



PORT OF  
KALAJOKI

# Port and terminal information book

[www.portofkalajoki.fi](http://www.portofkalajoki.fi)



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**PORT OF  
KALAJOKI**





# Port Of Kalajoki Ltd

## VISITING ADDRESS

Satamatie 395  
FI-85180 RAHJA, FINLAND

## INVOICING ADDRESS

### E-invoice

EDI code: 003726614895  
E-invoice operator: CGI Suomi Oy  
Operator code: 003703575029

### Paper invoices

Kalajoen Satama Oy, Ostolaskut  
Kalajoentie 5, 85100 Kalajoki

## INTERNET

www.portofkalajoki.fi

## EMAIL

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portservice@portofkalajoki.fi

## MANAGING DIRECTOR AND PORT DIRECTOR

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pauli.sarpola@portofkalajoki.fi

## COMMERCIAL DIRECTOR

Petri Nikupeteri, +358 44 4691 358  
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## ISPS AND PORT SERVICE 24 H

+358 400 798 698  
portservice@portofkalajoki.fi

## VTS CONTACTS

Phone: +358 20 4487 356  
Fax: +358 20 4486 533  
Email: bothnia.vts@fta.fi  
VHF channels: Bothnia VTS Ch 67  
Pilots Ch 13

## HARBOUR MISSION

Phone: +358 40 7018 086  
Email: kalajoensatamakirkko@evl.fi

### Opening hours

For seamen and transport personnel on  
weekdays 18:00 - 21:00 always when ship  
on quay, on weekends closed.

## TECHNICAL INFORMATION & CAPACITIES

### Berths (Enclosure 1)

Berth - Length - Draught (max.draught)  
Berth No 3 - 134 m - 8.5 m  
Berth No 2 - 134 m - 8.5 m  
Berth No 1 - 152 m - 5.8 m  
No air draught limitation

### Distance between bollards

Berth No 3 - 18 m  
Berth No 2 - 14 m  
Berth No 1 - 14 m

## OPERATORS

### Rahjan Huolinta Oy

Managing Director Leena Rahja  
+358 20 7769 362  
Email: leena.rahja@rahjanhuolinta.fi  
Duty Agency Phone: +358 400 667 847  
Email: agency@rahjanhuolinta.fi

### Oy Blomberg Stevedoring Ab

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+358 50 591 9201  
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www.backman-trummer.fi  
Duty Agency Phone: +358 50 387 3315  
Email: agency@rauanheimo.com  
agency.kalajoki@rauanheimo.com

### Local Manager

Tytti Toikkanen, +358 50 591 9294

## Port emergency procedures

1. Contact the emergency center, tel: 112
2. Contact the Port Facility Security Officer +358 400 795698 also during other hours than office hours
3. Prepare the vessel to leave if necessary
4. Wait for instructions from the port on VHF-CH. 12

### When police, ambulance or firebrigade is needed contact: **112**

Sea Rescue center: phone: +358 294 1000  
First aid / City hospital: phone: +358 44 4691 505  
First aid / Health Centre phone: +358 44 4691 502

# General Information

## PORT OF KALAJOKI - FINLAND • PORT INFORMATION FIKJO (ID: 11827)

### Relevant charts

BA 2252, BA3062

Finnish charts; 957, 3 (Gulf of Botnia), 53

### Landmarks

Ulkokalla Lighthouse (64°19.88'N 23°26.75'E)

### Approach and entry

One fairway enters to Port Of Kalajoki, fairway depth is 8,5m

### Depth

In all fairways and at the quays, the waterdepth is between 1 and 2 meter more than the maximum permissible draught shown in the charts.

There is no tide in the port, but the waterlevel varies between +100 cm/-50 cm depending on the weather conditions.

### Maximum size of a ship

Max draught 8,5 m, max length ca. 175 m, max width 30 meter.

### Weatherconditions

Prevailing winds at port are southwesterly winds.

### Ice

Ice occurs between December and April. During this time icebreakers will assist only ships with an Ice class. Ice charts and restrictions to navigation are published during the winter.

### Speed

Maximum speed in the port area is 7 knots.

### Density

The water density in the port is 1,002

### Pilotage

Compulsory and available throughout 24 hours. Pilot boards at position N 64 16,00 / 23 30,00 E. Pilot on VHF Channel 16.

Distance to port 12 Nm. Inward vessels or their agent make an advance notification 24 and 6 hours before arrival and the pilotorder 3 hours before arrival by email, fax or phone.

