



# PORT INFORMATION GUIDE

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# General Introduction

This information sheet is written for Masters of seagoing vessels, shipping lines, agents, publishers of nautical information and any other party that needs nautical information.

## Legal disclaimer

Associated Icelandic Ports, here after named Faxaports, makes every effort to make and maintain the contents of this document as up-to-date, accessible, error-free, and complete as possible, but the correctness and completeness of these contents cannot be guaranteed. Associated Icelandic Ports accepts

no liability whatsoever for the occurrence and/or consequences of errors, faults or incompleteness or any other omission in connection with the information provided by this document. In case of any discrepancies or inconsistencies between this document and the applicable legislation, including the port byelaws, the latter will prevail.

## Contact port

Faxaflóahafnir Tryggvagötu 17, 101 Reykjavík, Iceland.

## Contact person for port information

Mr. Gísli Jóhann Hallsson, Harbour Master  
Email: gisli@faxaports.is

Mr. Gunnar Tryggvason, Port Director  
Email: gunnart@faxaports.is

## The port website

www.faxafloahafnir.is

# Port Description

## General

Faxaports began its operations on January 1, 2005. The company runs the harbours and ports of Reykjavík, Grundartangi, Akranes and Borgarnes. The Port of Reykjavík is divided into the Gamla höfn (Old harbour) and Sundahöfn.

- Gamla höfn (Old Harbour) is mainly used for landing of marine catches, ships repair and small passenger vessels.

- Sundahöfn is a multi-purpose cargo port and is also used for large passenger vessels
- Grundartangi is an industrial port with port facilities for adjacent ferro-silicon works, aluminium smelter.
- Akranes is a fishing harbour.

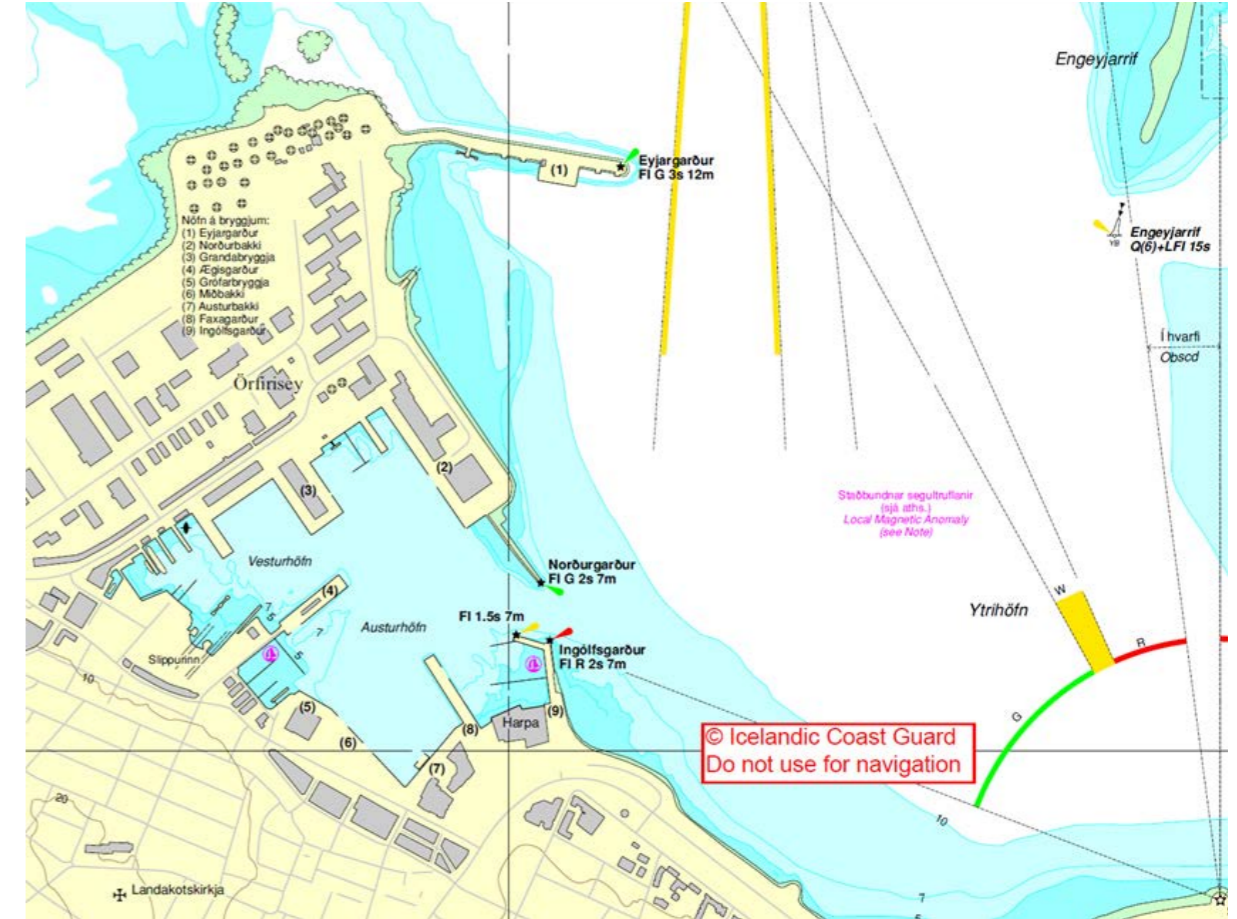
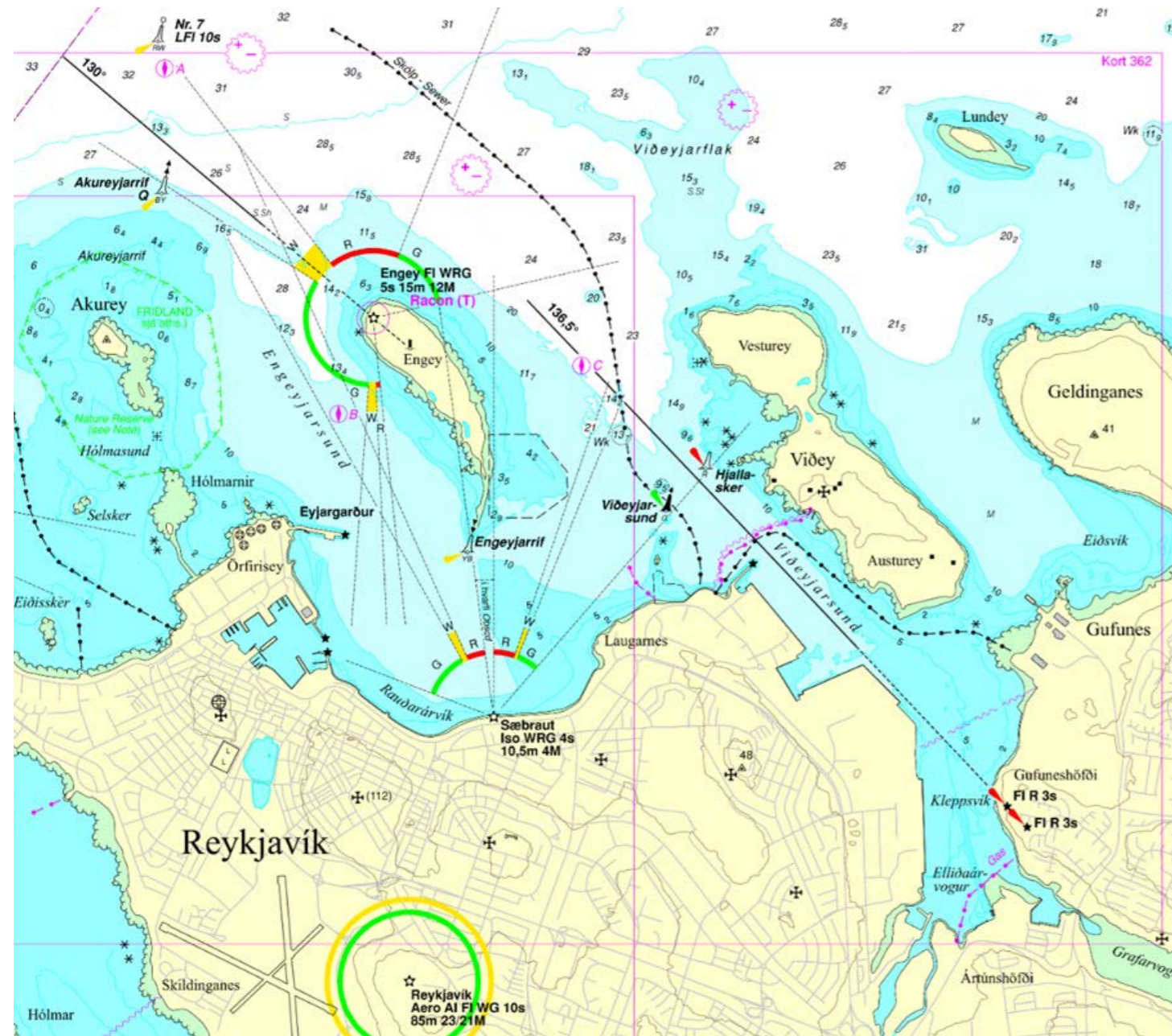
## Overview of Faxaports facilities:

