vessels larger than 120 metres.

2.5.2.2 Berth #551

Compulsory assistance from tug boats are required on arrival to and departure from berth #551 when the wind force is stronger than 15 metres. The number and size of tug boats is determined by the pilot and the master on each separate occasion.

2.5.2.3 Quay berths #600, #601 and #602

Quay 601

Car carriers (or ships with a similar wind area) longer than 190 metres.

ARRIVAL

Wind force

0-4* m/s

4-12 m/s

12-16 m/s

Number of tugboats or total Bollard Poll

1

2

>120 tons total BP

DEPARTURE

Wind force

0-10 m/s

10-16 m/s

16-18 m/s

Number of tugboats

1

2

3** >150 tons total BP

Generally: Always at least one (1) tugboat of the Sterndrive, Voith Schneider or similar type.

*Arrival: Generally two (2) tugboats. Arriving with one (1) tugboat may be appropriate for wind forces up to 3-4 m/s and on condition that quay 520 is empty.

**When three (3) tugboats are used, loading/unloading at quays 520 and 521 is stopped. Departures in wind forces >18 m/s are possible only when exceptional weather systems are approaching and only on condition that there has been consultation between pilot/master and the Harbour Master and CTO.

2.5.2.4 Quay berths #643 and #644

Berth #644 must be empty when vessels with a width of more than 30 metres are arriving to berth #643.

Berth #644 must be empty when vessels are departing from berth #643 by tug boat.

Loading/discharging at berth #644 is stopped when vessels are departing from #643 without tug boat.

2.5.2.5 Quay berths #800 and #801

Compulsory assistance of at least one tug is required when being put into berths #800 and #801 for vessels carrying more than 5000 DWT.

Vessels arriving to or departing from Torshammen carrying more than 30 000 DWT will always use at least two tug boats.

If vessel is equipped with redundancy (two independent moving and manoeuvring systems), the ship owner can apply for exemption. Every application is tested individually.

2.6 MOORING

Vessels are not allowed to moor in the port without the express permission of the Port Authority.

Mooring alongside another vessel may only be allowed once permission has been granted by the Port Authority.

Vessels in the port shall be securely moored at all times. Mooring ropes shall be kept taut and adjusted when necessary.

2.7 PUTTING VESSELS IN ORDER

Vessels that are to arrive to quay for lo-lo operations must be put into such order that land cranes can pass both from the stem and stern (exception for vessels with angled stern ramps).

2.8 GANGWAY / ACCOMMODATION LADDER

The means of access between vessel and shore shall be safe and consist of an appropriate gangway or accommodation ladder equipped with an approved net setup between the vessel and quay according to Swedish law. It should be appropriately lit during darkness.

The gangway/accommodation ladder must not be positioned so that they obstruct activities in the harbour.

2.9 VESSELS REMAINING IN PORT

Vessels which are neither loading nor discharging are not permitted to remain in the port without the expressed permission of the Port Authority.

2.10 VESSELS' FIRE-PROTECTION

Vessels' fire-fighting equipment shall be maintained in good order and, especially on vessels carrying hazardous cargo, be ready for immediate use. The crew shall be properly trained and familiar with the use of the equipment.

2.11 FIRE PROCEDURES FOR VESSELS

2.11.1 In the event of fire onboard your vessel

- an alarm shall be sounded with the vessel's siren
- the rescue services and VTS Göteborg are to be called
- actions are to be taken to fight the fire
- all cargo handling shall be stopped
- the vessel is to be prepared for its possible warping.

2.11.2 In the event of a fire ashore or onboard another vessel in the vicinity

- the rescue services and VTS Göteborg are to be called
- go on fire-fighting standby
- all cargo handling shall be stopped
- prepare for the vessel's possible warping

2.12 SMOKE EMISSION, USE OF THE PROPELLER, ETC

2.12.1 Smoke emission

It is forbidden to discharge soot, smoke, steam, etc from the vessel, which can be an inconvenience or obstruction within or outside of the harbour.

2.12.2 Main engines

Main engines may only be used when needed to manoeuvre the vessel.

2.12.3 Use of the propeller

The propeller must not be used while at berth without special permission from the Port Authority. Permit applications are made to the Port Authority, Sea Traffic Department, using Appendix V.

