

# PORT AND TERMINAL INFORMATION BOOK 2022



**Kvarken  
Ports**

THE PORTS OF UMEÅ AND VAASA

# PORT AND TERMINAL INFORMATION BOOK 2022 VAASA



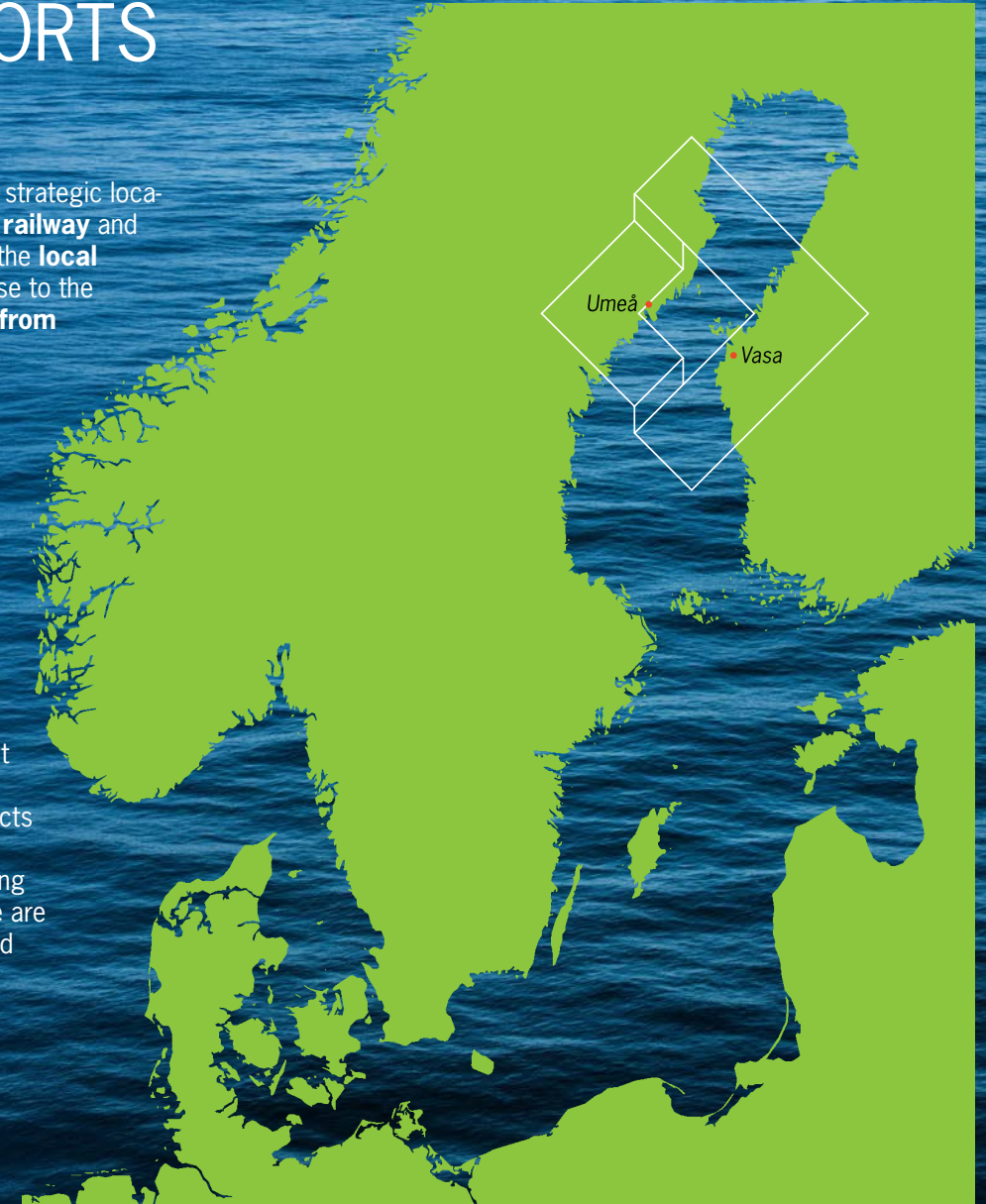
# Kvarken Ports

Updated 1.1.2022

## KVARKEN PORTS VAASA

**KVARKEN PORTS VAASA** has a strategic location with good connections to the **railway** and the **road networks** as well as to the **local industry**. The port is situated close to the **city center** and **ten kilometers from the international airport**. Great logistics connections ensure that the port can serve the whole of western and central Finland.

**The port offers the most northerly year-round passage between two countries by the sea with the world's most environmentally friendly car and passenger ferry Aurora Botnia..** Kvarken Ports Vaasa currently handles the import and export of bulk products, such as oil products, agricultural products and general cargo. Kvarken Ports Vaasa is also specialized in handling demanding project transports. We are extremely customer orientated and focused on high-quality services.





WHEN POLICE, AMBULANCE OR  
FIRE BRIGADE IS NEEDED

**CALL 112**

## PORT EMERGENCY PROCEDURES

1. Contact the **emergency centre**, phone number **112**
2. Contact the **Port Facility Security Officer +35840 047 9163**  
or the **Vice Security Officer +35840 559 9652**  
**Outside office hours**, contact the lines men **+35840 567 2975**
3. Prepare the vessel to leave, if necessary
4. **Wait for instructions** from the Kvarken Ports Vaasa on **VHF Channel 16**