E-mail: [pilotorder.west@finnpilot.fi](mailto:pilotorder.west@finnpilot.fi)

Tel: +358 20754 6153

Fax: +358 20754 6163

Internet: [www.pilotorder.fi](http://www.pilotorder.fi)

Outward vessels order the pilot 2 hours before departure.

### Mooring

Mooringmen are available on telephone number +358 (0)400-798 698 or on VHF CH 12.

Vessels calling the port are obliged to use mooringmen

### Towage and tugs

Rahjan Huolinta Oy Phone: +358 400 667 847 24 hrs

Email: [agency@rahjanhuolinta.fi](mailto:agency@rahjanhuolinta.fi)

R-Towing Oy Phone: +358 400 382 652 24 hrs

Email: [toimisto@r-towing.fi](mailto:toimisto@r-towing.fi)

Internet: [www.r-towing.fi](http://www.r-towing.fi)

### Supplies

All kind of bunkers delivered by truck. Fresh water, provisions, electricity available Ordering possible through the agent.

### Slop reception

Dirty ballast water, slops from tank washing, sludge, oily mixtures as per agreement by a road tanker Ordering and service through the agent.





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# Waste Management Instructions of the Port of Kalajoki General Regulations

- Those violating the waste management instructions will be liable to compensate for any additional costs the port authorities of Kalajoki may incur.
- Waste may only be delivered to the waste stations located in the port areas. The waste stations are marked with the following signs (JÄTEASEMA - отходов станции - WASTE STATION).
- Waste should be assorted as follows: useful waste are assorted separately (for instance residual deposit, paper and cardboard, glass, metal), kitchen garbage and mixed waste. The waste receivers are marked with labels, providing information about the sort of waste that should be put in each receiver.
- Those having produced waste, are obliged to take care of its sorting so, that hazardous waste is kept apart from other types of waste and that the different sorts of waste are placed in the relevant receivers.
- These instructions do not apply when handling cargo, each operator is responsible to clean remaining of the cargo at port area, immediately after completion of loading or discharging operations at their own expense. Each port operator must take care of its own waste disposal to its own expense unless otherwise agreed.

## WASTE MANAGEMENT OF SHIPS

- All vessels visiting the port will be charged a waste disposal fee.
- Notification of waste will be given to port no later than 24 hours before the vessel reaches the port or immediately when leaving previous port if travel time is less than 24 hours. The compulsion to do notification of waste doesn't concern vessels which have the certificate on exemptions from waste management regulations at the Port of Kalajoki. The certificate is given by the Finnish Maritime Administration.
- Vessel must inform beforehand thru agent estimated quantity of dangerous waste to be delivered to waste station. Port will open dangerous waste container.
- The port waste management services does not apply to vessels lying in the roads.

## Solid waste

- Solid waste includes different types of mixed and useful waste, such as paper, cardboard, glass, metal, plastic and mixed waste.

## Handling of solid waste

- No waste should be thrown into the sea.
- All waste should be sorted as follows:
  - food waste
  - paper
  - cardboard
  - glass
  - metal
  - mixed waste
  - oily waste
  - electronic waste
  - dangerous waste (including batteries, fluorescent lamps, oil and oily waste, accumulators)
- The ready sorted waste should be taken to a waste station.
- After sorting, only one type of waste should be put in the receiver.

## Oil-bearing mixtures

- Oil-bearing mixtures include e.g. oily bilge water and waste oil.
- There are no separate tanks for collecting oil-bearing mixtures in the port area, but it is pumped directly from the vessel in to a tank lorry specially called on spot.
- If the vessel leaves out oil-bearing mixtures the following information must be associated with notification of waste:
  - the name of the ship
  - will the oil mixture be pumped by the ship, or should it be soaked out by the tank lorry
  - length of pumping / suction hose if needed
  - the temperature of the mixture (cold / warm)
  - the amount of mixture
- The processing charge for oil-bearing mixtures is included in the waste disposal fee that will be charged all vessels.

### Sanitary and lavatory waters

- The agent of a ship requiring lavatory water services, should order the services in question directly from the companies operating in the field.
- The processing of waste water is not included in the waste disposal fee.

### Waste not managed by the Port of Kalajoki

- Hazardous waste
- Ballast waters of tankers and tank cleaning waters
- Waste resulting from cargoes included in the IMDG classes
- Processing of waste mentioned above is managed by each vessel at their own charge.

