

## **Local Traffic and Safety Regulations for the Port of Malmö,**

### **Including the Port of Limhamn (The Port Regulations); Stipulated by the County Administration 31 of January 2000.**

Under the provisions of §4 of the Decree (1993:1632), empowering local authorities and county administrations to issue regulations pursuant to the Regulatory Act (1993:1617), the County Administration hereby orders that the following regulations shall apply to the Port of Malmö, including the Port of Limhamn, within the jurisdiction of the Municipality of Malmö.

#### ***Introductory Provisions***

##### **§ 1**

The expression "Port" and "Port area", and various conjunctions thereof, are here taken to signify both the Port of Malmö and the Port of Limhamn, unless otherwise is stated.

##### **§2**

The basic rules and regulations in respect of general order and safety in public places are embodied in Chap.3 of the Regulatory Act.

These local regulations include the further stipulations in respect of order and safety in the ports, as are required in view of the operations that are conducted in each respective port.

The general local municipal by-laws also apply to that part of the port area which is a public place.

##### **§ 3**

These regulations apply in water and on land within the port area marked on the appended map (Appendix 1). The port area is administered by Malmö Hamn AB on behalf of the Municipality.

##### **§ 4**

The term "Port Traffic Organisation", in these regulations, is taken to signify the Chief Executive Officer, the Chief of the Traffic Department and the port Traffic Controllers at Malmö Hamn AB.

##### **§ 5**

In these regulations the term "vessel" is taken to signify any object which is employed for transport on water, and any other object which may be navigated on or in water.

#### ***Traffic Regulations***

##### **§ 6**

All vessels of a Gross Tonnage exceeding 50 BRT and all tugs and towing vessels of a total length (including tow) exceeding 50 m, are obliged to report their arrival on VHF Ch.14, in order to attract the attention of other vessels, at least 2 (two) nautical miles before entering into each respective entry channel to the port.

The same duty to report applies to vessels as mentioned in the preceding paragraph, before leaving their berth including shifting of berth.

The provisions of this Section do not apply to the Port of Limhamn.

§ 7

Vessels must be navigated so that no danger or obstruction occurs to other sea traffic. In addition, vessels must be navigated such that other vessels or installations or persons are not exposed to danger or suffer damage or injury. The Master of any vessel must observe particular caution when passing areas where work is in progress in the water.

Where circumstances permit, outgoing vessels shall give way to incoming vessels.

§8

No aircraft may touch-down within the port area, without the permission of the Port Traffic Organisation.

***Mooring, Shifting Berth, etc.***

A vessel may be laid-to, moored or anchored only in places indicated by the Port Traffic Organisation.

It is the duty of Masters' of vessels to be familiar with the navigable water depth at laying-to-, mooring- or anchorage-berths to which they are directed.

Tugs and boat-men from land are to be employed as necessitated by circumstances from the viewpoint of traffic safety.

§ 10

Vessels may only be laid-to after permission from the Port Traffic Organisation. The Master, shipping agent or owner of the vessel shall ensure that the vessel is correctly moored.

§ 11

When anchoring, mooring or shifting, the Master of a vessel must ensure that other vessels or quays, landing stages or similar installations, as well as cables or conduits are not damaged, and ensure that sea traffic is not unduly obstructed or disrupted.

§ 12

Preparations or establishments of berths or laying-out of conduits, cables or other leads, pontoons, or temporary connections and similar installations, must not be put into effect without the permission of the Port Traffic Organisation.

§ 13

Masters, shipping agents or owners must move or shift the vessel or adopt other measures in respect of the vessel as are necessitated in view of order or safety in the port.

§ 14

No vessel may be brought into the port area if there is a risk that the vessel, because of its condition or because of other reasons, may sink, obstruct sea traffic or otherwise constitute a danger to order of safety in the port area.

#### § 15

Masters, shipping agents, owners or representatives of any of the foregoing must immediately report to the Port Traffic Organisation if a vessel has sunk, run aground or otherwise become disabled and rendered unmanoeuvrable.

Owners of submerged objects which may constitute an obstacle to or cause damage to vessels or installations must make a report to this effect to the Port Traffic Organisation. If any other person than the owner was in charge of the object when it sank, it is the person's duty to file such a report. If the object has been lost from a vessel, the Master, shipping agent or owner of the vessel must file the report.

Raising of vessels or cargo may not be carried out without the prior permission of the Port Traffic Organisation.

#### § 16

Any mooring, anchoring or shifting operation must be carried out with the assistance of a tug if this is necessitated in view of due order and safety within the port area.

### ***Duty to Notify***

#### § 17

The Master, owner or their representatives must notify the Port Traffic Organisation if the vessel is to dock at or pass through the port.

Such a notification must be made as early as possible, and no later than 24 hours before the arrival of the vessel. In view of the time involved for vessel's journey, or in view of other circumstances, the Port Traffic Organisation may permit a shorter prior notification time, or grant exemption from this duty of notify.

The master must notify the time of departure of the vessel to the Port Traffic Organisation at the latest when the vessel is ready to depart.

### ***Loading, discharge, stacking of Cargo, etc.***

#### § 18

Cargo, vehicles or material must be handled, stored or stacked at sites specifically indicated by the Port Traffic Organisation and in such a manner that wharves, buildings, road surfaces, tracks, cranes or other objects are not damaged, and such that no danger to persons occurs.

Cargo sheds, cranes, mooring installations, gangways, rescue equipment, fire-prevention alleys, water or fire hydrants may not be obscured.

Special regulations apply in respect of reporting and handling hazardous cargo.

### ***Special Regulations***

#### § 19

Permission must be obtained from the Port Traffic Organisation before major repair or maintenance work (or the equivalent) from a raft or similar apparatus is commenced.

#### § 20

Permission must be obtained from the Port Traffic Organisation before a vessel is temporarily disabled and incapable of manoeuvre as a result of repair or similar work.

#### § 21

Diving and underwater work may only be carried out after permission has been obtained by the Port Traffic Organisation.

Fishing with nets, traps or lines is prohibited.

Bathing is prohibited within the port area unless the Port Traffic Organisation grants exemption for a certain bathing site.

#### § 22

Propellers or screws may not be turned when the vessel is at berth, without the permission of the Port Traffic Organisation.

#### § 23

Anyone damaging a vessel, installation, cargo or any other property within the port area shall immediately report this to the Port Traffic Organisation.

#### § 24

No naked flame may be used, and smoking is prohibited in cargo holds or on deck close to hatches during loading and discharging of cargo. The use of naked flame and smoking are also prohibited in areas where signs to this effect are displayed.

The emission of sparks from smokestacks, exhaust pipes or other equipment must be avoided at berths or close to any other vessel or mooring.

In Malmö Oil Port and in general handling of petroleum products or other flammable materials, a vessel must at all times be provided with efficient spark screed or arrester.

### ***Anchoring, Fishing and Diving***

#### § 25

In addition to these port regulations, the decisions of the County Administration at present or future, are to be applied regarding the prohibition of anchoring, fishing and diving in different parts of the harbour.

### ***Ban on Entry and other matters in respect of Malmö Oil Port***

#### § 26

The decisions of the County Administration at present or future, are to be applied regarding the prohibition of entrance for unauthorised persons to Malmö Oil Port, in addition to these port regulations.

### ***Penalties***

#### § 27

Anyone wilfully or negligently in breach of any of §§ 6-17, § 18 subsec. 1 and 2, or §§ 19-24 inclusive, may be liable to fines pursuant to Chap. 3, § 22 subsec. 2 of the Regulatory Act.

The Regulatory Act also embodies stipulations on the issue of Official Orders and on confiscation.