

58°37'30.5"N 16°13'27.5"E

# PORT OF NORRKÖPING ORDER AND SECURITY REGULATIONS



Approved by the municipal council of Norrköping municipality 2013-08-26 and amended 2015-03-30 § 46, and 2018-06-18 § 110.

In addition to what is stipulated in the Public Order Act (SFS 1993:1617) and in other laws and regulations, the following regulations on order and security will apply in the port of Norrköping.

Norrköping municipality stipulates based on section 1 of the ordinance (1993:1632) with authorization for municipalities and county administrative boards to issue local regulations in accordance with the Public Order Act.

## DEFINITIONS

### **GROSS TONNAGE:**

The figure stated in the ship's tonnage certificate.

### **DANGEROUS GOODS:**

Types of goods regulated within the framework of the regulations ADR-S 1, RID2 and IMDG3.

### **SHIPS:**

Any object used for transport on water and any other object that can be moved on or in water.

### **PORT AUTHORITY:**

CEO of Norrköpings Hamn AB (556007-2679) or the latter/s put in their place.

### **PORT:**

Land and water area that includes the Port Area and quay facility on Djurön.

### **PORT AREA:**

Land and water areas marked according to the attached map (Appendix 1).

### **ISPS:**

(International Ship and Port Facility Security code) port areas and port facilities regulated within the framework of the Act (2004:487) on Maritime Security and the Act (2006:1209) on Port Security.

### **MOORING SERVICES:**

services related to the arrival, departure, and warping of ships, which are carried out by the Port Authority or by the practitioner procured by the Authority.

### **AREA OF ACTIVITY:**

Area where the Port of Norrköping has a permit to conduct port operations.

### **RESPONSIBLE FOR OPERATIONS:**

Legal entity operating in a particular field of activity.

### **PROFESSIONAL TRAFFIC:**

Ship traffic, irrespective of tonnage, used for purposes other than leisure activities.

## GENERAL CODE OF CONDUCT

### 1 §

Basic provisions on public order and security in public places can be found in Chapter 3 of the Public Order Act. Within the port area, port and terminal operations and other activities are carried out by various practitioners. In addition to these regulations, activities in these areas are regulated by site-bound regulations.

These site-bound regulations contain the additional provisions on order and safety required by the activities carried out as well as international and national regulations. For the part of the port area that is considered a public place, the general local regulations of the municipality also apply.

### 2 §

Within the port area, general rules of order and traffic apply in accordance with current Swedish legislation and local regulations issued by authorities.

Persons and entrepreneurs who reside or carry out activities in the port area are obliged to follow the rules and instructions that apply in each area of activity.

### 3 §

In the areas covered by the maritime and port security laws, special rules apply to access and the transport of goods. Pre-notification for access or transport of goods to these areas is mandatory.

### 4 §

Unauthorized persons may not be present in areas where port or terminal operations are conducted. Access to such areas shall be preceded by notification to the respective operator.

### 5 §

The Port Authority has the right to take such temporary reasonable measures as are necessary for the protection of people, ships, goods, security and the environment.

## FEES

### 6 §

The Port Authority decides all charges related to the Port of Norrköping port and terminal operations within the port area.

### 7 §

Port charges for ships and cargoes and other fees charged by the port authority shall be paid before the ship leaves port unless otherwise agreed between the parties.

### 8 §

The port authority has the right to charge vessels, cargo owners or others for such costs as have arisen from measures taken in accordance with § 6 above.

## TRAFFIC REGULATIONS

### 9 §

Ships may not enter the port area without the approval of the port authority. However, ships intended solely for non-professional activities may pass through the port area without special permission but may not call at the port docks. Such ships shall always be operated so that other traffic or inbound ships are not disturbed.

## NOTIFICATION

### 10 §

Prior to entering the port, the captain of the ship, the shipowner or his authorised representative shall notify the port authority thereof. The notification shall be made in as good a time as possible, but not later than 24 hours before the estimated arrival of the ship and in the manner specified by the port authority.

The port authority may, considering the duration of the ship's voyage or other circumstances, grant a shorter notification period or exemption from the notification obligation. Changes in the estimated time of arrival shall be communicated to the port authority without delay.

1 European Agreement Concerning the International Carriage of Dangerous Goods by Road.

2 Règlement concernant le transport international ferroviaire de marchandises Dangereuses

3 International Maritime Dangerous Goods Code

**11 §**

Prior to leaving the port, the master of the ship, the shipowner or his representative shall notify the port authority thereof. Notification of departure shall be made at the latest when the ship is ready to depart.

**12 §**

The port authority may, upon application, grant exemptions from the notification requirements.

**13 §**

The master of the ship, the owner or his representative shall, at the latest upon arrival of the ship, provide the port authority with such information as is necessary for the calculation of ship and cargo charges. Preliminary information on arriving and departing goods is provided no later than 16:00 on a working day before the start of unloading and loading. Full details shall be provided no later than five working days after the departure of the vessel.

