

**Terminal Information Handbook for tankers
Szczecińskie Quay
Port of Gdansk Cargo Logistics SA**

General information

During the entire loading or discharging operations, proper communications shall be maintained between the vessel and Port of Gdansk Cargo Logistics SA.

Important telephone numbers and contact details:

Stevedoring company:

Port of Gdansk Cargo Logistics SA

6 Roberta de Plelo Str

80-548 Gdansk

Poland

Phone (0048) 58 737 63 00

Fax (0048) 58 737 67 69

e-mail: pge@pge.pl

web site: pge@pge.pl

Chief Coordinator Office: 0048 58 737 7103

Port Facility Security Officer (PFSO): mobile + 48 691 98 19 74

Deputy Port Facility Security Officer: mobile +48 605 28 77 06

Szczecińskie Quay

Manager: 0048 58 737 7959, mobile: +48 601 33 63 64

Stevedore Supervisors: mobile: +48 607 081 112, +48 693 03 99 66, + 48 691 91 22 07

ISPS Port facility "C" -Port facility security contact: 0048 58 737 7959

mobile: + 48 607 08 11 12

Harbour Master officer

(on duty): 0048 58 343 7371

VHF 14

Port Authority of Gdansk

Main dispatcher's office 24 h: 0048 58 737 93 05

VHF 14

Emergency numbers:

Fire station – 11, mobile 112, phone 0048 58 737 99 14

Rescue Station -11, mobile 112, phone 0048 58 737 99 14

Police 997, mobile 112

Pilotage:

PUM Gdańsk Pilot Ltd
6 Przemysłowa Str.
80-542 Gdańsk
Phone: (0048) 58 737 9769
Mobile: (+48) 509 49 93 58
E-mail: dyspozytor.pilot@portgdansk.pl
VHF 14

Tugs:

WUŻ Port and Maritime Services Ltd
4 Przemysłowa Str.
80-542 Gdańsk
Phone: (0048) 58 737 6230
VHF 14

Mooring Operations

Port of Gdansk Cargo Logistics SA
6 Roberta de Plelo Str
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I. Navigation information

The Port of Gdansk is located in the following position: 54°25'N - 18°39'E
Water density 1,000 – 1.005 (salty water) depending on the hydrometeorological conditions.
Port of Gdansk is ice-free all year long. Time zone CET (GMT +1 h)



1. Rules of vessel traffic

Regulations for the Port of Gdansk.

A.

1. Ships shall proceed at the safe speed not higher than:

a) on the road – 7 knots

2. in the Port Channel along Martwa Wisła River:

a) for ships of less than 50 m in length and draught not exceeding 3,0 m – 7 knots

b) for other ships – 6 knots

c) for the tow – 4 knots

B.

In the Port of Gdansk ships shall be obliged to use the assistance of tugs as follows :

1. Inner Port:

a) one tug:

- ships of length from 85 m to 120 m inclusive or with draught of more than 6 m

b) two tug boats:

- ships of length from 120 m to 160 m inclusive

c) three tug boats

- ships of length of 160 m to 200 m

d) four tug boats

- ships of length from 200 m to 225 m

C.

Ships of the following size may enter the Port of Gdansk:

1. Inner Port - ships of length up to 225 m (inclusive) and draught up to 10.20 m at average sea state.

2. Entering of ships with size greater than specified above may be performed in reasonably motivated cases upon the permission and according to the conditions determined by Harbour Master. The maximum length of an oversized craft operated in Inner Port can not exceed 280 m.

D.

Ships of 50 m in length and more shall be obliged to use pilotage service .

Ships entering Gdansk Inner Port shall embark the pilot 0,4 Nm SW NP Buoy.

II. Terminal regulations

ISPS, International Ship&Port Facility Security

Port of Gdansk is an ISPS approved port and therefore adheres to the requirements of the ISPS Code. In conformity to the provisions of the international law, the Port of Gdansk has the IMO number 12543 and the UN locator PLGDN

Pilotage

The use of pilotage service shall be obligatory in the area of road, anchorage, to ships's berth and vice versa.

Berthing

Ships will normally berth port side or starboard side. It has to be agreed with the Port of Gdansk Cargo Logistics SA

Mooring/Unmooring

The Master of a vessel shall through the ship's Agent order the mooring arrangement. All ships must be securely moored and maintained in the desired position at all times. The Master is responsible for ensuring that all the vessel's moorings are closely monitored and tended regularly to prevent excessive strain on the lines or undue movement of the vessel. The Master shall ensure that all moorings on self –tensioning winches are secured with winch brakes in locked position. All use of self –tensioning winches in automatic position is strictly forbidden.