Police: **112**

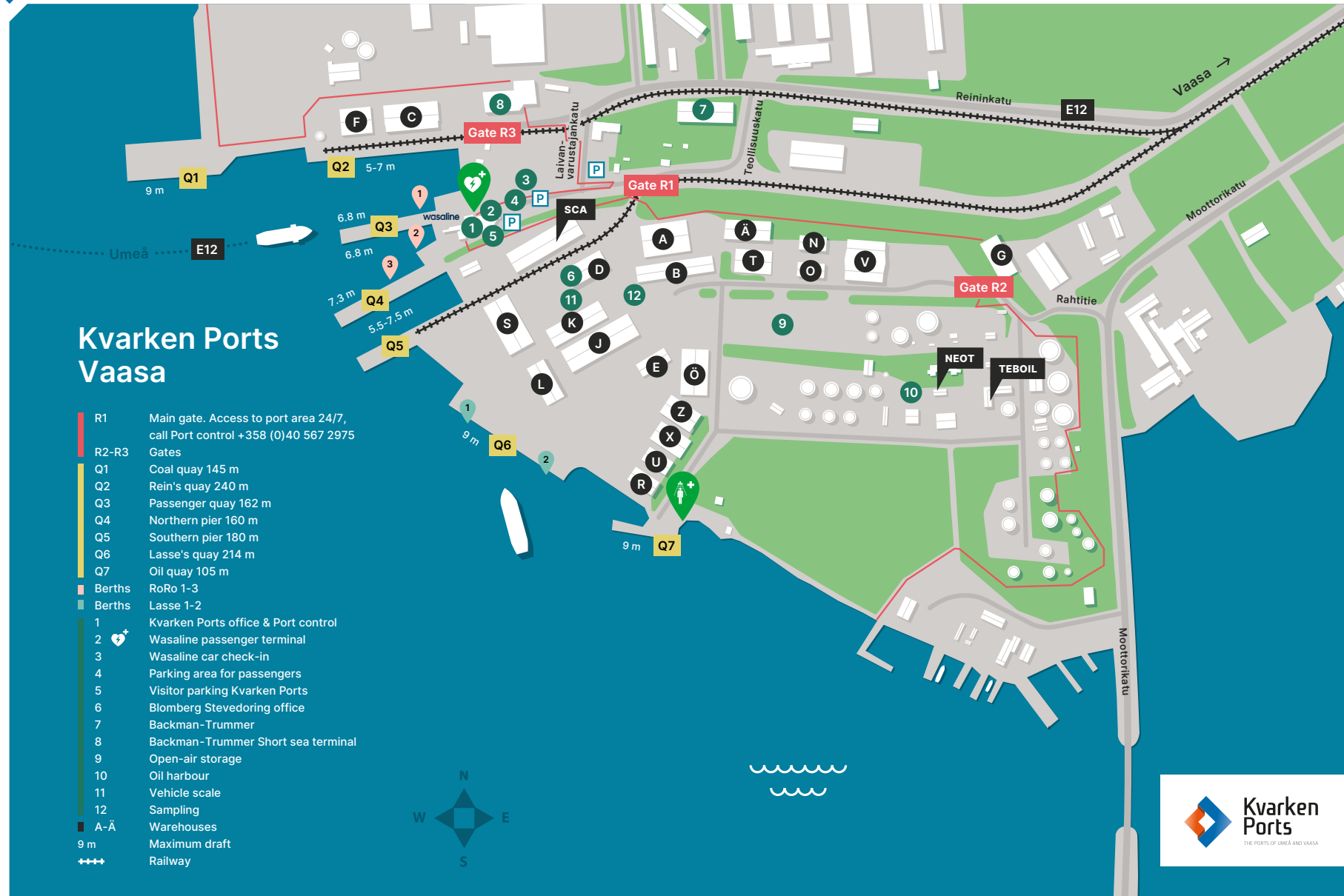
Ambulance: **112**

Fire alarm: **112**

Maritime Rescue

Coordination Centre (MRCC): **+358294 1000**

Poison Information Center: **+358800 147 111**



## CONTACTS

### Address

Laivanvarustajankatu 6  
65170 VAASA

### Coordinates

63°05'06.5"N 21°32'55.0"E

### Website

www.kvarkenports.com

### Managing director & vice Security Officer (PFSO)

**Teijo Seppelin**

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### Traffic manager & Port Facility Security Officer (PFSO)

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### Lines men 24h

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✉ vaasaport@kvarkenports.com

### Up to date contact information:

www.kvarkenports.com

### Tugs (Vaasan Hinaus)

☎ +35850 026 7927 or +35850 557 4739

## VHF AND LA CHANNELS

The port **ch. 12**  
(except oil tankers arrival **ch 15**)

The pilots **VTS ch. 13**

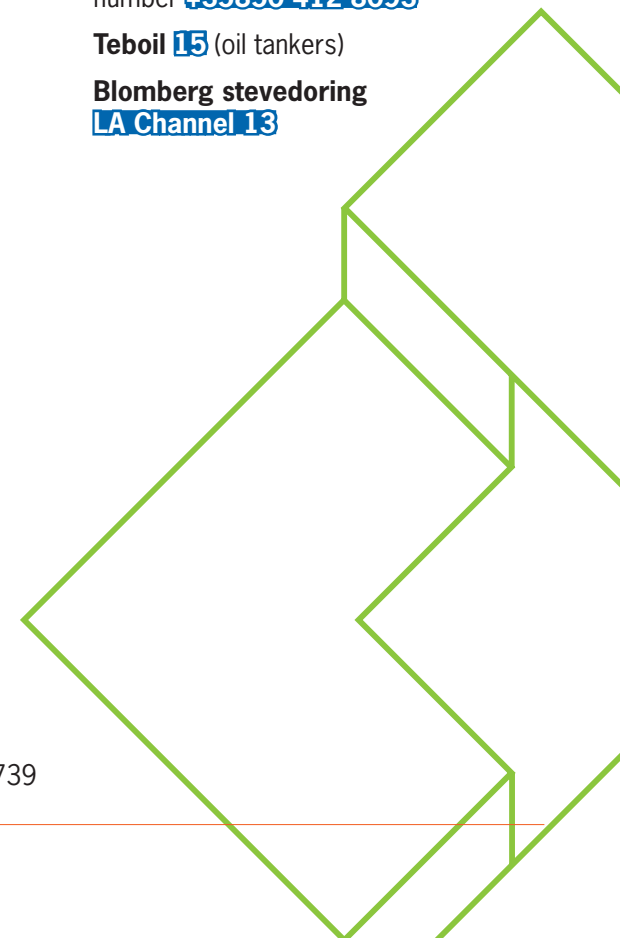
West coast **VTS ch. 9**

**NEOT 15**

24/7 emergency  
number **+35850 412 8093**

**Teboil 15** (oil tankers)

**Blomberg stevedoring**  
**LA Channel 13**





# BERTHS AND FIXED CARGO HANDLING FACILITIES



## LASSE'S QUAY

- > Length 214 m
- > Draught 9 m

## COAL QUAY

- > Length 145 m
- > Draught 9 m
- > Conveyor belt for discharging of coal
- > Capacity 1200 tons/hour

## OIL QUAY

- > Length 105 m
- > Draught 9 m
- > Three oil discharging arms, capacity 1000 tons/hour/product
- > Max two products

## SOUTHERN PIER

- > Length 180 m
- > Draught 7.3 m

## REIN'S QUAY

- > Length 240 m
- > Draught 7 m

## PASSANGER HARBOUR QUAYS

### Ro-Ro 1

- > Length 162 m
- > draught 6.8 m

### Ro-Ro 2

- > Length 162 m
- > draught 6.8 m

### Ro-Ro 3

- > Length 160 m
- > draught 7.3 m

## 65 warehouses

- > 47 000 m<sup>2</sup>
- > Fields 8ha
- > Mobile cranes available

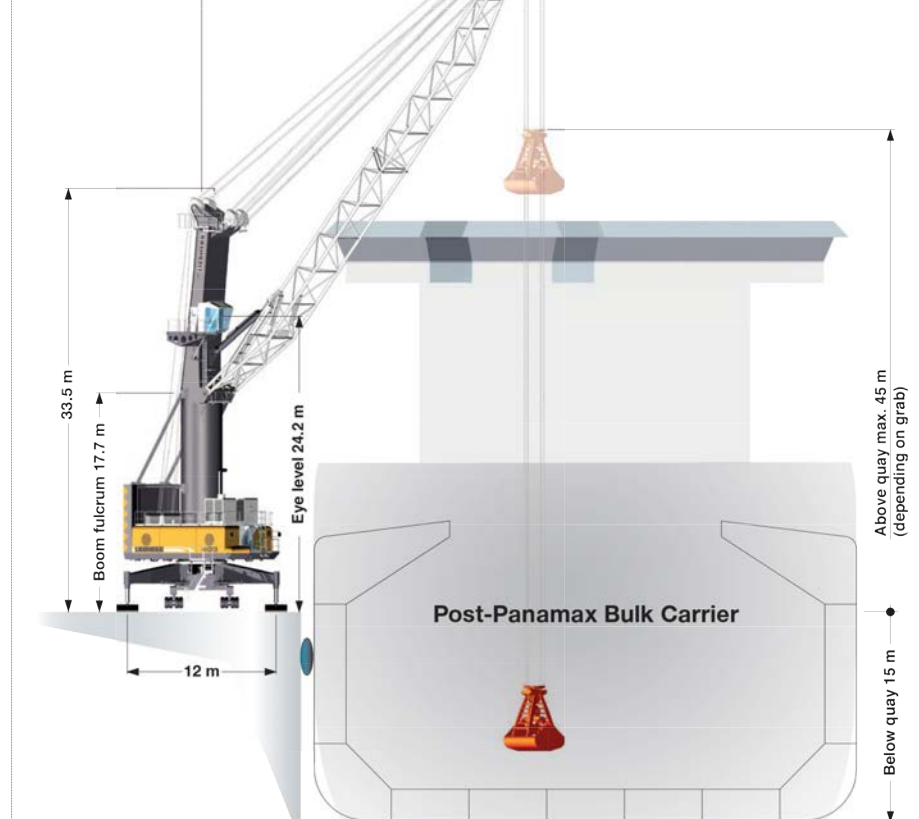
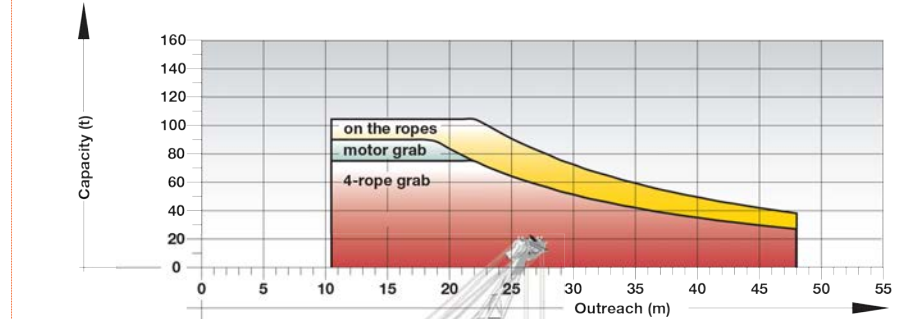
# CRANES