<http://www.faxaports.is/>





### Reykjavík



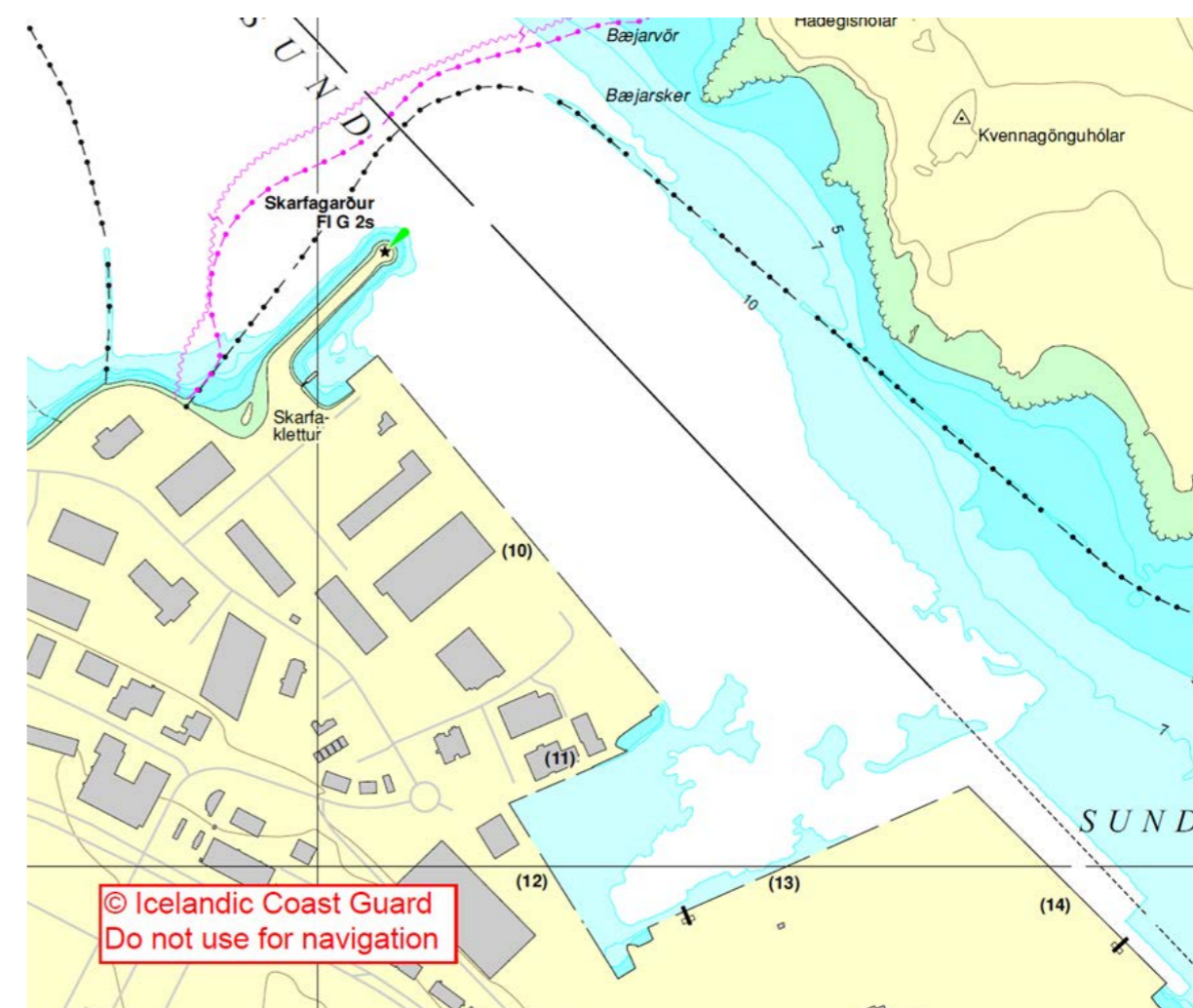
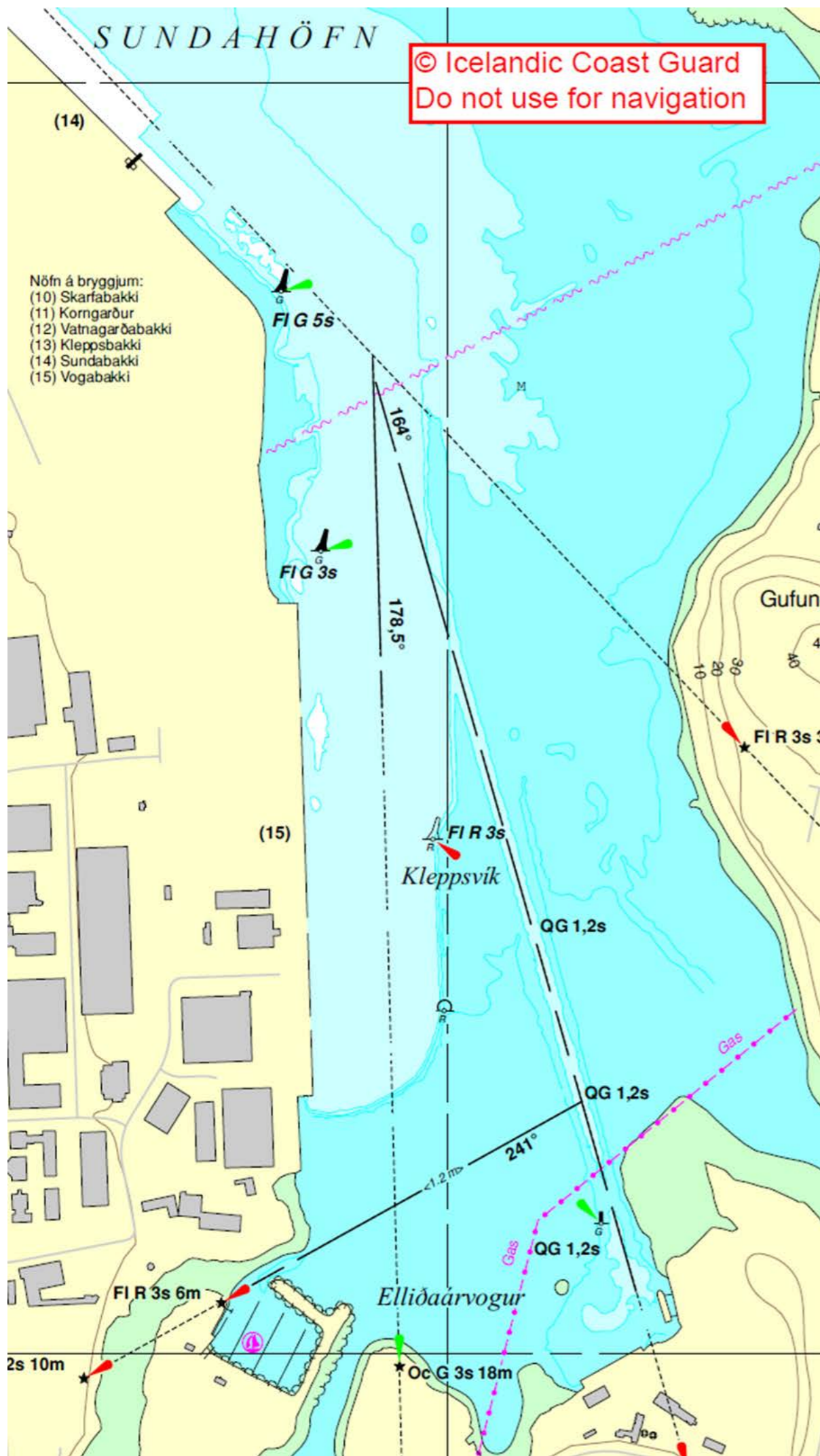
REYKJAVÍK - Gamla höfn (OLD HARBOUR) - 64°09,0´N 021°56,0´W