For further information about waste management, please contact the port. Tel: +358- 44 4691 358, +358-400 798 698 or port@portofkalajoki.fi

### RESTRICTIONS OR CONDITIONS ON THE DISCHARGE OF BALLAST WATER AND WASHWATER FROM HOLD CLEANING

It's allowed to discharge clean ballast water. If the ballast water is suspected or found to be contaminated the Port Company must be contacted for further instructions. Vessels must follow IMO regulations Discharging ballast water on the quay is forbidden. Marpol annex V came into force 1.1.2013. All washwater from HME (harmful to the marine environment) cargo prohibited to discharge into the sea. The port provide roadtankers for the washwater from the holds at extra costs.

### Waste water generated by sulphur scrubbers

The Port of Kalajoki is preparing to receive the waste water generated by ships' sulphur scrubbers. The handling of these waste waters will be priced according to the actual costs, so they are not covered by the so-called No special fee system for ship-generated waste.

### Emissions into the air

The EU directive which came into force 1.1.2015 regulates that vessels at berth have to use fuel with marine sulphur content less than 0,1 %. This regulation is valid in SECA area.

### Welding and hot work

Welding on deck or other hot work while berthing is not to be carried out without permission of the Port Company. On ships laden with combustible or inflammable goods, open fires, the use of the mobile phone, repair works producing sparks and smoking are forbidden on open decks and 25 meters from the ship on the quay and on the sea side.

### De-mobilizing main engines

No vessel shall de-mobilize its main engines whilst alongside without permission of the Port Company. If approval 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 give a mobile phonenumber, so the vessel can be reached in case of emergency.





## Port Security Information

### Dangerous cargo

Advanced notification is to be given to the Port Company 24 hours before goods classified as dangerous referred to 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) is 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, advance enquiry 7 days before is required for IMDGgoods of class 1, 4, 6.2 and 7 and when large quantities of any dangerous goods has to be transported.

- Commercial diving services
- Underwater inspections, maintenance and repair
- Hull cleaning
- ROV services

# OTTOMARINO



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# ISPS Code

**1.** All vessels have to transmit to the port security control if possible 24 hours prior to arrival or at latest on arrival

- A complete crewlist
- A passengerlist
- Changes of crewmembers
- The names of visitors expected on board
- Shipsuppliers/-service expected
- The ship's securitylevel and SSO contactdetails

**2.** Visitors, of whom the port security control has no information, have to wait until confirmed from ship that they are expected. The port security control has to be informed about visitors in advance.

**3.** The "DECLARATION OF SECURITY" ref.SOLAS XI-2 – ISPScode has to be effected between the port and the ship ONLY

- if the ship or harbour has raised it's securitylevel 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 ten last ports must exist onboard, but doesn't
- have to be sent in case there hasn't been a securityincident in these ports)
- if there is a securityrisk on the ship, when it arrives in port.

**4.** The ship's master will receive a codenumber for the crewmembers to use at the gate. The code is working during the stay of the vessel. Anybody, who is passing through the harbour area has to be prepared to prove his identity through the presentation of a valid document of his country on request.

The refusal of a proof will result in refusal of the admission and consequently the possible banishment from the port area. It's pointed out explicitly that entry and exit are allowed only via the main gate.

**5.** When securitylevel rises to level 2 all persons leaving the ship or entering the port area are to be guided the shortest way from gate to ship and vice versa. Identitycards has to be shown and inspection of luggage is to be allowed when requested.

**6.** When securitylevel rises to level 3 nobody 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 ½ an hour and it has to follow the instructions from the Port Company.

## Safety instructions

while opening or closing the hatches Before opening or closing the hatchcovers the loading, discharging or securing operations have to be interrupted. The officer in charge of loading/discharging is responsible for that persons in the vicinity of hatchcovers are warned when they are about to be opened or closed. No person should be permitted to be in the hold or on the hatchcover, when it is about to be opened or closed

MOVING THE HATCHCOVERS BEFORE ENSURING THAT ALL PERSONS ARE CLEAR IS STRONGLY FORBIDDEN



QUAY 2

**QUAY 1**

## GATE 1

## GATE 3

## GATE 4

# PORT AREA IS COVERED BY RECORDING CAMERA SYSTEM

# Port Regulations

## 1. GENERAL REGULATIONS

These general regulations supplement any existing regulations and other acts.

The stipulations and guidelines of the port regulations are to be followed in the area managed by the Port of Kalajoki Ltd. The boundaries to the port area are marked on a map, annexed to these port regulations.