Gangway facilities

The vessel is responsible for the procuring and securing of gangway facilities. The means of access between ship and the berth must be safe and legal. It shall consist of an appropriate gangway or accommodation ladder with a properly fixed safety net underneath.. It should be well illuminated during darkness. A lifebuoy with a heaving line attached shall be available on board the ship near the gangway or accommodation ladder. The accommodation ladder must be placed on the berth well clear of the cranes or other obstructions.

II. General information

Szczecińskie Quay

Ship length up to 225 m
Operating quay length 365 m
Max. draft 9.8 m



Open stores 67,417 m²

The Szczecińskie Quay is situated on the left bank of the Port Canal, 4,8 km far from the entrance to the Inner Port. It is capable of handling ships up to 20 000 DWT and max. length of up to 225 m. The quay is equipped with loading and discharging pipeline of handling capacity of 120t/h which is dedicated for cooking oil (palm and rape). This pipeline is connected with the oil factory.



IV. Requirements for tankers.

1. Every tanker shall use the vessel traffic monitoring systems.
2. Tankers carrying oil cargo of more than 2000 tons shall be obliged to have a valid certificate of financial indemnity and other valid classification documents.
3. At all time a tanker moored in the terminal shall be boarded by necessary number of crew able to ensure, if necessary, immediate readiness to manoeuvre.
4. List indicating lights, if fitted, shall be tested prior to loading or discharging and proved to be operational.
5. Deck equipment related to mooring and berthing operations shall be operable and in good order and condition.

V. Procedures before cargo operations

The loading or discharging plan must be accepted and signed by both parties.

1. **Before operations commence, a meeting shall be held between stevedore supervisor from Port of Gdansk Cargo Logistics SA and the Ship's Master or responsible officer. They shall jointly:**
 - a) complete security agreements related to the ISPS code.
 - b) complete and sign the Ship/shore Check List for Liquid Bulk Cargo
 - c) evaluate and agree on the checking and sampling of ballast water as required.
 - d) evaluate and agree on the loading/discharging programme including;
 - quantities to be loaded/discharged
 - hold loading or discharging sequence
 - e) agree on procedures for emergency shutdown of operations
 - f) evaluate and agree on the means of communications to be used during operations
 - g) ensure that the cargo specification data sheets are processed on board
2. **Before commencement of loading and discharging.**
 - a) loading or discharging shall not commence until all safety checks have been carried to the satisfaction of Port of Gdansk Cargo Logistics SA stevedore supervisor and inspection results agreed upon and signed.
 - b) the tanker with a substance insoluble in water and lighter than water shall be protected with pneumatic boom
3. **Rules to be observed during operations**
 - a) cargo and ballast operations will take place according to the agreed loading or discharging sequence. Any deviation from the agreed loading or discharging sequence must be communicated between Port of Gdansk Cargo Logistics SA and ship without delay.
 - b) during cargo operations sufficient crew must remain on board under the continuous supervision of a responsible and experienced officer to deal with routine duties and handle possible emergency situations.
 - c) a responsible crew member with a good command of a Polish or English language must remain on deck all times during loading or discharging
 - d) all ships must be ready to leave quay at short notice

VI. Safety Regulations

1. The ISPS regime

The whole area of Port of Gdansk is subject to the ISPS-regime and all ships that make use of these quays are instructed to comply with the rules and regulations passed for vessel and crew in this connection.

2. Fire precautions

The vessel's fire fighting appliances, including main and emergency fire pumps, must be ready for immediate use. The Master of the vessel is responsible for keeping sufficient crew members on board at all time to fight fires effectively and move the vessel.

In case of fire on board, the responsible officer should signal with the ship's whistle a series of prolonged blasts. Port of Gdansk Cargo Logistics SA representative shall then call the fire brigade.

Hot work

Hot work is defined as a work of any kind involving open equipment which may create sparks or sufficient heat to ignite flammable liquids or gases. Hot work must not take place outside designated hot work area in the engine room without prior permission from Harbour Master.

Smoking

Smoking is forbidden on deck and elsewhere outside the designated smoking areas on board. The designated smoking areas shall be defined at Master's discretion. All smoking areas shall be marked with signs.

3. Pollution Prevention

- a) great care must be exercised when handling cargo, ballast and bunkers to avoid spill and discharge into the sea. All pumping from the bilges is prohibited.
- b) soot blowing or excessive funnel smoke is prohibited and immediate steps must be taken to eliminate sparking or black smoke from funnels.
- c) discharge of sewage into the water in port is prohibited
- d) throwing any kind of waste/refuse overboard is prohibited
- e) the cost of the recovery/cleaning operation will be charged to the ship.
- f) waste or other substances, whether liquid or solid, must not be discharged overboard. Waste must be retained in suitable containers on board. Arrangements for disposal of such waste can be made through the ship's agent before arrival.