Gamla höfn (Old Harbour) is protected by two moles and the entrance width is 108 m. The harbour is divided into Vesturhöfn (West Harbour) and Austurhöfn (East Harbour). In the approach channel the water depth is more than 12.0 m. (MLWS) and depth at the entrance is 8.5m. and alongside 7.0-10.0 m. (MLWS). Prevailing winds from SE and E. Strong gale may be expected from N and NE. The harbour is easily accessible under severe weather conditions. Ships LOA limit is 170 meters.

Berth	Length (m.)	Depth (m.)	Remarks
Midbakkí	205	8.5	Cruise (ISPS )
Faxagarður	120	7.5	Cruise (ISPS )
Ægisgardur	2 x 145	7.0	Trawlers/repairing
Grandabakkí/ Bótarbyggja	140 /2x 70	8.5	Fishing vessels
Grandabryggja	2 x 125	8.5	Fishing vessels
Norðurgardur	270	7,2-10.0	Fishing vessels
Eyjargardur	72	13.0	Oil terminal ( ISPS )

All quays are protected by rubber fenders (diameter: 1,20 m).





REYKJAVÍK - SUNDAHÖFN 64°09,1' N 021°51,0' W

The harbour has restricted access from shore side. In the approach channel the water depth is more than 12.0 m. (MLWS). Prevailing winds from SE and E. Strong gale may be expected from N and NE.

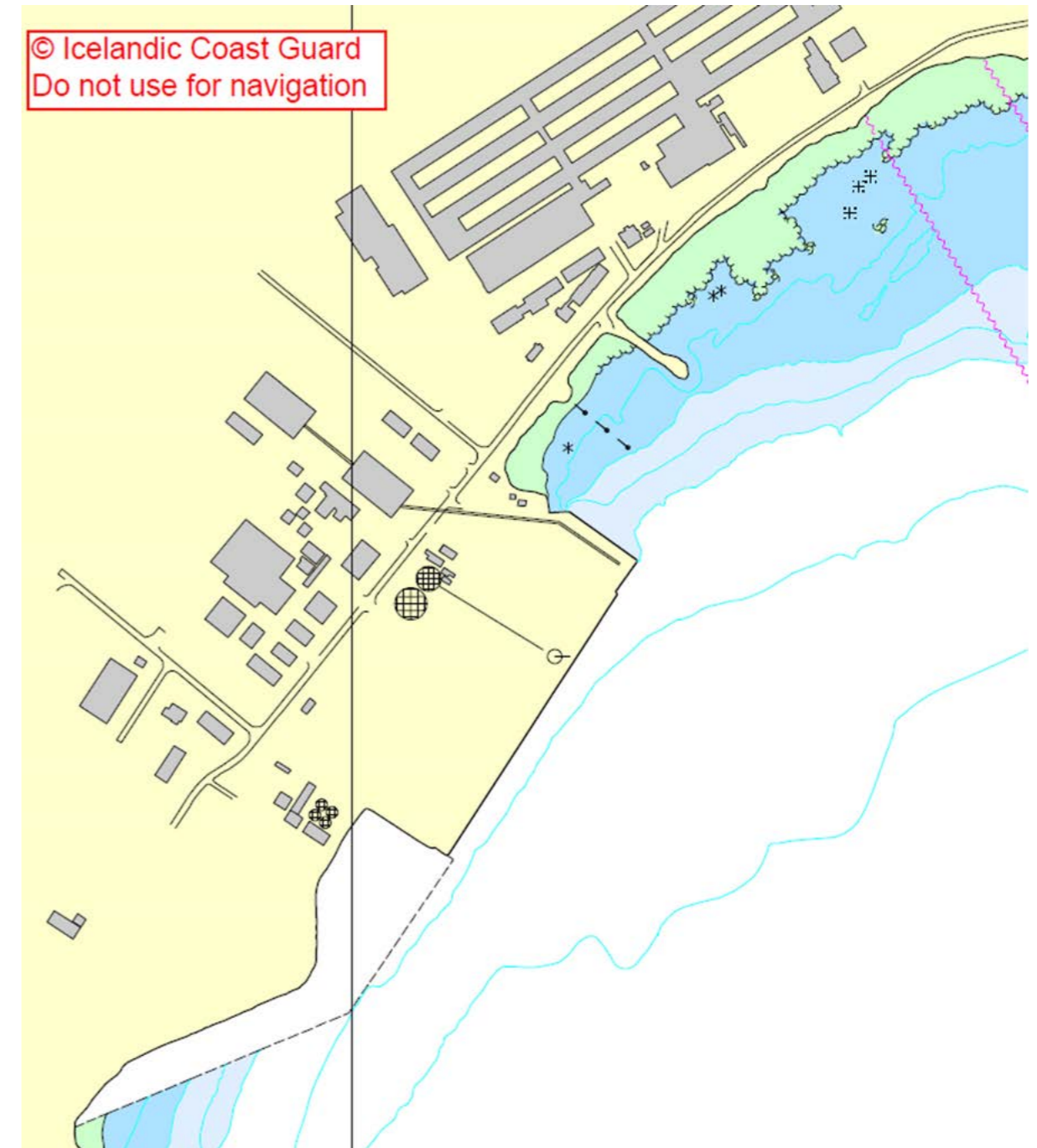
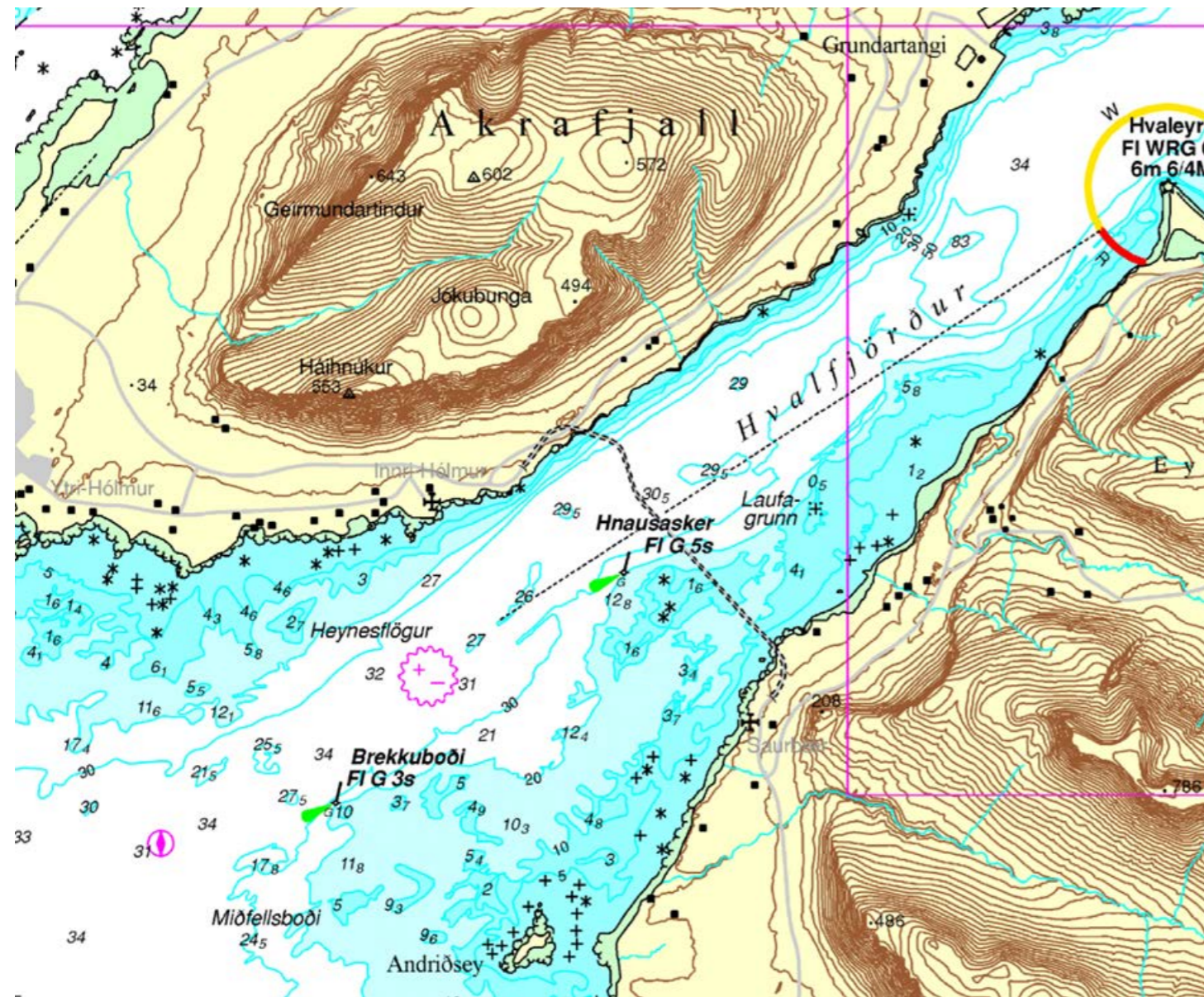
The harbour is easily accessible under severe weather conditions.