This port is defined in the Police Act as an area of restricted movement and residence. The consequences of the restriction and possible infringements are on view on notice boards located on the boundaries of the area.

The Port Company will notify the police authorities of all actions and suspected crimes against these rules and regulations.

Each captain or representative of a vessel, as well as other carriers, must provide all the information that is necessary for the Port Company to compile port fees, as well as to promote the safety of the port and traffic.

Fishing is prohibited in the sea channels, from bridges, in the port basin, from a quay or other similar location, as these may disturb traffic and operations. Swimming is prohibited in the port basin and the fairways.

The opening up of fairways to third parties is only permitted through the express permission of the Port Company.

## 2. PORT SAFETY

Those attempting to access restricted areas of the port will be requested to present a Port Company approved ID card or pass, or in the absence of these, provide the necessary information granting the rights of movement. Any unauthorized persons entering the port area may be removed, if necessary, with the assistance of the police, customs, and border guard authorities.

It is the responsibility of everyone to provide the Port Company with such information which may be significant in terms of port safety and the port and shipping safety, according to ISPS regulations.

Whilst a vessel is in the port, for the purpose of access control, the Port Company must be provided with information on any inbound and outbound cargo and passenger traffic.

Companies operating within the port area must designate a contact individual to take care of ISPS

security matters and participate in the preparation of the area's ISPS security plans, measures appropriate to the ISPS safety plan and to practice their own exercises for their own portion of the risks, and at their own expense.

### THE PORT OF KALAJOKI

Satamatie 395, 85100 Kalajoki

Location 64 13.4 N, 23 43.0E

port@portofkalajoki.fi

firstname.surname@portofkalajoki.fi

+358 (0)44 4691 361

+358 (0)44 4691 358

Business ID 2661489-5

[www.portofkalajoki.fi](http://www.portofkalajoki.fi)





### 3. ENVIRONMENTAL MANAGEMENT

Companies operating within the port area must observe all valid environmental permits and adapt their operations to the given stipulations. In addition, the companies must comply with all separate regulations given on the basis of these permits.

Companies operating within the port area companies must designate a contact person for the management of environmental issues.

The companies must allow the Port Company to perform inspections required by the environmental permits granted for the port operation in those locations, machines and devices that are within the validity area of the permit.

Companies must provide the Port Company with, without compensation, all the information necessary to comply with permit terms and conditions, as well as participate in studies required by the permit terms and conditions, in so far as they relate to the operations of the company in question in the port area.

#### Vessel generated waste management

The vessel generated waste management guideline for the port presents the port's current waste management regulations, collection points and contact persons.

Each captain of a vessel must ensure that their waste handling and sorting complies with the preliminary waste management guidelines of the port.

#### Waste control and disposal regulations for vessels and cargo handling

The captain of a vessel must ensure that their vessel does not pollute the environment with substances or wastes, and that the vessel's operations do not cause undue harm to other port users. The vessel's sewage, ballast, etc. pipes should be covered before the vessel reaches port, as well as during the time spent at the port, so that no water or dirt may enter the dock area.

The captain or goods owner of the vessel is obligated to immediately inform the port authority of any goods, oil, or other contaminants that may have fallen into the water, and take immediate action to remove them.

At the port, when handling the cargo, care should be taken that during the handling processes, no unnecessary contaminates or unnecessary noise are produced. Those handling cargo should take care that all waste, storage pallets and covers are taken to the appropriate locations and that contaminated areas are cleaned.

The Port Company may suspend the handling of cargo, if it creates detrimental nuisance dust or noise into the environment.



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Marko Paavola, Tj., MD, tel. +358 415 481 494

#### 4. NOTIFICATIONS TO THE PORT

The captain, operator or agent of a vessel that is bound for the port must provide an advance notification to the PortNet-information system, as required by vessel traffic service legislation. Other notifications should be made in a manner determined by the Port Company.

The arrival of a vessel that is intended for recreational use, as well as its mooring to the port, is only permitted through exceptional permission by the Port Company.

The regular schedules, as well as changes to these, of passenger and freight vessels need to be negotiated with the port authority in good time.

Notification of any tug, water-bus, fishing trawler or other similar vessels (LNG barge filling etc.) engaged in a commercial activity should be given to the Port Company before initiation of such activities.

For goods classified as dangerous, advance notification should be given to the port authority 24 hours before such a consignment is brought into the port area, unless otherwise agreed upon. Goods that are 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).