**14 §**

The Port Authority confirms orders and designates berths considering the current traffic situation. Ships engaged in liner traffic services may, with the approval of the port authority, be given priority. The Port Authority may establish a different order if the traffic and/or cargo situation so requires. Ships must in all respects be ready for loading/unloading to be able to claim their turn in order..

**15 §**

Ships may only be laid, moored, or anchored on site as designated by the Port Authority. The Captain of the ship shall keep himself informed of the depth of water at the designated manoeuvring and mooring site.

**16 §**

The layup of ships may only take place with the permission of the Port Authority. Shipowners or owners of ships who are granted a permit for layup are obliged to take such environmental and safety measures to prevent accidents and unauthorised access to the ship.

**17 §**

Ships shall not enter the port area if there is a risk that, because of its condition, known or feared risks to its crew or cargo, or for any other reason, the ship may sink, impede ship traffic or otherwise endanger order or safety.

**18 §**

Masters, shipowners, or ship agents shall immediately notify the Port Authority if a ship has sunk, run aground or otherwise become incapacitated.

**19 §**

Masters, shipowners or ship agents shall immediately notify the Port Authority if, on arrival, departure or warping, a ship has caused or is suspected of causing damage to the port facility, cranes or cargo.

**MOVEMENT, MOORING, WARPING, ETC****20 §**

Ships must be sailed, moored, and handled within the port area in such a way that danger or obstacles do not arise for persons, other vessels, goods and facilities and that ship traffic is not unnecessarily obstructed or disturbed. Management refers to both the handling of the ship and the handling of the ship's equipment.

**21 §**

The master of the ship shall exercise special care when passing places where there is ongoing work in water.

**22 §**

Ships may not anchor or tow anchors within the port area. If anchoring or dragging of anchors has nevertheless occurred, this must be reported to the Port Authority.

**23 §**

In the event of mooring, anchoring, or warping, measures shall be taken with the assistance of a tug, if the Port Authority deems it necessary for reasons of order or safety within the port area. Unmanned barges and rafts not equipped with a steering device may not be driven in the port area without the assistance of an additional tug. The Port Authority may decide on mandatory tugboat assistance.

**24 §**

Ships with a gross tonnage exceeding 500 require mandatory mooring services on arrival, departure, and warping in cases where warping involves a change of berth.

## **25 §**

Masters, shipowners or owners of ships shall, at the request of the Port Authority, move or warp the ship without delay or take any other action with the ship which is necessary for the order, safety and commercial operation of the port.

## **26 §**

Before starting repair or maintenance work or equivalent work from the quay or raft, underwater work or the like, permission must be obtained from the Port Authority. Diving and underwater work may take place only with the permission of the Port Authority. Before ships are temporarily rendered inoperable by repair or equivalent work, permission must be obtained from the Port Authority.

## **27 §**

Propeller rolling at the quayside may only take place with the permission of the Port Authority. The main engine of the ship shall not be operated when quayside cranes are in operation over the ship. Under no circumstances may ships pass under cranes in operation or in the unfolded position. Ships shall also not have equipment running that interferes with or may interfere with electronic traffic and shall, at the request of the port authority, turn off the equipment. Examples of such can be radar equipment and VHF.

## **28 §**

Ships must never be left without crew, who may at any time move or delay the ship.

## **29 §**

Ship masters are obliged to ensure that pollutants or waste from the ship do not enter the water. The master is also obliged to ensure that the operation of the ship does not cause unreasonable inconvenience to others using the port area and to immediately inform the Port Authority of pollutants or waste entering the water and to ensure that the substances or waste are removed. Masters, shipowners, owners, or agents of any of these shall immediately notify the Port Authority if a ship has sunk, run aground, become inoperable, has undergone reduced manoeuvrability or leaked oil or other contamination.

## **30 §**

Anyone who, within the port area, causes an accident or incident involving damage to a person, ship, facility, goods, or any other property must immediately report this to the operator concerned. Owners of sunken objects that may hinder or damage ships or facilities must submit a notification to the Port Authority. If

someone other than the owner was in charge of the object when it sank, the notification obligation is incumbent on him. If the object has been dropped from a ship, the captain, owner or owner or agent of the ship of any of these shall make the notification. The owner of a such sunken object is always obliged to salvage the object at the request of the Port Authority.

## **31 §**

Open fire or smoking must not occur in or near holds or warehouses. Open fire or smoking must also not occur where there is a ban notice.

## **32 §**

Permits for "hot work" must always be obtained from the operator.

## **DANGEROUS GOODS**

## **33 §**

Current legislation on the handling and transport of dangerous goods shall be complied with by the person transporting such goods to or from the port area and by the person who places or otherwise handles dangerous goods in the port area. In the case of goods which are not classified as dangerous goods, but which may nevertheless cause danger or inconvenience - appropriate precautions must be observed. Prior notification of the special characteristics of the goods must be made to the operations manager.

## **LIABILITY PROVISIONS**

## **34 §**

Anyone who intentionally or negligently violates any of sections 4-5, 10-13, 15, 18-35 of these regulations may be sentenced to monetary fines under Chapter 3, Section 22, second paragraph of the Public Order Act.

The Public Order Act also contains provisions on injunctions and confiscations.



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