2.13 MOVING UNDER VESSEL'S OWN POWER

All vessels within the port shall be ready at all times to move under their own power at short notice. Exceptions may be granted by the Port Authority. Permit applications are made to the Port Authority, Sea Traffic Department, using Appendix V.

2.14 REPAIRS

Repair work must not be carried out on vessels without a permit from the Port Authority. Permit applications are made to the Port Authority, Sea Traffic Department, using Appendix V

However, minor repairs are exempt under the condition that:

- hot work is not involved
- that the vessel is ready to move under its own power at a short notice.

Regulations for hot work are set out in chapter 5.

A permit to begin work must be obtained from the coordination officer (production supervisor/object planner) in respective parts of the harbour for repair work in the production area onboard.

2.15 SAFETY CLOTHING

Safety clothes must be worn within the production area onboard and ashore.

2.16 VESSEL'S CREW, PASSENGERS AND VISITORS

The crew, passengers and visitors to vessels in port have the right of access to the Port of Göteborg AB under the following conditions:

The master shall hand in or send via fax crew, passenger and visitor lists to gate number 4, Skandia Harbour (Port 4, Skandiahamnen).

2.16.1 Crew list

The crew list shall include first names and surnames and the date of birth.

2.16.2 Passenger list

The passenger list shall include first names and surnames and the date of birth for each person.

2.16.3 Visitors list

The visitor list shall include the first names and surnames as well as permanent address or company associations for each visitor. The list shall be signed by the officer onboard or broker.

2.17 SPECIAL SAFETY REGULATIONS

The Port Authority can notify specific safety regulations with each individual call at port.

2.18 ALCOHOL/DRUGS

In accordance with the policy of the Port of Göteborg AB concerning the use of alcohol and drugs, persons present or involved in work within the port area must not be influenced by substances from either category.



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2.19 OTHER INFORMATION

Information concerning local regulations can be found at www.portgot.se / Port of Göteborg in Swedish.

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3.1 SMOKING OR OTHER ACTIVITIES WHICH CAN IGNITE CARGO

Smoking or other activities that may give rise to open flames, formation of dangerous sparks or else set fire to cargo, are prohibited in areas where hazardous cargo are transported, handled or stored. This prohibition also applies within vehicles

3.2 CARGO HANDLING

Loading, discharging, transport and storage of cargo or other materials is only allowed at places which are specifically assigned for these purposes.

Cargo or other materials shall be handled in such a way that aprons to quays, buildings, street paving, rails, cranes and other port facilities are not damaged and that dangerous or hazardous situations do not arise. Cargo or other materials must not be placed so that they hinder access for emergency vehicles, so that storm bollards or fire hydrants are blocked or so that activities are impeded.

The "REGULATIONS FOR GÖTEBORG'S OIL HARBOURS" apply for the oil harbours.

3.3 PHOTOGRAPHY

Photographing, making film and video recordings in harbour areas under the administration of the Port of Göteborg AB, is prohibited. Permits may in some cases be granted by appointed staff members.

3.4 DIVING AND UNDERWATER WORK

Diving and underwater work may only be carried out once the Port Authority has issued a permit, applications to be made using Appendix VI.

Consultation with VTS shall take place regarding suitable work channels.

The Port Authority and VTS shall be contacted when work is started and completed.



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3.5 ALCOHOL/DRUGS

In accordance with the policy of the Port of Göteborg concerning the use of alcohol and drugs, persons present or involved in work within the port area must not be influenced by substances from either category.

3.6 SAFETY CLOTHING

Safety clothing must be worn within the production area.

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4.1 DEFINITIONS

Hot work is defined as welding, cutting, brazing, roofing, processing with high-speed tools and other work that gives rise to heat or sparks and in doing so can cause a fire. When hot work is carried out in the vicinity of inflammable materials this is classified as hazardous in respect of fires.

A *permanent workplace* is a workplace that is always prepared according to the requirements made by the Swedish Fire Protection Association (SBF) on temporary workplaces for hot work and it shall be isolated from production.

Temporary hot work is hot work that is not carried out at a permanent workplace.

The *fire protection officer* refers to the fire protection officer at the company carrying out the hot work. The fire protection officer must have experience of fire-protection and completed the SBF approved training course "Hot work".

The *coordination officer* refers to the responsible production planner or object planner.