Berth	Length (m.)	Depth (m.)	Remarks
Skarfabakki	650	12.0	Cruise, general cargo, bulk, trawlers (ISPS)
Kleppsbakki	507	8.5/11.3	Containers (ISPS)
Sundabakki	450	12.0	Containers (ISPS)
Vatnagarðabakki	285	8.0	Containers (ISPS)
Korngarður	184	8.0	Bulk / Cruise (ISPS)
Vogabakki	720	8.0-9.0	Containers, general cargo, bulk, trawlers (ISPS)

All quays are protected by rubber fenders (diameter: 1,20 m).



## Grundartangi



GRUNDARTANGI - 64°21,4´N 021°46,6´W

The harbour has restricted access from shore side. In the approach channel the water depth is more than 27.0 m. (MLWS). Prevailing winds from E and NE. Strong gale may be expected

from SW and SE. The harbour is easily accessible under severe weather conditions.

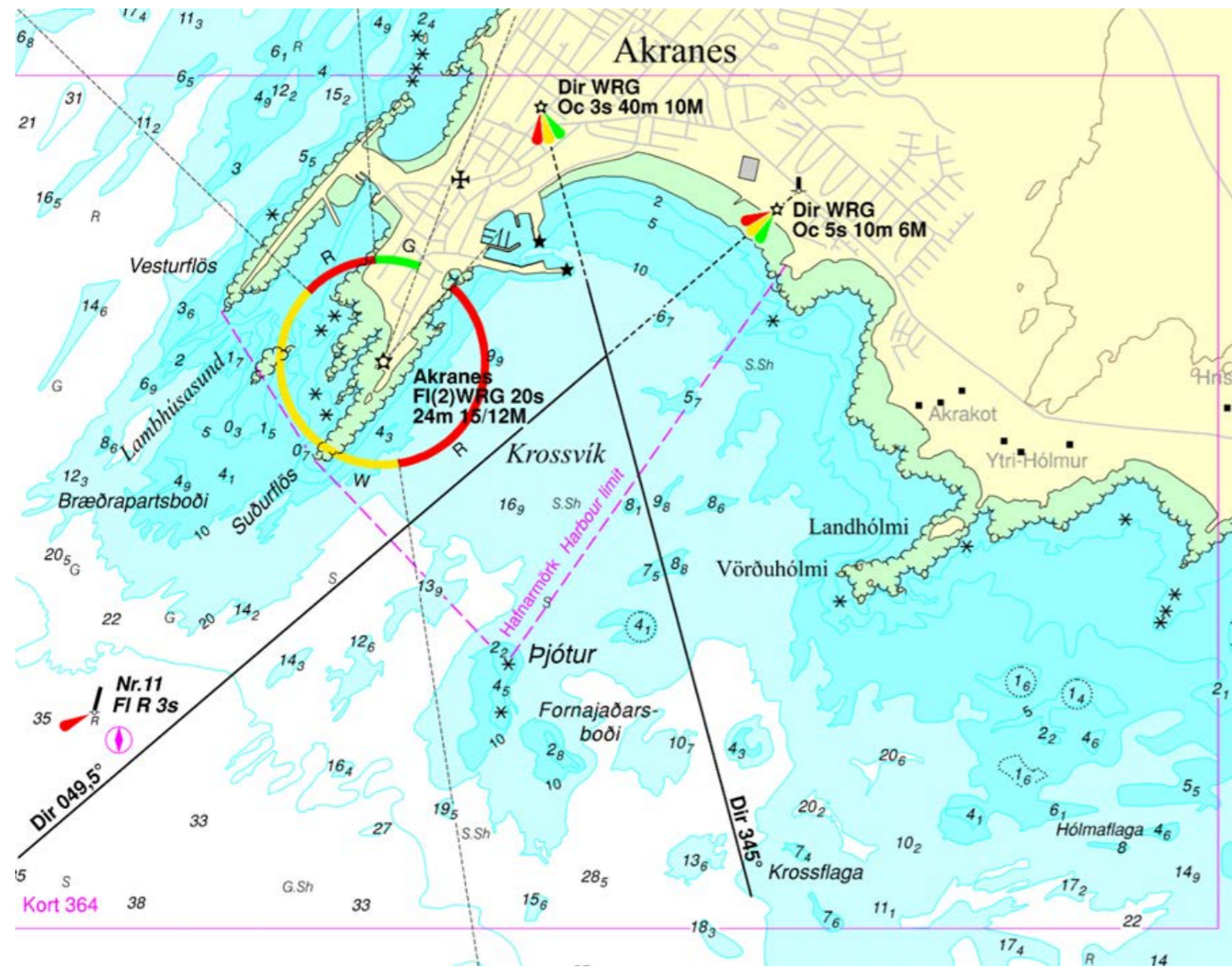
Berth	Length (m.)	Depth (m.)	Remarks
Tangabakki	635	10.0/13.3	Bulk /containers ( ISPS ).
Austurkantur	120	7.5	Bulk ( ISPS )

Tangabakki is protected by rubber fenders (diameter: 1,20 m) and Yokohama fenders (diameter:1,50m). Austurkantur is protected by Yokohama fenders (diameter: 1,50 m).