When transporting particularly dangerous substances or large quantities of dangerous substances, one should ensure in advance that the consignment may be brought into the port area (pre-survey).

If a vessel arrives from a location that is contaminated with a generally dangerous disease, or if during their voyage, a person onboard the vessel has become sick with a generally dangerous,

suspected to be contagious or unknown disease, notification should be made to the Port Company in good time and the vessel must wait for further instructions before arriving at the port.

If during the voyage, an animal had died or become seriously ill, the Port Company should be notified to await veterinary authority instructions.



**Piha-alueiden auraus- ja lakaisutyöt  
sekä maanrakennustyöt**



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## 5. THE ARRIVAL AND POSITIONING OF VESSELS AT THE PORT

The maximum permissible speed is indicated by water traffic signs. The speed must be adjusted, so as not to cause damage, harm, or danger.

A vessel must be moored or anchored at a location indicated by the Port Company and must not be moved without provided consent. The dock berths are mainly allocated in the order of arrival at the port.

The captain of the vessel should be aware of the current water depth at the location of their mooring.

When mooring onto and casting off from a dock berth, those on the vessel, as well as those on the dock, must follow all necessary safety precautions, to avoid damaging the dock and cranes that are located on the dock. The port authority may also order a vessel to use towing assistance when mooring or casting off.

The use of an anchor on the dockside is prohibited. Vessels should use adequate protective fenders on their quaysides.

Gangways and ladders should be fitted with handrails and protective netting and illumination should be provided during the hours of darkness.

Davits, derricks, cranes, ladders and other equipment that extends outside of the vessel must be placed in such a way that they do not prevent the movement of the cranes on the dock, nor vessel traffic on the seaside.

The propeller of a moored vessel may only be run at a slow speed for the purpose of testing, while standing by for departure, except when otherwise agreed upon with the Port Company.

A vessel must be moved to another berth, in so far as the Port Company so decides. Any vessel in the port area, unless it is laid up, shall remain adequately manned, to enable the vessel to be moved, if necessary.

Tankers transporting dangerous goods, as well of vessels ordered to do so by the Port Company, shall after mooring, lay out two towing lines for the purpose of towing in an emergency, one from the bow and the other from the stern, towards the outer sides, in such a way that eyelets remain close to the water surface.

The mooring of a laid-up vessel in the port shall be at the discretion of the Port Company. The vessel shall be moored in the location and manner advised by the Port Company. 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 notified to the Port Company.

Vessels that are for the purpose of recreational use must avoid unnecessary passage within the port area, and always move out of the route of merchant vessels.

Such vessels must not moor without the express permission of the Port Company, at berths reserved for the purpose of unloading or loading of vessels, or maritime navigation marks or elsewhere where they may interfere with the traffic.



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## 6. UNLOADING, LOADING AND STORAGE OF CARGO

While unloading and loading goods, care should 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 should check the bearing capacity of the quay with the Port Company and obtain their approval for the positioning of the crane.

Cargo or bulk goods may not, during loading and unloading, be placed in a crane path, on a quay, roads, pavements, in front of warehouse doors, on fire hydrants, in fire lanes, in front of life-saving apparatus nor anywhere else, where they may obstruct their use or traffic.

Any stevedore gear and machinery that is privately owned and used in the port area should be equipped with the owner's name or code, and in the case of machinery, also with a code number. Stevedore equipment and working machinery may not be left in the quay area after the work has been completed.

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 deemed to be appropriate.

In the event that such dangerous goods are not labelled or packaged as described above, the Port Company 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.

While unloading and loading dangerous goods in bulk, the master of the vessel or the owner of the goods shall, on the request of the Port Company, arrange for efficient supervision and take any other safety measures, at their own expense.

The port's own safety guidelines must be followed in the unloading and loading of liquid fuels in an oil port.

If the vessel being unloaded is found to harbour vermin, the unloading must cease immediately. The captain of the vessel is obliged to inform the Port Company of the matter, and to await further instructions before continuing with the unloading.

While storing goods in the port area, the instructions issued by the Port Company shall be adhered to. Cargo that, as a result of a leak, odour or other reason, may cause harm or damage must be immediately removed from the port area.

Explosives and radioactive substances may only be stored in the port area, if permitted by law or a statutory act or if permission to do so has been granted, based on the law or a statutory act.