4.2 GENERAL REGULATIONS FOR HOT WORK

The safety regulations issued by the Swedish Fire Protection Association (SBF) must be observed for all hot work carried out within the Port of Göteborg's area, see Appendix VII.

Hot work shall be executed at permanent workplaces and may only be carried out outside of these when it is not practically possible to move the object to be repaired. Exceptions from these regulations can be made through a special permit issued by the fire protection officer and the coordination officer within the part of the harbour in question.

Outside companies that carry out hot work within the Port of Göteborg's area bear their own fire protection responsibility. Companies shall have third party liability insurance with a minimum insurance cover of

SEK 10 million. Furthermore, contractors engaged by the Port of Göteborg shall have a comprehensive insurance with a minimum insurance cover of SEK 10 million.

The “REGULATIONS FOR GÖTEBORG’S OIL HARBOURS” apply for hot work in the oil harbours.

4.3 TEMPORARY HOT WORK ASHORE

When the fire protection officer determines that temporary hot work constitutes a fire risk he shall issue a permit according to form Appendix VIII, and make sure the safety regulations are observed while the work is carried out. All temporary hot work must be reported to the coordination officer to receive a starting permit.

4.4 TEMPORARY HOT WORK ONBOARD

The vessel’s master or a person appointed by the master shall act as the fire protection officer for temporary hot work onboard the vessel, and bear responsibility that the safety regulations issued by SBF are observed; including issuing permits for temporary hot work. The Port of Göteborg shall be informed of the hot work carried out onboard while berthed, in areas other than permanent workplaces according to the following procedure:

- Notification to the Port Authority that hot work will be carried out onboard while berthed, according to the form Appendix IV.
- Notification directly to the coordination officer about the hot work to be carried out within the production area onboard while berthed, in order for a starting permit to be issued.



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5.1 NOTIFICATION OF HAZARDOUS CARGO

Hazardous cargo to be brought into the harbour area must be reported to the Port Authority at the latest 24 hours before arriving in the harbour.

The "REGULATIONS FOR GÖTEBORG'S OIL HARBOURS" govern hazardous cargo in the oil harbours.

Notification is done using form Appendix III and must include the following information:

- The vessel's name and ETA.
- Information whether the hazardous cargo concern loading, discharging or will remain onboard.
- Name of the broker/vessel-owner, telephone number, and fax number.

The notification shall be accompanied by a cargo specification including at least the following information:

- Recipient/supplier
- Official transport designation
- Class and hazard group according to the IMDG code
- Co-handling group for class 1
- Secondary classes if available
- UN number
- Information on Marine Pollutant
- Packing group
- Gross weight or volume
- Net weight of explosive substances for class 1
- Flash point in degrees C for inflammable liquids
- Category, radiation level and transport index for radioactive cargo
- Packaging (type and quantity)
- Unit number

5.2 SPECIAL NOTIFICATION

In addition, contact must be made with the Port Authority, as far in advance as possible, regarding larger quantities of hazardous cargo or cargo that can cause particular risk.

5.3 SPECIAL SAFETY REGULATIONS

Where appropriate, the Port Authority may issue specific safety regulations for hazardous cargo.

5.4 MARKING AND LABELLING

Load carriers and packages within the Port of Göteborg's area that contain hazardous cargo shall be marked and labelled according to the IMDG code.

5.5 PLACEMENT OF HAZARDOUS CARGO

Hazardous cargo must be separated within Port of Göteborg's area in accordance with the IMDG code and be placed according to the regulations that apply in respective parts of the harbour.

5.6 LOADING AND DISCHARGING HAZARDOUS CARGO

Hazardous cargo shall be brought into the port area as late as it is practicably possible prior to loading. Special regulations apply for class 1 and class 7.

Hazardous cargo shall be transported out of the port area as soon as possible after discharging. Special regulations apply for class 1 and class 7.

The loading of hazardous cargo shall commence as soon as possible after the cargo has been transported to the vessel. Transport of the cargo to the vessel shall be undertaken as close to the vessel's departure as is practical.

The discharging of hazardous cargo shall commence as soon as possible after the arrival of a vessel.

5.7 REPORTING ACCIDENTS/NEAR-ACCIDENTS

Accidents/near-accidents concerning hazardous cargo shall be reported immediately to the Port Authority.

6 REGULATIONS FOR BUNKERING

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6.1 DEFINITIONS

The term *Receiving vessel* means a vessel that receives bunkers either from a shore pipeline, another vessel or a vehicle.