Akranes



AKRANES - 64°18,8' N 022°04,8' W

In the approach channel the water depth is 10.0 - 12.0 m. (MLWS).  
Prevailing winds from SE, SW and NE.

Berth	Length (m.)	Depth (m.)	Remarks
Adalhafnargarður	150 / 130	8.5 / 10.0	Fishing vessels (ISPS)
Faxabryggja	76 / 70	6.5 - 7.0	Cement / bulk (ISPS)
Batabryggja	103/ 62	3.5 / 6.0	Fishing vessels/repairing

All quays are protected by rubber fenders.

# Port Navigation

<b>Charts:</b>	BA Charts No. 2733, 2734 and 2735.  Reykjavík – No. 362  Grundartangi – No. 365 / 366  Akranes – No. 364
<b>Restrictions:</b>	Draft in Gamla höfn (Old Harbour) is restricted at MLWS to 8.5 m., oil terminal 13.0 m, in Sundahöfn to 8.0 - 12.0 m., Grundartangi 7,5 - 13.3 m and Akranes 6.0 - 10.0 m. Max LOA in the Old harbour 170 meters. Max LOA in Akranes is 115 meters. No other restrictions.
<b>Approaches:</b>	The harbours approach is unrestricted and ice-free all year round.
<b>Pilotage:</b>	Compulsory. Masters of ships calling more than eight times a year may apply for a Pilotage Exemption Certificate. All vessels carrying hazardous or dangerous cargo must use a Pilot. All vessels must give the Harbour Office at least 24 hours' notice of ETA and must contact the pilot station (VHF Channel 12) at least 3 hours in advance of ETA.
<b>Adalhafnargarður</b>	The fifth paragraph of Article 6 of Regulation No. 798 from 2009 on Faxaports states: "The Port Director, having received due comment from the Harbour Master, may grant the captain of a ship for which pilotage is compulsory in accordance with this Article an exemption from having a harbour pilot on board. A prerequisite for this exemption is assessment of the Harbour Master as regards the competence of the captain to navigate in the harbour area of Faxaports. The exemption is only valid as regards navigating in the harbour area or harbour areas which the captain in question has regularly been to. Should the captain not have been actively engaged as a captain of a vessel for two years, the exemption is no longer in effect. Should the Port Director decline to grant an exemption, the applicant may refer this to the Harbour Board." To further define the conditions for an exemption from taking a pilot on board, the following procedures apply:

1. A prerequisite is that the captain has captained the vessel in question, or a comparable one, regularly in the harbour area in question over the past three years and has entered the area to which the exemption applies at least 8 times over the past year. A prerequisite for granting the exemption is that there have not been any irregularities during arrival or departure pursuant to Item 1.
2. The exemption applies only to the harbour areas to which the captain has come regularly according to Item 1.
3. The exemption is to be issued to a specific captain and a specific vessel or type of vessel. The controls of the vessel must be satisfactory in the opinion of the Harbour Master.
4. Irrespective of the exemption from taking a pilot on board, the captain must maintain good radio contact with the pilots of Faxaports and fully comply with their instructions. In the event of a failure to do so, the exemption may be cancelled according to these rules, without notice.
5. Exemptions from having a pilot on board may be granted to former pilots of Faxaports provided that the captain and vessel in question fulfil the requirements made for such exemption.
6. If a captain has not held a position as captain for two years, the exemption pursuant to these rules of procedure will be terminated without specific notice.
7. The Port Director may, under special circumstances, grant an exemption from taking a pilot on board.
8. Requests for an exemption from taking a pilot on board must be sent in writing to the Port Director. In the event that the exemption is granted, it shall remain in effect for one year. In addition, the Port Director may, if there are objective reasons for doing so, cancel an exemption from having a pilot on board, without specific notice.
9. In difficult conditions due to weather or sea state, the Harbour Master may decide that despite the exemption from taking a pilot on board, the captain must take a pilot on board.
10. If a captain needs the assistance of a tug boat, he is under obligation to take a pilot on board.
11. Should the Port Director decline to grant an exemption, the applicant may refer this to the Harbour Board.



**Pilot Boarding position:**

Reykjavík 64°11,5´N 021°57,4´W (light buoy no. 7)  
Grundartangi 64°16,0´N 022°00,0´W  
Akranes 64°17,4´N 022°07,4´W (light buoy no. 11)

**Pilot Boat:**

Black hull with red and white deckhouse. International signals used if necessary.

**Anchorage:**


Good anchorage at Kollafjordur in a depth of 30-35 meters:

The fifth paragraph of Article 6 of Regulation No. 798 from 2009 on Faxaports states: "The Port Director, having received due comment from the Harbour Master, may grant the captain of a ship for which pilotage is compulsory in accordance with this Article an exemption from having a harbour pilot on board. A prerequisite for this exemption is assessment of the Harbour Master as regards the competence of the captain to navigate in the harbour area of Faxaports. The exemption is only valid as regards navigating in the harbour area or harbour areas which the captain in question has regularly been to. Should the captain not have been actively engaged as a captain of a vessel for two years, the exemption is no longer in effect. Should the Port Director decline to grant an exemption, the applicant may refer this to the Harbour Board." To further define the conditions for an exemption from taking a pilot on board, the following procedures apply:

**Anchorage:**

Good anchorage at Kollafjordur in a depth of 30-35 meters:

 Kollafjörður 64°12,5´N 21°54,0´W

 Kollafjörður 64°12,5´N 21°55,5´W

Anchorage prohibited in vicinity of harbour entrance.

**Density:**

1,027 kg/m<sup>3</sup>average).

**Pratique:**

Pratique obtained through Customs Authorities. In case of suspected disease notify port office or Agent in advance.

**VHF:**

The Harbour Office maintains a 24-hour listening watch on Channels 12 and 16. Working frequency is on Channel 12.

**Tugs:**

Available throughout 24 hours. Use of tugs is not compulsory, but vessels greater than 15.000 GRT. must have one tug on stand-by. All vessels carrying hazardous cargoes must have a stand-by tug for berthing. All harbour towage is provided by the Port Authority, which owns and operates four boats:

- Þjótur - 1 X350 hp. > 6T Bollard Pull ahead
- Leynir (stan tug) - 2x475 hp. > 13T Bollard Pull ahead
- Haki (stan tug) - 2x1,360 hp. > 40T Bollard Pull ahead
- Magni (ASD) - 2x3386 hp. > 85T Bollard Pull ahead/84T Astern

**Tugs meet vessels in the roadstead.**



Azimuth stern drive tug 3212  
"Magni"