- > Mantsinen MSK 100-8 EX750
- > Liebherr LHM 400 x2

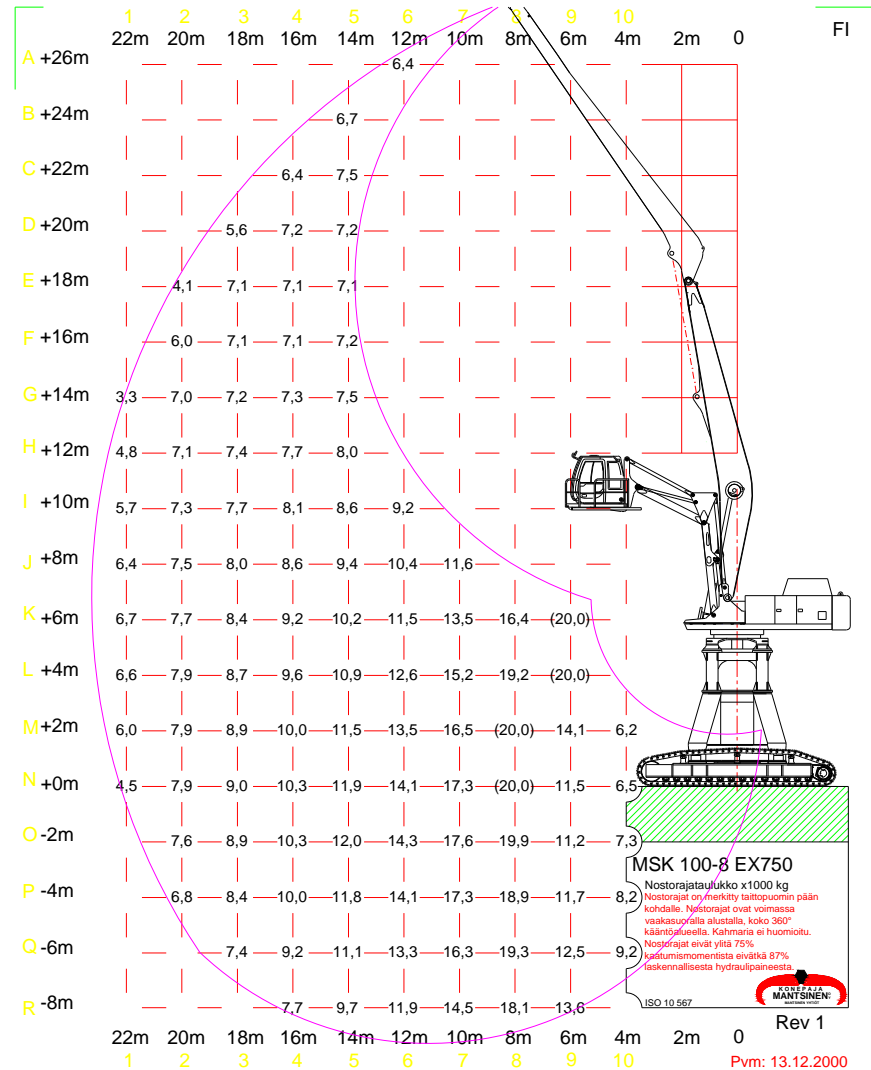


## Liebherr LHM 400

Load diagram



**Mantsinen MSK 100-8 EX750**



Peruskone: Hitachi Ex 750  
Nostopuomi: 11,5 m käyrä,  
Taittopuomi: 12 m,  
Laskennallinen hydr. paine: 350 bar

Rungon korotus 2,5m + 1,5m  
Ohjaamonostolaite N2-4300  
Katso koneen tarkempi rakenne konetta  
koskevasta "spesifiointi" -dokumentista.

Huom: jos koneen rakennetta  
muutetaan millään tavalla, koneen  
nostoraja-arvot saattavat muuttua.



**CARGO HANDLING FACILITIES**

**Wheeled loaders**

- > 7 units
- > working weight 4.5 – 28 tons

**Fork-lift trucks**

- > 8 units
- > capacity 2 – 25 tons

**Reach stackers**

- > 4 pc reach stackers
- > lifting capacity 41 - 72 tons

**Terminal tractors**

- > 6 pcs

**Translifters**

- > 4 pcs

**Cranes**

- > 2 pc mobile crane
- > lifting capacity 200 tons (2x100 t)

**Material handling machine**

- > 1 pc
- > Mantsinen, working weight 100 tons
- > loading/discharging capacity ca 300 tons/hour