The term *Bunkering vessel* means a vessel that delivers bunkers to a receiving vessel.

The term *Bunkering vehicle* means a tank-truck or other vehicle that delivers bunkers to a receiving vessel.

6.2 NOTIFICATION

Notification according bunkering operations shall be made via a call to VTS Göteborg on VHF channel 13 when operation is to be carried out in the port area.

Notification shall include the following information:

- the name of the receiving vessel,
- the name of the bunkering vessel,
- the time and location of the bunkering, and
- the quantity to be bunkered.

6.3 DISTRIBUTION OF RESPONSIBILITY

The crew of the bunkering vessel shall complete training and obtain certification in Green Bunkering before bunkering may be carried out and the "Safety checklist before bunkering" Appendix IV must be completed.

The person onboard the receiving vessel who is responsible for the bunkering shall, prior to the bunkering operation, appoint a safety guard who has the authority to order the cessation of the pumping if necessary. The person onboard the receiving vessel that is responsible for the bunkering operation and the master of

the bunkering vessel or the driver of the bunkering vehicle are obliged, within their respective areas of responsibility, to take all necessary precautions to prevent the release of bunker oil into the water or onto the shore.

6.4 BEFORE THE BUNKERING OPERATION COMMENCES

All scuppers on the receiving vessel and the bunkering vessel that are affected by bunkering shall be sealed.

The tank goose-necks shall be equipped with suitable overflow protection devices.

The master of the bunkering vessel or the driver of the bunkering vehicle shall inform themselves about the maximum pumping pressure by which the product can be received and the quantity to be filled into each tank.

The hose from the bunkering vessel or the bunkering vehicle shall be securely connected to the manifold onboard the receiving vessel and rigged in such a way that it will not be damaged by the movements of the vessel.

Only hoses that are approved for the purpose and tested during the previous 12 months must be used.

All valves that are in use on the receiving vessel must be supervised by receiving vessel to make sure they are set to the right tanks.

Safe communications shall be established between the receiving vessel and the bunkering vessel or the bunkering vehicle. Communications shall be maintained until the bunkering operation is completed and the bunkering hose (bunkering arm) is disconnected.

6.5 DURING BUNKER TRANSFER

Hose-connections shall continuously be monitored to prevent leakage.

A safety guard shall be in attendance during the entire bunkering operation. The guard shall maintain in such a place that he can immediately order an interruption of the pumping, should this be called for due to overfilling or otherwise.

The oil level in the tanks shall be monitored carefully. The greatest caution shall be exercised during the “topping up” of tanks.

6.6 AFTER COMPLETION OF THE OPERATION

Prior to blowing out hoses with air, the responsible officer shall ensure there is adequate space in the tank being filled to receive its contents.

The hose of the bunkering vessel or the bunkering vehicle shall be disconnected in such a way that oil is not spilled. Drip trays shall be used. The hose shall be blinded before being brought back to the bunkering vessel or ashore to the bunkering vehicle. New gaskets and a complete number of bolts shall be used when mounting blind flanges.

6.7 ACTIONS IN CASE OF OIL SPILLS

In the case oil is being spilled the following actions shall immediately be taken:

- Pumping shall be stopped.
- The valves onboard the bunkering vessel or the bunkering vehicle and the receiving vessel shall immediately be closed.
- VTS Göteborg shall be alerted.



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7.1 IN GENERAL

The Port of Göteborg AB delivers fresh water from quays using hoses equipped with 63 mm SS [Swedish Standard] couplings and pipe elbows. The connection onboard is managed by the vessel's crew.

7.2 ORDERING FRESH WATER

Orders are made to respective parts of the port as per Appendix I

The following must be stated when ordering fresh water:

- the ETA and ETD of the vessel
- required amount of water
- the telephone number and address of the orderer.

7.3 TIME FOR ORDER

For delivery Tuesday to Friday the order shall be made at the latest 24 hours before the required delivery time.

For delivery Saturdays, Sundays and public holidays or days after Sundays and public holidays the order shall be made at the latest by 9.00 a.m. on the previous working day or according to agreement.