<b>GENERAL</b>	512565	<b>AUXILIARY EQUIPMENT</b>	2x Caterpillar C4.4 TA, 400 V, 107 kVA, 50 Hz
Yard number	January 2020	Generator sets	2x Azcue CA-50/3A 20 m <sup>3</sup> /h each
Delivery date	Push-pull, escorting, towing and fire-fighting operations	General service pumps	Azcue CA-32/0.5 3.6 m <sup>3</sup> /h
Basic functions	Lloyd's Register	Bilge pump	Azcue CA40-1B 12 m <sup>3</sup> /h
Classification	100 A1 Escort Tug (bollard pull = 85t) †	Fuel pump	Box cooling + anti-growth system
	LMC UMS IWS	Cooling system	Azcue MO-19/10
	Fire-fighting ship 1 with water spray	Fresh water pressure set	2x CJC PTU3 27/81 MZ-E2PWZ, 1020 l/h each
	Green passport EU	Fuel oil purifier	Selmar Blue Sea 2500
	ECC	Sewage treatment plant	Main engine driven pumps
Flag	Iceland	Hydraulic system	Dispersant pumpset with 2 spraybooms
Owner	Associated Icelandic Ports Ltd.	Oil pollution control	Main engine driven pump 2400 m <sup>3</sup> /h FIFI 1 with water spray
		Fifi set	2x 1200 m <sup>3</sup> /h, water/foam
		Fifi monitor	
<b>DIMENSIONS</b>		<b>DECK LAY-OUT</b>	
Length overall	32.70 m	Anchor	2x 430 kg Pool (High Holding Power)
Beam overall	12.82 m	Anchor winches	2x Electric 10 m/min
Depth at sides	5.35 m	Rendering/recovery winch	Pull/low speed 30 ton up to 27 m/min on 2 <sup>nd</sup> layer, pull/high speed 30 ton up to 44 m/min on 2 <sup>nd</sup> layer, rendering 112 ton up to 82 m/min on 2 <sup>nd</sup> layer, 200 ton brake
Draught aft	5.90 m	Capstan fore	Electrically driven, 5 ton at 15 m/min
Displacement	800 t	Capstan aft	Electrically driven, 5 ton at 15 m/min
(98% consumables)		Crane	Heila HLM 20-3S with winch
<b>TANK CAPACITIES</b>		Towing hook aft	Mampaey SWL 100 ton
Fuel oil	149.3 m <sup>3</sup>	Towing winch aft	Hydraulically driven single drum two speed winch with spooling device and warping head, high pull/low speed 31 ton up to 12 m/min, slack rope speed up to 30 m/min, 200 ton brake
Fresh water	15.4 m <sup>3</sup>	Fendering	D-fender at sides, cylindrical fender at transom corners, cylindrical bow fender with water spray
Sewage	5.1 m <sup>3</sup>		
Clean lubrication oil	7.8 m <sup>3</sup>	<b>ACCOMMODATION</b>	
Dirty lubrication oil	6.5 m <sup>3</sup>	For 8 persons, insulated and finished with durable modern linings, acoustical ceiling in the wheelhouse, floating floors and air-conditioned. With 6 cabins, galley, mess/dayroom, switchboard room, dry store and sanitary facilities.	
Bilge water	6.5 m <sup>3</sup>	<b>NAUTICAL AND COMMUNICATION EQUIPMENT</b>	
Foam	12.3 m <sup>3</sup>	Searchlights	2x Den Haan DHR300 RCB 230W
Dispersant	5.1 m <sup>3</sup>	Radar system	Furuno FAR-1518-BB
<b>PERFORMANCES</b>		Compass	Cassens & Plath Reflecta type 11
Bollard pull ahead	85.5 t	Satellite compass/GPS	Simrad GN70/HS80A
Bollard pull astern	84.2 t	Autopilot	Simrad AP-70
Speed ahead	14.0 kn	Echosounder	Furuno FE-800
Speed astern	13.7 kn	Speed log	Furuno DS-80
<b>PROPULSION SYSTEM</b>		VHF	2x Sailor 8222 + 2x hand-held Jotron TRON TR-20
Main engines	2x Caterpillar 3516C HD TA/D	UHF	Sailor 3965 UHF
Total power	5050 bkW (6772 bhp) at 1800 rpm	Navtex	Furuno NX-700B
Thrusters	2x Rolls Royce US 255 P30 FP	AIS	Furuno FA-170
Propeller	3000 mm fixed pitch	SSB	Furuno FS-1575
Forced ventilation	20.000/40.000 m <sup>3</sup> /h	LRIT	Furuno Felcom 10
		EPIRB	Jotron Tron 80S
		Sart	Jotron Tron Sart20
		Anemometer	Gill Instruments GMX500

Damen stan tug 2208  
"Magni"

<b>GENERAL</b>	509603	<b>AUXILIARY EQUIPMENT</b>	2x Cat 3304 NA, 230/400 V, 63 kVA, 50 Hz
YARD NUMBER	June 2006	GENERATOR SETS	2x Sterling SIHI AKHK 5101 each 20 m <sup>3</sup> /hr
DELIVERY DATE	Harbour and coastal towing	BILGE PUMPS	2x Sterling SIHI AOHHA 3101 each 4.5 m <sup>3</sup> /hr
BASIC FUNCTIONS	Lloyd's Register	FUEL OIL PUMPS	Closed cooling system
CLASSIFICATION	*100 A1 Tug Unrestricted Service	COOLING SYSTEM	Libellula 6.6 m <sup>3</sup> /hr
	LMC (without cross) UMS	SEWAGE PUMP	Caterpillar 3304B T/Sterling capacity 300 m <sup>3</sup> /hr
FLAG	Iceland	FIRE FIGHTING ENGINE/PUMP	2x 150 m <sup>3</sup> /hr
OWNER	Associated Icelandic Ports Ltd - Faxaports	FI-FI MONITORS	
<b>DIMENSIONS</b>		<b>DECK LAY-OUT</b>	
LENGTH O.A.	22.62 m	ANCHORS	2x 225 kg Pool (High Holding Power)
BEAM O.A.	8.44 m	CHAIN	247.5 m, Ø 16 mm U2
DEPTH AT SIDES	3.74 m	ANCHOR WINCH	DMT, 10 m/min, incl. warping head
DRAUGHT AFT	3.69 m	TOWING WINCH AFT	DMT, hydraulically driven, 10 ton pull at 10 m/min, 300 meter steel wire
DISPLACEMENT	285 ton	TOWING HOOK	SWL 45 ton
<b>TANK CAPACITIES</b>		DECK CRANE	Heila HLM 20-25, 1.7 ton at 8.50 mtr
FUEL OIL	39.1 m <sup>3</sup>	FENDERING	Block fender type pushbow, D-fender all around
FRESH WATER	8.6 m <sup>3</sup>	<b>ACCOMMODATION</b>	
SEWAGE	2.0 m <sup>3</sup>	Accommodation for 4 persons, completely insulated and finished with durable modern linings, acoustical Dampa ceiling in the wheelhouse and Bolidt floating floors. Heated accommodation, with 2 cabins for 2 persons, galley, mess/dayroom and sanitary.	
SLUDGE	1.0 m <sup>3</sup>	<b>NAUTICAL AND COMMUNICATION EQUIPMENT</b>	
LUBRICATION OIL	2.2 m <sup>3</sup>	SEARCHLIGHT	2x Pesch 1000 W
DIRTY OIL	1.5 m <sup>3</sup>	RADAR	Navnet - MaxSea
BILGE WATER	1.6 m <sup>3</sup>	COMPASS	Magnetic, Cassens & Plath, Kotter type
WATER BALLAST	13.3 m <sup>3</sup>	SATELLITE COMPASS	Furuno SC-50
<b>PERFORMANCES (TRIALS)</b>		AUTOPILOT	Robertson AP-50
BOLLARD PULL AHEAD	39.5 ton	GPS	Furuno GP-90
SPEED	12.1 knots	ECHOSOUNDER	Navnet
<b>PROPULSION SYSTEM</b>		VHF	Sailor RT 4822, 25 Watt + DSC
MAIN ENGINES	2x Caterpillar 3512B TA/B	HANDHELD VHF	2x, GMDSS approved
TOTAL POWER	2028 bkW (2720 bhp) at 1600 rpm	AIS	Furuno FA-100
GEARBOXES	2x Reintjes WAF 664L / 5.95 : 1	SSB	Furuno FS-1570
PROPULSION	2x Kaplan II Promarin fixed pitch propellers	NAVTEX	Furuno NX-700
NOZZLES	2x 2200 mm Van de Gieszen 'Optima'		
STEERING GEAR	Powered hydraulic 2x 45°, tiller, rudder indicator		
BOW THRUSTER	90 kW (120 hp) hydraulic		