**BLOMBERG STEVEDORING CONTACTS**

**Managing Director**

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**Björn Knutar**

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**Supervisor**

**Tore Nygård**

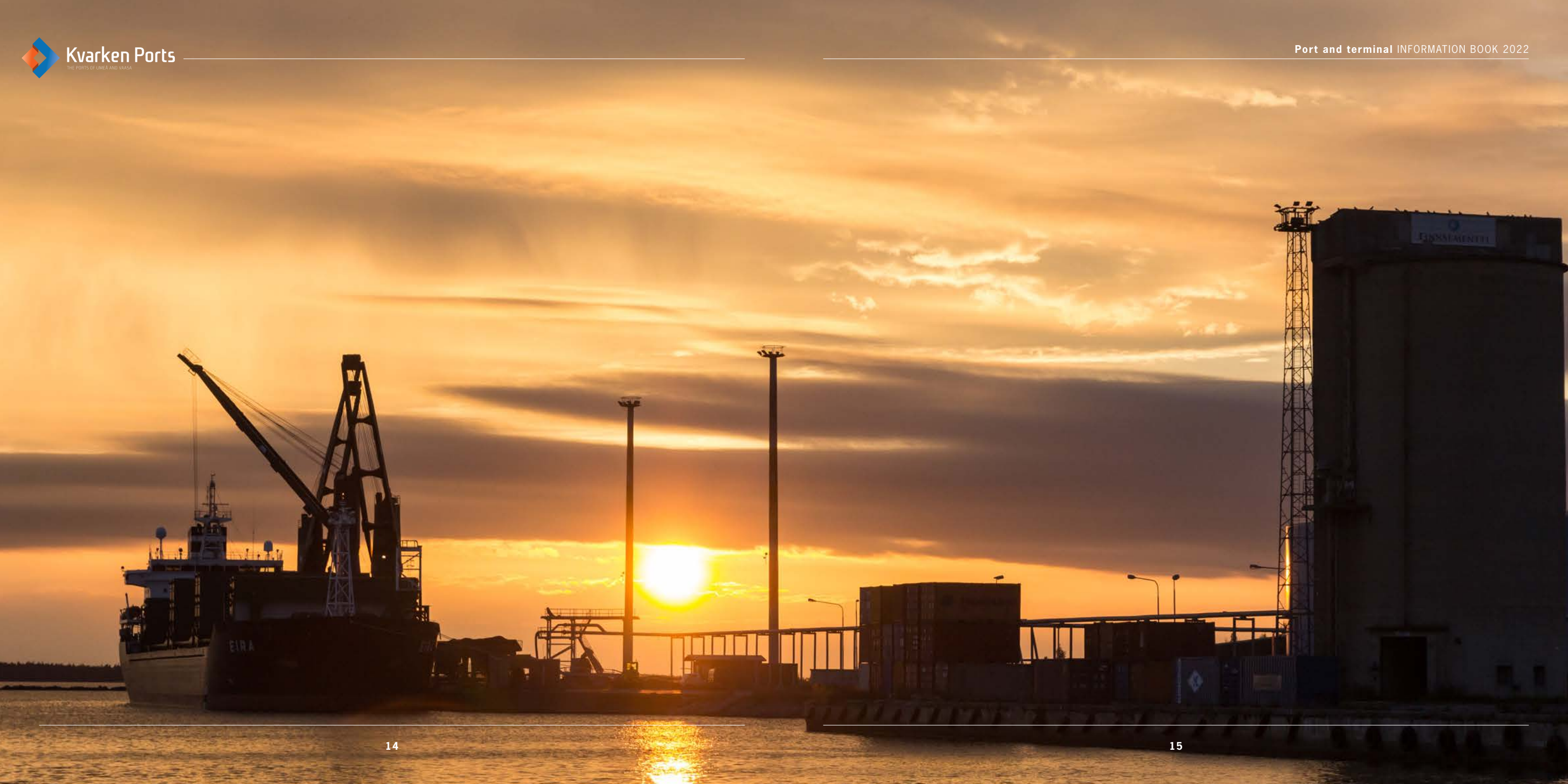
- +358 20 777 1282
- tore.nygard@blomberg.fi

**SHIPPING AGENT**

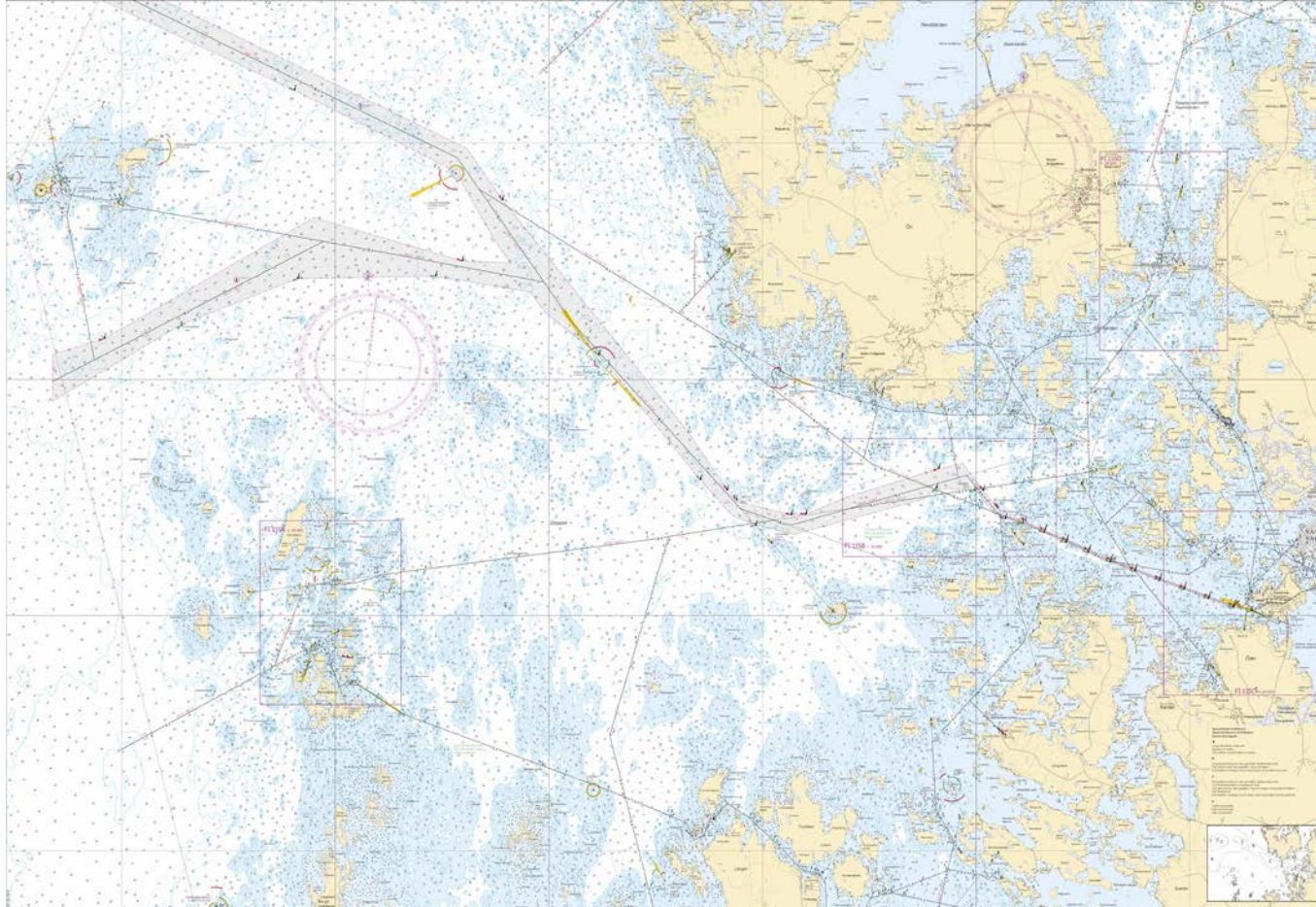
**BACKMAN TRUMMER**

**Adrian Sjölund**

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- adrian.sjolund@backman-trummer.fi







# GENERAL INFORMATION

## RELEVANT CHARTS

### Finnish charts:

- > Gulf of Bothnia 5
- > Northern Quark 907
- > Vaasa 48

## APPROACH

Two fairways enter the Kvarken Ports Vaasa. They join south of the Vaasa Lighthouse. The fairways have a draught of 9 metres. The minimum width of the fairway is 100 m. The northern fairway is located to the north of Norrskär. No air draught limitations. Length of the fairway where pilotage is needed: from south 25 nm and from north 24 nm.

## ANCHORING

**N** 63° 11.041' **E** 020° 37.452' and  
**N** 63° 16.350' **E** 020° 43.069'

## DEPTH

The gross underkeel clearance is 0.9 metres in the harbour basin and at the piers. Allowed draught is 9 metres.

There is no tide in the port, but the water level varies between +110 cm and - 60 cm depending on the weather conditions.

## MAXIMUM SHIP SIZE

Max draught 9 m, max length 200 m, max beam 29 m.

## SEA LEVEL

- > en.ilmatieteenlaitos.fi/sea-level

## WEATHER CONDITIONS

The prevailing winds in the port are southwesterly.

## ICE

Ice occurs between January and April. During this time, ice breakers assist ships with an ice class. Ice charts and restrictions on navigation are published during the winter.