## 7. VEHICULAR TRAFFIC

Traffic within the port area must comply with Road Traffic Act principles. The maximum speed, parking locations and other traffic arrangements for vehicles are indicated by traffic signs.

The driving of motor vehicles over ice-covered water is regulated separately.



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Website: [www.rauanheimo.com](http://www.rauanheimo.com)

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## 8. EMERGENCY REGULATIONS

Companies operating within the port area must designate a contact person to take care of safety matters and participate in the preparation of emergency rescue plans, acquire necessary equipment and to practice their own exercises for their own portion of the risks, and at their own expense.

The warehouses and storage areas in the port area must have marked fire access roads, whilst passages towards fire hydrants, fire pits, and fire fighting pipelines must be kept clear at all times. The operating condition of fire-fighting and rescue equipment, as well as automatic fire detection and rescue equipment, and automatic fire detection and extinguishing equipment, must be constantly maintained and portable fire extinguishers must be readily available.

In so far as 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 on seaward side.

A tanker shall, immediately after mooring, be earthed by means of an earthing cable. This earthing cable may only be disconnected when the vessel leaves the port. The ventilation of such tanks on-board the vessel where inflammable substances have been carried is prohibited, without the express permission of the Port Company.

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.

The crew of vessels at the port must, to the best of their abilities, participate in rescue operations and the moving of vessels from locations under risk, in accordance with official guidelines.

Vartioimis- ja turvallisuuspalveluja

**Vartiointiliike**  
Vierimaa-Hintsala Ky



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security  
**LAPSEC**

LapSec Oy, Puh. 010 3205 830, [info@lapsec.fi](mailto:info@lapsec.fi), [www.lapsec.fi](http://www.lapsec.fi)

## 9. MEASURES IN THE EVENT OF DAMAGES AND VIOLATIONS

If a vessel or boat in the port area has run aground, submerged or sunk, the owner or holder must have it removed as soon as possible.

If a sunken vessel or other object in the water constitutes a hazard or disrupts traffic, the owner or holder must place warning signs. If this is not done, the Port Company shall provide the markings, at the owner or the holder's expense.

If the port quay or other equipment is damaged through the actions of a port user, they should immediately notify the Port Company / port. The Port Company will arrange for the damage to be evaluated, to which the party who caused the damage or a representative of theirs will be invited.

If a vessel, boat or cargo has been positioned in an unauthorized manner or otherwise is in violation of the port regulations, or in a manner that interrupts traffic, and the captain, owner or possessor neglects to move the offense, the port authority may have it moved at the expense of the relevant party.

If goods, machinery or vehicles are positioned in the port area against regulations, and the captain, owner, driver or possessor does not move these, the Port Company may have them moved at the expense of the relevant party.

As a result of a breach of these port regulations, the Port Company may refuse to allow the other party to have access to the port area. In addition, the offender is liable to pay for any caused damages and expenses. A breach of the law or statutes may result in the charging of legally prescribed penalties.



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## 10. CLAIMS REQUIREMENTS AND LIMITS TO RESPONSIBILITIES

Complaints or claims to the Port of Kalajoki Ltd must be made without undue delay. If a claim takes place more than 30 days after the event in question, or when the victim has discovered the event, the victim will lose their right to action in those cases, in which the victim is a trader.

Any action against the Port Company Ltd must be brought within one year from the date on which the damage occurred or on which the victim became aware of the damage. The action will be dealt with by the court of the domicile of the Port of Kalajoki Ltd, unless otherwise agreed upon. Trials will apply Finnish law.

## 11. SUPPLEMENTARY TECHNICAL INSTRUCTIONS

The following technical instructions supplement the port regulations:

- vessel generated waste guidelines
- Port Information Book
- Rescue plan
- ISPS safety plan, not the confidential sections
- Environmental permit





These port regulations have been confirmed by the board of the Port of Kalajoki on 22.12.2014

These port regulations are valid until further notice and will come into force on 1.1.2015



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Rahjan Huolinta Oy has specialized to port logistics and agency focusing on giving services for shippers, charterers and ship-owners. Rahjan Huolinta Oy has its own modern fleet of lorries for transporting, shore cranes, forklifts and wheel loaders for smooth and flexible operating in port.

Rahjan Huolinta Oy is also owner of tugboat Masa which gives assistances to vessels and is responsible for ice-breaking in port ensuring that vessels can safely arrive to port of Rahja year-round.

Rahjan Huolinta Oy has customer oriented service concept to give perfect service and logistics solutions to every customer in port.



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