**DAMEN STAN TUG 1605**  
"Leynir"

#### General

Yard no. : 5945  
 Delivery date : July 2000  
 Basic functions : Towing, mooring operations and pilot services  
 Classification : Bureau Veritas  
 | 3/3 E ± Tug Coastal Waters • MACH

#### Dimensions

Length o.a. : 16.85 m  
 Beam o.a. : 5.69 m  
 Depth at sides : 2.51 m  
 Draught aft : 2.10 m  
 Displacement : 55 ton(m)

#### Tank capacities

Fuel oil : 13.7 m<sup>3</sup>  
 Fresh water : 0.7 m<sup>3</sup>  
 Ballast water : 1.3 m<sup>3</sup>  
 Sewage : 0.5 m<sup>3</sup>

#### Performances (trials)

Bollard pull : 12.8 ton(m)  
 Speed : 10.5 knots

#### Propulsion system

Main engines : 2x Caterpillar 3406E TA/B  
 Total power : 710 kW (950 bhp) at 1800 rpm  
 Gearboxes : 2x Reintjes WAF 284 L  
 Propellers : 2x 1300 mm in nozzles

#### Auxiliary equipment

Battery sets : 2 x 24V 200 Ah  
 Shore connection : 220V, for battery charging  
 Bilge/ballast pump : SIHI VWSI 5013, 25 m<sup>3</sup>/hr, main engine driven.  
 Pressure set : For fresh water, 24 Volt

#### Deck equipment

Anchor : 60 kg Pool (High Holding Power)  
 Chain (tot.) : 50 m shortlink 13 mm U2  
 Anchor winch : Manual  
 Towing hook : 15 ton  
 Life raft : 1 x 6, 1 x 4 persons

#### Accommodation

Wheelhouse : Benches with table and a helmsman chair  
 Below deck : 1 x 2 crew cabin. Store, galley with cooker and refrigerator, and sanitary space with toilet and washbasin

#### Nautical and communication equipment

Searchlight : 1 x Pesch 250 W  
 Compass : Magnetic Kotler  
 Auto pilot : Robertson AP 45  
 Echosounder : Furuno LS 6000  
 VHF : Sailor RT2048  
 Navtex : Furuno NX-500

#### Owner

Akraneshöfn, Akranes (Iceland)



# Port Services

## Bulk Facilities

<b>Korngardur:</b>	Quay accommodates bulk grain carriers. This quay is also used during summer for cruise vessels.
<b>Tangabakki:</b>	Quay accommodates bulk grain and aluminium carriers.

## Container Facilities

<b>Eimskip Terminal:</b>	Eimskip Tel: +354 525 7000. Web: <a href="http://www.eimskip.is">www.eimskip.is</a>
<b>Facilities:</b>	Occupies the Vatnagarðabakki, Kleppsbakki and Sundabakki quays, where there is a 300,000 sq.m. container terminal and a Ro-Ro berth.
<b>Cranes:</b>	STS Leibherr148L WS super rail-mounted gantry with 70 tons capacity Paceco rail-mounted gantry with 35 tons capacity. Gottwald mobile crane, 125 tons capacity. Gottwald mobile crane, 140 tons capacity.
<b>Storage:</b>	7.000 TEU and 500 reefer points.
<b>Samskip Terminal:</b>	Samskip Tel: +354 458 0000. Web: <a href="http://www.samskip.is">www.samskip.is</a>
<b>Facilities:</b>	Occupies the Vogabakki quay, where there is a 220.00 sq.m. container terminal.
<b>Cranes:</b>	One 104 tons Liebherr LHM 400 mobile crane, outreach 12 containers, and one LHM 550 120 tons with 12 containers outreach
<b>Storage:</b>	7.530 TEU and 352 reefer points.

## Passenger Facilities

<b>Reykjavík:</b>	Skarfabakki and Midbakki. If needed Faxagarður and Korngarður.
<b>Akranes:</b>	Aðalhafnargarður and Batabryggja

## Tanker Facilities

One terminal with two companies at Örfirisey - Eyjargardur (near Gamla höfnin). Örfirisey has a storage capacity of 175,000 cu.m.

## Various Services

<b>Waste Disposal</b>	Waste disposal services are available 24 hours/day. Contact agent that will make arrangements for collection. Waste report to be sent to the harbour 24 hours before ETA by safeseanet or by email ( <a href="mailto:waste@faxaports.is">waste@faxaports.is</a> ).
<b>Slops Disposal</b>	See "Waste Disposal".
<b>Fresh Water</b>	Fresh water available at all berths, at 20-30 m <sup>3</sup> p.h. and 100 m <sup>3</sup> p.h. at Skarfabakki.
<b>Fuel</b>	Marine fuel is supplied by N1 (Esso), Oliuverzlun Islands (Olis) and Skeljungur (Shell). Bunker barges supply fuel in all port areas.
<b>Electricity</b>	Electricity available at most of the berths, 125 and 63 amperes – 50Hz.  The Board of Faxaports and Regulation no. 124/2015 on the sulphur content on certain liquid fuels require the following: <ul style="list-style-type: none"> <li>a. All vessels that can connect to land-based electricity and which would otherwise need to run their auxiliary engines or main engines during docking are to connect to the electricity system of the port. Vessels that can be served in this manner are not permitted to run auxiliary engines unless the stay is under 6 hours.</li> <li>b. In the event that there are no connections or if the power requirements of the vessel exceed what the system of the port can handle, the sulphur content of the fuel used to run the engines required must be in accordance with the requirements of regulation 214/2015.</li> <li>c. Vessel service requirements must be notified to Faxaports before the vessel docks.</li> </ul>



**Regulation no. 214/2015 requirements which relate to the docking of ships, are as follows:**

*"Article 11*

*Ships tied up in dock.*

*In order to promote better air quality and to reduce pollution, vessels docked in port are to use land-based electricity instead of vessel fuel to the extent possible.*

*In the event that it is not possible to use land-based electricity, vessels that are docked in ports in Iceland may not use vessel fuel with a sulphur content greater than 0.1% (m/m). Sufficient time must be allocated for the crew to finish all necessary actions to switch fuels as quickly as possible after docking and as close to departure as possible. The time it takes to switch fuels must be recorded in the vessel's logbook.*

*The provisions of Paragraph 2 do not apply:*

*a. If the vessels are, according to published schedules, to be docked for less than two hours;*

*b. To vessels in which all engines are turned off and land-based electricity is used while they are docked in harbours."*

**Gamla höfnin í Reykjavík (the Old Harbour in Reykjavík), Skarfabakki and Vogabakki in Sundahöfn harbour and in Akranes:**

Available 125 and 63 ampere connections and delivery of electricity based on 400 V and 50 Hz. It is also possible to deliver 250 ampere through the shared use of two 125-ampere connections in certain sections of Gamla höfnin and Skarfabakki.