### More info:

<https://vayla.fi/ammattimerenkulku/talvimerenkulku>

## SPEED LIMIT FOR VESSELS

The maximum speed in the port area is 10 km/h.

## DENSITY

The water density in the port is 1.002.

## PILOTAGE

Pilots are compulsory and available on a 24-hour basis. Inward vessels order the pilot from Finnpilot 24, 6 and 3 hours prior to arrival. Outward vessels order the pilot through the Agent or by direct call to Finnpilot 24, 6 and 2 hours before departure. Pilots board vessels near the Vaasa Lighthouse.

### Contact information:

Western pilotage zone

- > Gulf of Bothnia pilotage area Vaasa S and Vaasa N
- > Internet: [www.pilotorder.fi](http://www.pilotorder.fi)
- > Email: [pilotorder.west@finnpilot.fi](mailto:pilotorder.west@finnpilot.fi)
- > Tel: +358 (0) 400 907 979
- > Fax: +358 (0) 29 52 53012



### TOWAGE AND TUGS

Tugs are available from Vaasan Hinaus, +35850 026 7927 or +35850 557 4739

### SUPPLIES

All kinds of bunkers are delivered by truck. Fresh water, provisions, and electricity are available. Orders may be placed with the Agent.

### SLOP RECEPTION

Dirty ballast water, slops from tank washing, sludge, oil mixtures as per agreement by road tanker. Orders may be placed with and service obtained through the Agent.

### WASTE RECEPTION

Waste removal facilities are available. Waste should be sorted. Food waste and its wrappings (class 1 = from non EU countries) must be put in the container marked with yellow. The other containers are for glass, metal, paper, mixed and harmful or hazardous waste.

### RESTRICTIONS OR CONDITIONS REGARDING THE DISCHARGE OF BALLAST WATER

There are no restrictions on discharging clean ballast water. If the ballast water is suspected of being contaminated or found to be contaminated, the Kvarken Ports must be contacted for further instructions.

### WELDING AND HOT WORK

Welding on deck or other hot work in the port area may not be carried out without permission from the Kvarken Ports while the ship is berthed. On ships loaded with combustible or inflammable goods, open fires, the use of the mobile phones, repair work producing sparks and smoking are forbidden on open decks and within 25 meters from the ship on the quay and the sea side.

### DEMobilizing OF MAIN ENGINES

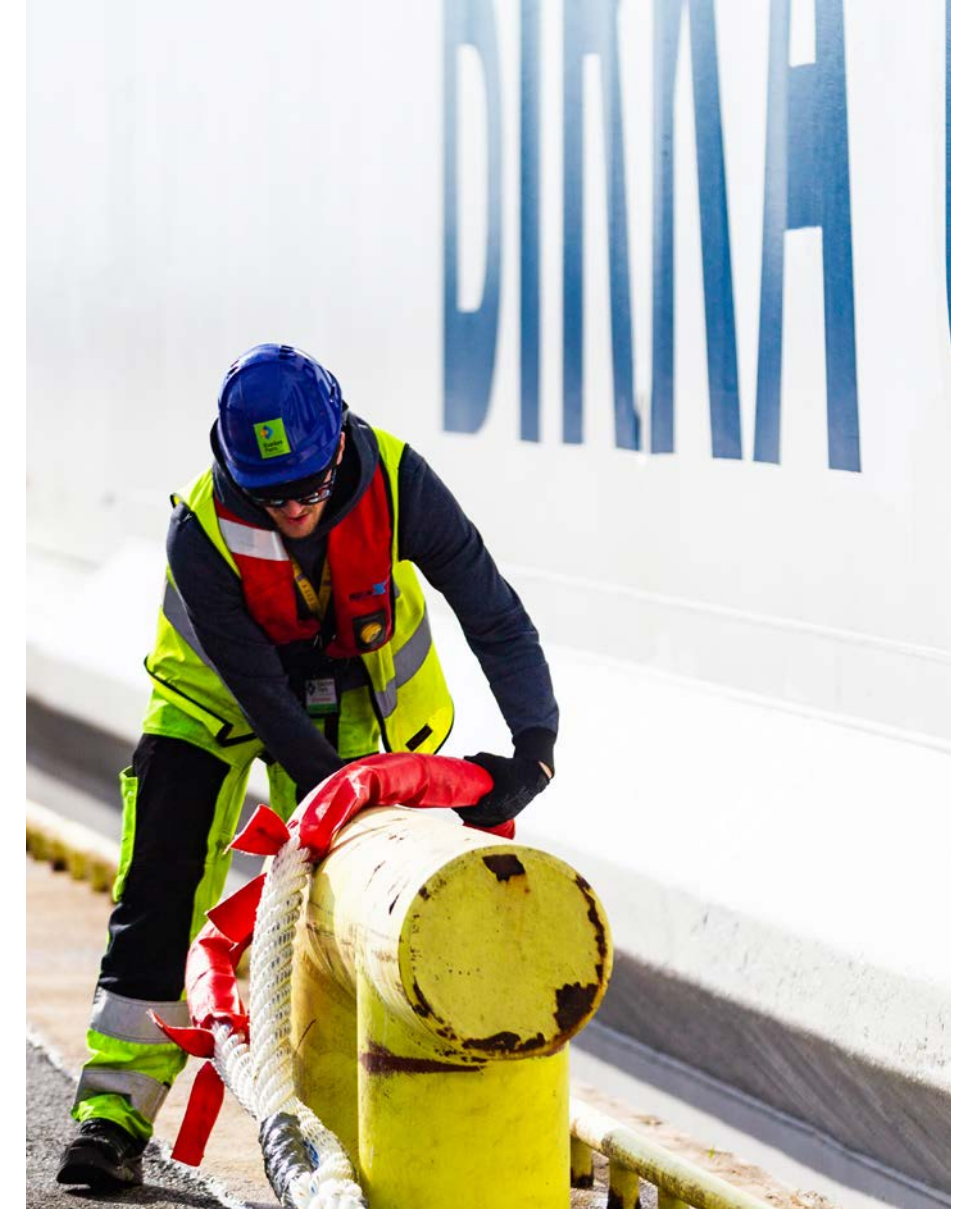
No vessel shall demobilize its main engines while in port without permission from the Kvarken Ports. If approval for demobilization is given, the vessel has to have emergency towing lines standby. The master is required to keep a 24 hour watch on VHF channel 12 or provide a mobile phone number so the vessel can be reached in the event of an emergency.

### RAILWAY

Railway connection to the port available

### PHOTOGRAPHING

Photographing within the port area is only allowed with the permission of the Kvarken Ports.





## SAFETY AT WORK

- › High visibility CE marked clothing must be worn in the whole port area
- › Helmet must be used during every kind of stevedoring and lifting operations
- › The host is responsible for the protective equipment of their guests
- › The port area is completely fenced in and the entrance gates are closed when there is no traffic. The access to the port area is automatically monitored. Speed limit in the port area is 30 km/h.
- › ATEX directive defines the rules for devices that are allowed to use in Ex zone area.
- › No smoking in oil harbour and Ex zone area.

## HAZARDOUS SUBSTANCES

- › All hazardous substances must be announced with an advance notice at least 24 hours before freight unit is brought to the port
- › The notice is the responsibility of the customer and should include: Correct technical name, IMDG-class, UN-number, amount of cargo and type of package



# PORT SECURITY INFORMATION

### 1. ACCESS PASSES

Access to the port area requires a pass, which can be obtained at the Kvarken Ports service point or the Blomberg Stevedoring service point. Passes must be visible at all times.