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8.4	Discharge of harmful substances in packaged form
8.5	Discharge of sewage and grey water
8.6	Discharge of garbage
Appendix I	Telephone numbers, fax numbers, e-mail addresses, VHF channels and addresses
Appendix X	Notification on the delivery of waste from vessels
Appendix XI	Waste reception in the port of Göteborg

8.1 THE DISCHARGE OF WASTE IN GENERAL

8.1.1 Waste from vessels received by the Port of Göteborg AB

- Oil residue originating in the vessel's engine room (sludge), bilge water containing oil and oil load residue, which may not be released at sea.
- Residue from harmful substances and hazardous waste
- Sewage and grey water that may not be released while at sea
- Garbage that may not be released while at sea is received from vessels at quays administered or utilised by the Port of Göteborg, when the waste has emanated onboard the vessel.

8.1.2 Time for notification of a discharge requirement

Notification of a discharge requirement shall be made to the port according to Appendix X at the latest 4.00 p.m. weekdays and at noon on days before a non-working day, however, at the latest 24 hours before the discharge is intended to be carried out.

8.1.3 Waiting time

When discharging the waiting time must not exceed 15 minutes. The discharge shall be carried out at the agreed time.

8.1.4 Additional costs

The vessel bears responsibility for additional costs that could arise if the conditions in the directions are not observed.

8.3.2 Before the discharge is started

All scuppers on vessels receiving oily waste and load residues and which are affected by the reception are to be sealed.

The tank goosenecks of receiving vessels or vehicles shall be equipped with suitable overflow protection devices.

The master of the receiving vessel or the driver of the receiving vehicle shall notify the discharging vessel of the highest pumping pressure to be used during the discharge and the quantity to be filled into each tank

Hoses utilised for the discharge of pumpable waste shall be securely connected onboard the discharging vessel and the receiving vessel or vehicle and rigged in such a way that they are not damaged by the movement of the vessel.

Only hoses that are approved for the purpose and tested during the previous 12 months must be used.

Spillage receptacles are to be placed under the manifold connections on the discharging vessel, receiving vessel or vehicle.

All valves onboard the receiving vessel or vehicle shall be supervised to ascertain that they are positioned in such a way that the correct tanks are filled.

Hoses, pipelines and handling areas shall be lit so that leakage can be discovered.

Safe communications shall be established between the discharging vessel and the receiving vessel or vehicle. Communications shall be maintained until the discharge is completed and the hose disconnected.

8.3.3 During discharge

Hose equipment shall be constantly monitored to prevent leakage.

The driver of the receiving vehicle, the safety watch on the receiving vessel and the hose watcher on the discharging vessel shall remain in such a position during the entire discharge operation that they are able to order the immediate cessation of pumping.

The level in the receiving tanks shall be continuously monitored.

8.3.4 After completion of the operation

Hose connections shall be disconnected so that oily waste is not spilt. Drip trays are to be used. Hoses not equipped with shut-off valves shall be blinded prior to being brought back to the receiving vessel or vehicle.

8.3.5 Actions in the event of spillage

In cases of a hose rupture, an overflow, or any other event causing a spill of engine room waste the following measures shall immediately be taken:

- Pumping is to be stopped.
- All valves used for the transfer shall be closed onboard the discharging vessel and the receiving vessel or vehicle.
- VTS Göteborg shall be alerted.

8.4 DISCHARGE OF HARMFUL SUBSTANCES IN PACKAGED FORM.

8.4.1 Packages

Waste is to be discharged in whole, fully sealed packages, clearly and permanently marked with the contents and vessel's name and date.

8.5 DISCHARGE OF SEWAGE AND GREY WATER

8.5.1 Discharge devices

The pressure in the hose between the vessel and the reception facility ashore must not exceed 0.6 MPa (6 kp/cm²).

The discharging vessel's connection for the discharge of sewage shall be designed according to the international standard for this type of connection.

8.5.2 Safety watch and supply of personnel

The discharging vessel shall provide an onboard watch during the entire discharge period to prevent spillage and leakage.

The discharging vessel provides personnel to connect and disconnect hoses onboard between the vessel and the reception facility.



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8.6 DISCHARGE OF GARBAGE

8.6.1 Packages, sorting and marking

Containers that contain solvent or other chemicals shall be whole, fully sealed and permanently marked with their contents and the vessel's name and date.

The waste should be sorted as per Appendix XI when left.

Waste that can spread odours or infection or in general be harmful to persons onboard or in the harbour shall be well-packed and labelled with their table of contents.