### 2. ISPS CODE

1. All vessels have to transmit the following to the port security control 24 hours prior to arrival if possible, or on arrival:

- › a complete crew list
- › a passenger list
- › any changes in crew members
- › the names of visitors expected on board
- › the ship suppliers and any services expected
- › the ship's security level and SSO (Ship Security Officer) contact details

2. Visitors for whom the port security control has no information must wait for confirmation from the ship that they are expected. The port security control must be informed about any incoming taxis, cars, and buses in advance.

### 3. THE "DECLARATION OF SECURITY" ref.

SOLAS XI-2 - ISPS code has to be effected between the port and the ship only

- › if the ship or harbour have raised their security level from level 1 to level 2 or 3.
- › if there has been a security incident in one of the last ten ports. A list of the last ten ports visited by the ship must be kept on board. The list need not be presented unless there have been security incidents in these ports.
- › if there is a security risk on the ship when it arrives in port.

4. The ship's master will receive a code number for use at the gate. The master must keep a list of the crew members to whom he has given the code. Anybody who passes through the harbour area must be prepared to prove his identity by presenting a valid document of his country on request. Refusal to provide proof will result in denial of access and possible banishment from the port area.

5. When the security level rises to level 2 all persons leaving the ship or entering the port area are to be directed to the ship and vice versa

via the shortest route from the gate. Identity cards must be shown and luggage may be inspected if the port authorities so request.

6. When the security level rises to level 3, no one is allowed to leave the ship and enter the port without permission from the PFSO. The ship should be prepared to leave the port within 1/2 an hour and it must follow the instructions from the Port Authorities.

### 3. DANGEROUS CARGOES

Advanced notification is to be given to the Port Authority 24 hours before goods classified as dangerous in the International Maritime Dangerous Goods (IMDG) Code and its supplements, the International Carriage of Dangerous Goods by Road (ADR) and the International Carriage of Dangerous Goods by Rail (RID) are brought into the port. Such an information must include at least

- › the correct technical name of the goods
- › IMDG Class
- › UN number
- › amount of cargo
- › type of packages

Unit packing must be marked with stickers in accordance with the IMDG code.

In addition, an advanced enquiry 7 days before is required for IMDG goods of class 1, 4, 6.2, and 7 and when large quantities of any dangerous goods have to be transported.

### PORT REGULATIONS

- > SECTION I General regulations
- > SECTION II Notifications to the Port Authority
- > SECTION III The arrival in port and berthing of the vessel
- > SECTION IV Port security
- > SECTION V Unloading, loading and storage of goods
- > SECTION VI Environmental regulations
- > SECTION VII Fire prevention
- > SECTION VIII Road and rail traffic
- > SECTION IX Measures in the event of damages and violations
- > SECTION X Miscellaneous regulations



# PORT REGULATIONS FOR KVARKEN PORTS LTD, PORT OF VAASA

## SECTION I General regulations

**1 §** In the Port area belonging to the Municipality of Vaasa, in addition to Laws and Statutes in force and any regulations based on these, the stipulations of these Port Regulations shall be complied with.

**2 §** The Port area referred to in these Port Regulations comprises the water area the boundary of which starts from Coal quays westend continuing to breakwater's north-point N 63°5, 39' E 21°32, 50' still following breakwater's line to its southpoint N 63°5, 10 E 21°32, 25', where the border follows next points to the Sundom bridge trough its subways central point N 63° 5, 03' E 21°33, 02', N 63°4, 90' E 21°33, 60' and N 63°4, 73' E 21° 34, 80'. From this point the border follows bridge's bank on the westside ending up to the northern Vaskiluoto.

For the boundaries of the Port area, please refer to the map attached to these Port Regulations.

**3 §** Port administration is ensured by a Board of Commercial Enterprises supervised by the Municipal Council. The practical administration of the Port shall be entrusted to the Port Office of the municipality of Port of Vaasa subordinate to the Board of Commercial Enterprises. The duties of the Port Authorities supervising conformance with these Port Regulations are specified in the Ordinance for the Board of Commercial Enterprises and Port of Vaasa. In the municipality of Vaasa, the competent Port Authorities are Board of Commercial Enterprises and Port of Vaasa.

## SECTION II Notifications to the Port Authority

**4 §** The operator, agent or Master of a vessel arriving at the port shall submit to the Port an advance notification of the arriving vessel no later than 24 hours before the vessel reaches the Port; or at the latest as the vessel leaves its previous port of call in case of a crossing that is less than 24 hours in duration; or if the next port of call is not known or has changed during the crossing, as soon as this information becomes available.

The notification shall contain all information required by the Port Authority, including the security level of the vessel. This notification need not be submitted for vessels in scheduled traffic, unless the Port specifically so requires.

**5 §** A notification of the vessel's arrival and departure shall be submitted to the Port immediately after the arrival and departure of the vessel unless otherwise agreed. This notification shall contain any information required by the Finnish Maritime Administration, Port Authorities and the Customs concerning goods unloaded and loaded as well as the numbers of passengers arriving and departing. The Master or agent of the vessel shall similarly submit any other information required for the charging of port dues by the Port Administration/Port and for the promotion of safety and security of the Port and vessel traffic. These notifications shall also contain the ISPS security level declaration and any other information required by the ISPS regulations.

**6 §** Notification of passenger vessel schedules and changes therein shall be given in good time. Operation can only start after the Port has approved the schedule.

**7 §** Notification of any tug, water-bus, fishing trawler or other similar vessel engaged in a commercial activity and operating in or from the port shall be given to the Port before initiation of such activity.

**8 §** This notification need not be submitted concerning a vessel owned by the Government of Finland, unless such a vessel is used for mercantile shipping. This exemption also applies to any boats used for recreational purposes. Such boats also are exempt from the advance notification requirement.

**9 §** Of goods classified as dangerous, advance notification shall be given to the Port 24 hours before such a consignment is brought into the Port area, unless otherwise agreed. Goods classified as dangerous refer to substances intended in the International Maritime Dangerous Goods (IMDG) Code, the European Agreement on the International Carriage of Dangerous Goods by Road (ADR) and the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID).

In addition, while transporting particularly dangerous goods or large quantities of dangerous goods, it is necessary to ensure in advance that the consignment may be brought into the Port area (advance enquiry).

**10 §** These notifications shall be submitted in the PortNet maritime information system or using another method as specifically agreed.

**11 §** In case the vessel is arriving from an area contaminated by a generally dangerous disease or if a person onboard the vessel has during the crossing fallen ill with a disease that is generally dangerous, suspected to be contagious or is unknown, notification of this shall be given in good time to the Port and advice by the Port shall be awaited before entering the Port. In case of the death of or occurrence of a serious illness in an animal onboard during the crossing, notification of this shall be given to the Port.

In this case, no animals may be unloaded from the vessel without the permission of the Municipal Veterinary Officer or another competent Veterinary Health Authority.

### SECTION III The arrival in port and berthing of the vessel

**12 §** The maximum speed permitted in the Port area is 10 km/h unless otherwise indicated by means of appropriate signs. This speed shall be so adjusted that it does not cause damage, inconvenience or danger.

**13 §** The vessel shall be moored or anchored in the location indicated by the Port Authority, and it may not be moved to another location without their permission. The berths are mainly allocated in the order of arrival in Port. By decision of the Port Authority or by specific agreement, exceptions may however be made to this rule.

The Master of the vessel shall keep himself informed of the current water depth at the berth.

**14 §** While mooring and casting off the vessel as well as while the vessel is in the berth, necessary care shall be taken to avoid damaging the quay and any cranes located on it. Towing assistance shall be used as necessary while mooring and casting off. The Port Authority may also order the vessel to use towing assistance.

Using the anchor on the quayside should be avoided. When moored, the vessel shall be adequately fendered off. Gangways and accommodation ladders shall be fitted with handrails and protective netting and illuminated during the hours of darkness. Davits, derricks, cranes, accommodation ladders and other equipment reaching over the vessel's sides shall be positioned so that they do not hamper the movements of the cranes on the quay nor vessel traffic on the seaward side.

Before and while the vessel is moored, its drains and other outlets shall be covered to prevent water or sewage from

being discharged onto the quay. The propeller of a berthed vessel may only be run at a slow speed for testing while standing by for departure except when otherwise agreed with the Port Authority.

**15 §** The vessel shall be removed to another berth in case the Port Authority so decides. Any vessel in the port area, unless laid up, shall be adequately manned to enable the vessel to be moved if necessary.

**16 §** Tankers transporting dangerous goods and, when ordered to do so by the Port Authority, any other vessels shall after mooring pay out two towing lines for towing in an emergency, one fore and the other aft at the vessel's seaward side with the eyelets close to the water surface.

**17 §** Mooring a laid-up vessel in the Port shall be at discretion of the Port Authority. The vessel shall be moored in the place and manner advised by the Port Authority. The owner or the party in possession of the vessel shall ensure the good quality and conditions of the moorings at all times. The owner or the agent of a laid-up vessel shall entrust the maintenance of the vessel to a reliable person whose name and address shall be made known to the Port Authority.

### SECTION IV Port security

**18 §** Trespassing on the Port area indicated as being closed for unauthorized access by means of fencing or signs is not permitted (in a port facility intended in the ISPS regulations). A person wishing to gain access to such a Port area shall on request present an identification card or access permit approved by the Port Authority or otherwise prove their identity. Any unauthorized persons found inside the Port area may be removed, if necessary with the assistance of Police, Customs and Border Guard Authorities.

**19 §** It is the responsibility of everyone to submit to the Port any information that may be significant in terms of

port security and port facility and shipping security as intended in the ISPS regulations.

**20 §** While the vessel is in Port, it shall notify the Port of any inbound and outbound traffic of persons and goods for the purposes of access control.

### SECTION V Unloading, loading and storage of goods

**21 §** While unloading and loading goods, care shall be taken not to damage structural parts of the quay or port equipment used in the loading or unloading operations. When placing heavy cranes on the dock, the crane owner shall check the bearing capacity of the quay with the Port Authority and obtain their approval for the location of the crane.

**22 §** Goods or parcels may not during the loading or unloading operations be placed in the way of port cranes, on the quay, streets, alleyways, in front of warehouse doors, on top of fire hydrants or anywhere where they may block access to life-saving appliances nor anywhere else where they may hamper traffic except in special cases by specific permission issued by the Port Authority for each individual case.

**23 §** Any Stevedore's gear and machinery that is privately owned and used in the Port area shall be equipped with the name or logo of their owner, and in case of machinery also with an ID number. Stevedore's gear and working machinery may not be left on the quay area after the work has been completed.

**24 §** Dangerous goods shall be unloaded and loaded on condition that they, with the exception of bulk goods, are provided with appropriate labels as intended in such as the IMDG Code or that they are packaged following a method which conforms with this Code or is otherwise appropriate.

In case such dangerous goods are not labelled or packaged as described above, the Port Authority may forbid



their unloading from the vessel or their transport by land to the Port area for loading, or resort to any other safety measures.

**25 §** While unloading and loading dangerous goods in bulk, the Master of the vessel or the owner of the goods shall, on request of the Port Authority, arrange efficient supervision and take any other safety measures at their cost. The access of unauthorized persons to the unloading and loading area shall be prevented by means of warning notices and appropriate barriers. While unloading and loading liquid fuels in an oil port, the Port's own safety guidelines shall also be adhered to.

**26 §** In case vermin are found in the cargo of a vessel, unloading shall cease immediately. It is the duty of the Master of the vessel to report this to the Port Authorities and to await their advice before continuing with the unloading.

**27 §** While storing goods in the Port area, the instructions issued by the Port Authority shall be adhered to. Goods may not be stored in such a way that they may block road access or hamper the use of life-saving or fire-fighting equipment. Goods that cause inconvenience or damage because of a leak, odour or any other reason shall be immediately removed from the Port area by their owner.

**28 §** Explosives and radioactive substances may only be stored in the Port area if permitted by a Law or a Statutory Act or if permission to do so has been granted based on a Law or a Statutory Act.

#### **SECTION VI Environmental regulations**

**29 §** The Master of the vessel shall make sure that no substances or waste contaminating the environment are discharged from the vessel. The Master shall also ensure that the operation of the vessel does not cause unreasonable inconvenience to other users of the Port. The Master shall further make sure that the waste management

guidelines of the Port are complied with in the handling and sorting of wastes.

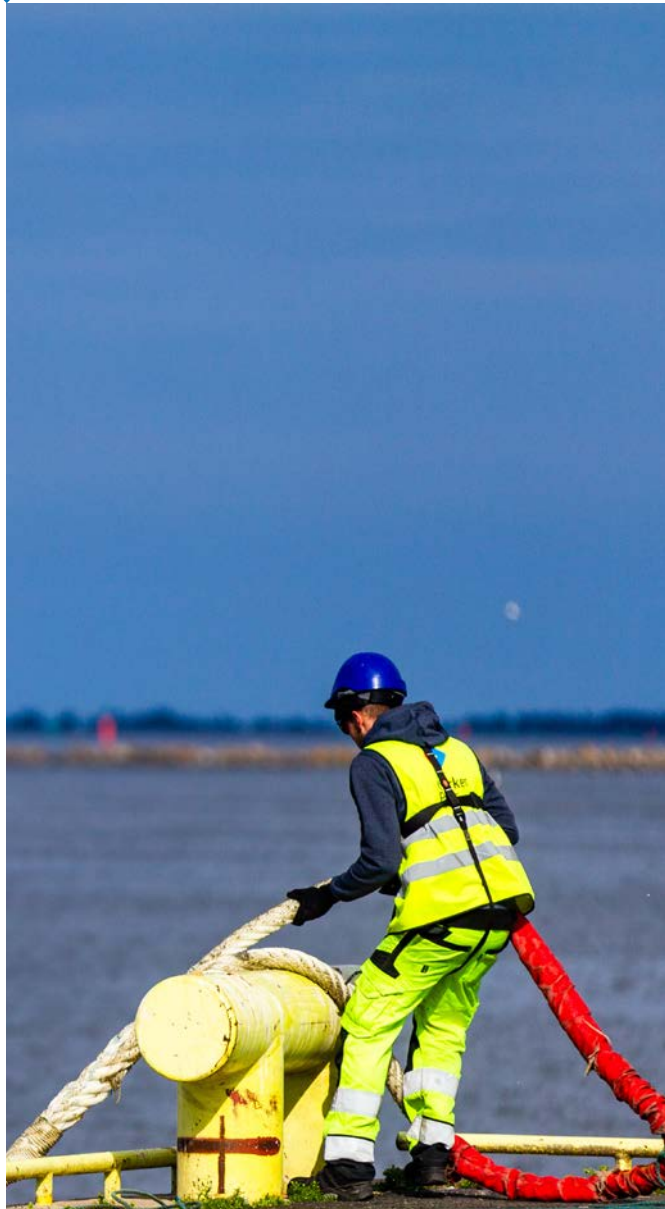
**30 §** It is the duty of the Master of the vessel or the owner of the goods to immediately notify the Port Authorities in case goods have fallen overboard or oil or any other pollutant has leaked in the water and to take appropriate measures for their removal.

**31 §** While handling goods in the Port area, the Operators shall take care not to unnecessarily defile the Port area and ensure that unnecessary noise is avoided. In case the handling of goods causes dust or noise that is harmful to the environment, the Port Authority may interrupt the handling of such goods. The parties handling goods and managing such work shall ensure that rubbish, waste, pallets and covers are taken to the appropriate locations and that any areas soiled are cleaned up.

#### **SECTION VII Fire prevention**

**32 §** In case the cargo of a vessel includes inflammable goods, the making of open fires, repair work producing sparks and smoking are prohibited on open decks as well as in the vicinity of the vessel both on the quay and seaward side. A tanker shall immediately after mooring be earthed by means of an earthing cable. This earthing cable may only be disconnected as the vessel leaves the Port. The ventilation of such tanks onboard the vessel where inflammable substances have been carried is prohibited without permission of the Port Authority. At quays and storage areas for inflammable liquids, the making of open flames and smoking outdoors is prohibited. This prohibition also applies to the seaside area within a 50 m radius of the storage areas, quays and vessels. As regards other instances of making fires in the Port areas, please refer to the specific regulations.

**33 §** Any marked fire alleyways in the warehouses and storage areas in the Port area as well as routes to fire hy-



drants, fire wells and fire extinguishing pipes shall be kept clear at all times. The fire-fighting and life-saving equipment, automatic fire detection and life-saving appliances as well as Automatic Fire Detection and Extinguishing devices shall be kept in order at all times and portable fire extinguishers shall be easily accessible.

**34 §** The crews of vessels in the Port shall take part in the rescue operations and the removing of vessels from locations under risk according to the instructions of the authorities and to the best of their ability.

#### **SECTION VIII Road and rail traffic**

**35 §** Trains, passenger passage ways or cranes moving on rails and any other stock on rails shall have the right of way over any other vehicles. The driver of a vehicle stopped or parked on the rails of a gantry crane or train may not leave the vehicle.

**36 §** The highest permissible speed of vehicles, parking areas and any other traffic arrangements are indicated by traffic signs.

**37 §** For the use motor vehicles over a water area covered with ice, please refer to specific regulations.

#### **SECTION IX Measures in the event of damages and violations**

**38 §** In case a vessel or a boat has touched bottom, submerged or sunk, its owner or the party in possession of it shall remove it as soon as possible. In case the sunken vessel or other object in the water causes danger or obstruction to traffic, its owner or the party in possession of it shall mark it with warning signs. In case they neglect to do so, the Port Authority shall take care of its marking at the cost of the owner or the possessor.

**39 §** In case the quay or other Port equipment is damaged by a Port user, this damage shall immediately be reported

to the the Port. The Port Authority will set up a meeting for surveying the damage, to which the party having caused the damage or their representative is invited to participate.

**40 §** In case a vessel, a boat or any goods are placed in the Port area without permission or in a manner that otherwise is in violation of the Port Regulations or obstructs traffic and the Master, Haulier, owner or possessor neglects to have them removed, they can be removed by the Port Authorities at the cost of the relevant party.

**41 §** In case goods, machinery or vehicles are placed in the land area of the Port against the orders of the Port Authorities and their Master, Haulier, owner or possessor neglects to have them removed, they can be removed by the Port Authorities at the cost of the relevant party.

#### **SECTION X Miscellaneous regulations**

**42 §** Boats used for recreational purposes shall avoid moving in the harbour area unnecessarily and always give the right of way to commercial vessels. Such boats may not be moored in berths designed for the loading or un-

loading of vessels, on beacons or other navigation marks or elsewhere where they may obstruct traffic.

**43 §** No objects obstructing traffic may be placed in the Port area without permission by the Port Authorities. Fishing in an access channel or from a bridge, in the harbour basin, on the dock or other similar location that causes an obstruction is prohibited. Swimming in the harbour basin and in the access channels is prohibited. Opening a channel outside the public navigation channel is only allowed by permission of the Port Authorities.

**44 §** For any violations of these Port Regulations and orders issued by the Port Authority based on these, unless the violation is minor and no specific penalty is imposed for it in the Laws and Statutes in force, a fine may be imposed, in addition to which the perpetrator shall, in accordance with the Law, be liable to indemnify any damages and costs caused by them.





Welcome to the Port of Vaasa

## LEAVE ALL SHIP GENERATED WASTE TO PORTS

most of it is **included in the waste fee**

The “no-special-fee” system\* both gives value for your money and benefits the environment. The system allows ships to leave waste under MARPOL I, IV and V to port reception facilities, PRF, with no extra costs. The **waste fee is charged even if no waste is left to ports.**

The waste fee is an indirect fee based on ship characteristics and waste type. Tariffs differ from port to port due to traffic characteristics and available local or regional services. Possible discounts are listed in the port’s price lists.

Go to:

[www.kvarkenports.com/fi/vaasa/satamapalvelutvaasa/hinnasto.4.4117ebf317b9aa1fe0120e.html](http://www.kvarkenports.com/fi/vaasa/satamapalvelutvaasa/hinnasto.4.4117ebf317b9aa1fe0120e.html)



### Waste fee covers the disposal of

- Oily waste from machinery spaces (Annex I)
- Sewage (Annex IV)
- Garbage, domestic waste, food waste, plastics etc (Annex V)

Please note – the waste fee is charged even if no waste is delivered. Port specific requirements may apply e.g. for minimum pumping capacities or waste separation criteria, please consult your agent for more information.



### Additional charges apply e.g. to

- Tank and hold washing waters (Annex II, V)
- International catering waste (EU legislation)
- Scrubber residues (Annex VI)
- Other waste, which is not operational ship waste

### Advance waste notification

The advance notification of waste delivery must be given, also when not delivering waste, at least 24 hours before arrival to the port.

If the travel time is less than 24 hours give the notification immediately after leaving the previous port.

Go to: [app.portnet.fi](http://app.portnet.fi)

Read more on rules and regulations [helcom.fi/cleanshipping](http://helcom.fi/cleanshipping)  
About the Baltic Sea's special conditions go to [bsag.fi](http://bsag.fi) or [marinefinland.fi](http://marinefinland.fi)

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## RESPECT the sensitive and special BALTIC SEA

The Baltic Sea is one of the most polluted water bodies in the world and it has been declared as a special area with strict regulations. The shallow and almost enclosed sea area suffers from eutrophication and hypoxic sea bottoms. It is therefore **extremely important to deliver ship generated waste to port reception facilities.** Make use of the “no-special-fee”, you pay for it anyway!

### Voluntary actions are needed

Ship generated grey waters, treated black waters and food waste contain nutrients, bacteria, pathogens and micro plastics. If discharged to the sea, they cause further damage to an already troubled sea. Although these discharges are legal, they are detrimental to the sea.

**Be part of responsible shipping** and leave all waste to port reception facilities. Ports and local agents guide you on pricing and arrangements in your next port of call.

**We need all hands on deck!**

**Reminder!** Discharge of all garbage\* is prohibited. This includes also:

- Cargo residues
- Cargo residues\*\* contained in wash water
- Food waste not comminuted or ground

(MARPOL Annex V)



\* Garbage including e.g. plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse.  
\*\* Discharge is allowed only if the substances discharged are not harmful to the marine environment (non-HME), and both the port of departure and the next port of destination are within the special area, and adequate reception facilities are not available.

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In co-operation with



Finnish Shipowners' Association



SHIPBROKERS FINLAND



Suomen Satamaliitto  
Finnish Port Association



TRAFICOM  
Finnish Transport and Communications Agency



European Commission



Centre for Economic Development, Transport and the Environment

BSAG's two year Grey waters in maritime traffic -project receives funding from the European Maritime and Fisheries Fund's Finnish Operational Program 2014–2020.

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# Kvarken Ports

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