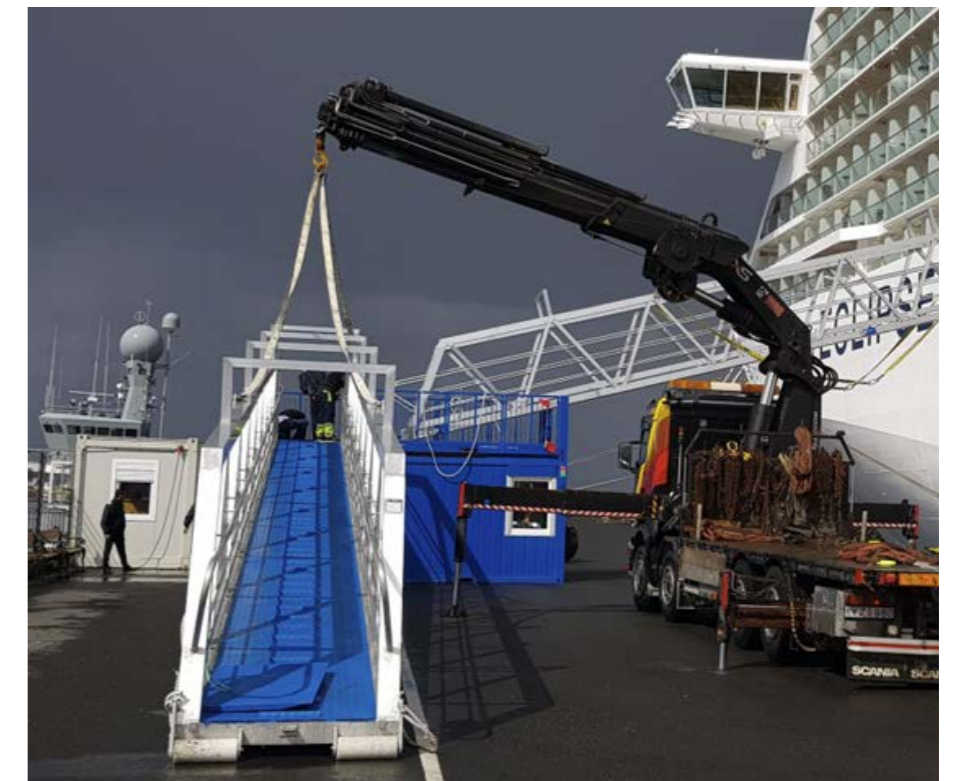
**Miðbakki and Faxagarður:**

Low-Voltage-Shore-Connection-available at Miðbakki and Faxagarður in the old harbour. Information available on [Faxaports website](#).

**If there is any doubt as to whether it is possible to deliver sufficient power to a vessel, please provide Faxaports information on power requirements and connection sizes, to maximize the number of ships that are able to connect to land-based electricity when in dock.**

Vessel land connections are one of the aspects where Faxaports and vessel operators can make a difference in terms of greenhouse gas emissions and local air quality. The size of vessels and power requirements set certain limits on the land connections of vessels. The first goal, therefore, is to provide land connections to all vessels that the harbour's low-voltage system can handle. At the same time, Faxaport is preparing land connection of larger vessels. Faxaports is prepared to discuss and collaborate with the companies that wish to seek ways to reduce the exhaust of vessels in the ports of Faxaports.

<b>Services</b>	Compass adjusting carried out by private firm as well as tank cleaning.
<b>Dry Dock</b>	Slipways available up to 2,400 tones, length 85 m., beam 14.5 m.
<b>Repairs</b>	All kinds of ship repair possible.
<b>Surveyors</b>	DNV and Bureau Veritas.
<b>Gangway</b>	Faxaports can rent out to clients total 10 aluminium shore gangways and 4 gangway platforms. The gangways are: 4x20, 2x18, 2x15 and 2x12 m long and 1.5 m wide and 2x10 m long and 1.0 m wide. According to safety information 50-100 people are allowed at once on the 20 meters gangways. The gangways and the platform are certified by Lloyd's Register



<b>Local Holidays</b>	On Christmas Eve and New Year's Eve work stops at noon. Dock work continues on Bank Holidays and with labour union permission work may be carried out on Saturday for overtime payment and exceptionally at night until 22:00 hrs.
<b>Delays</b>	Normally no delay is to be expected beyond that caused by normal Customs clearance.
<b>Embassy</b>	USA, UK, Denmark, Finland, France, India, Japan, Canada, China, Norway, Russia, Sweden, Germany

<b>Consulates</b>	Austria, Bangladesh, Belgium, Botswana, Brazil, UK, Bulgaria, Denmark, Estonia, El Salvador, Philippines, Finland, Greece, Holland, India, Ireland, Israel, Italy, Jordan, Canada, Croatia, Cyprus, Latvia, Lithuanian, Luxemburg, Malaysia, Malta, Mexico, Mongolia, Namibia, Nicaragua, Norway, Peru, Portugal, Poland, Romania, Serbia, Seychelles, Chile, Slovakia, Slovenia, Spain, Sri Lanka, South Africa, South Korea, Switzerland, Thailand, Czech, Togo, Hungary, Ukraine, Uruguay, Turkey.
<b>Nearest Airport</b>	Reykjavik Domestic Airport and Keflavík NAS International Airport.
<b>Customs</b>	200 cigarettes or equivalent, one liter alcoholic beverage, 24 bottles beer or two liters of wine.
<b>Shore Leave</b>	Crew members are allowed to go ashore.
<b>Repatriation</b>	Can be arranged.
<b>Identification Cards</b>	Identification card must be carried.
<b>General</b>	Engines may not be running while ship is berthed without harbour permission.
<b>Authority</b>	Associated Icelandic Ports (Faxaports), Box 382, IS 121 Reykjavik, Iceland. Tel: +354 (525) 8900. Fax: +354 (525) 8990. Email: <a href="mailto:hofnin@faxaports.is">hofnin@faxaports.is</a> Web: <a href="http://www.faxaports.is">www.faxaports.is</a> .
<b>Contacts</b>	Mr. Gunnar Tryggvason, Port Director or Captain Gísli Jóhann Hallsson, Harbour Master.
<b>Immigration Office</b>	Crew List Passenger List.
<b>Customs Authority</b>	Maritime Declaration of Health Master's Report on vessel's arrival from abroad Master's Certificate with Manifests of all goods Master's Certificate with Manifests of goods to each port of discharge Parcel list of goods to be discharged Stores List. Crew / Passenger List

<b>Certificates</b>	All national, flagstate and Solas certificates <a href="https://safeseanet.is/Web/theLogin.aspx">https://safeseanet.is/Web/theLogin.aspx</a> Icelandic coastguard
<b>Report</b>	All vessels bounding to port in Iceland are required to report to Icelandic Coast Guard at least 24 hours before arrival ( <a href="https://safeseanet.is/Web/theLogin.aspx">https://safeseanet.is/Web/theLogin.aspx</a> )





## Various information

### Ballast Water

The general rule is that ballast water must not be discharged within the pollution jurisdiction of Iceland. Discharging ballast water within Iceland's pollution jurisdiction is, however, authorized after treatment in accordance with requirements in Article 7 of Icelandic Regulation no. 515/2010 on ballast water, i.e. the ballast water has been treated prior to discharge in accordance with Standard D1 (rinsing out) or D2 (cleaning) in the BWM convention (international agreement about the control and the management of ballast water in ships and sediments in it). Therefore, either a cleaning system must be on board the ship, a system approved by relevant authorities, or a rinsing out has taken place which ensures at least 95% volumetric exchange of water in all the ballast tanks in use. If rinsing out takes place by means of pumping-through method, each ballast tank must be pumped through with three times its volume.

**By September 8, 2024, all ships in international voyages must meet the D2 standard (cleaning).**

If conditions do not allow discharge of ballast water outside the pollution jurisdiction because of sailing routes, weather or other sea conditions, the master of a ship may discharge ballast water outside 50 nautical miles from the nearest land, provided authorisation has been granted and the depth is more than 200 metres. Prior to discharge within Iceland's pollution jurisdiction the master of the ship shall consult with the officer in charge at the control centre of the Icelandic Coast Guard and receive authorisation for an exemption when the afore-mentioned conditions have been fulfilled.

The master of each ship is responsible for ensuring that the discharge of ballast water is in accordance with current law and regulations and that the appropriate equipment is at hand and the crew is trained to ensure successful execution. The master of the ship must report to the officer in charge at the control centre of the Icelandic Coast Guard of all discharging of ballast water within Iceland's pollution jurisdiction.

When discharging ballast water every precaution must be taken and the IMO guidelines consulted.

Ships must keep a ballast water record book and it must be accessible for supervising inspectors. A ballast water management plan must be on board vessels.

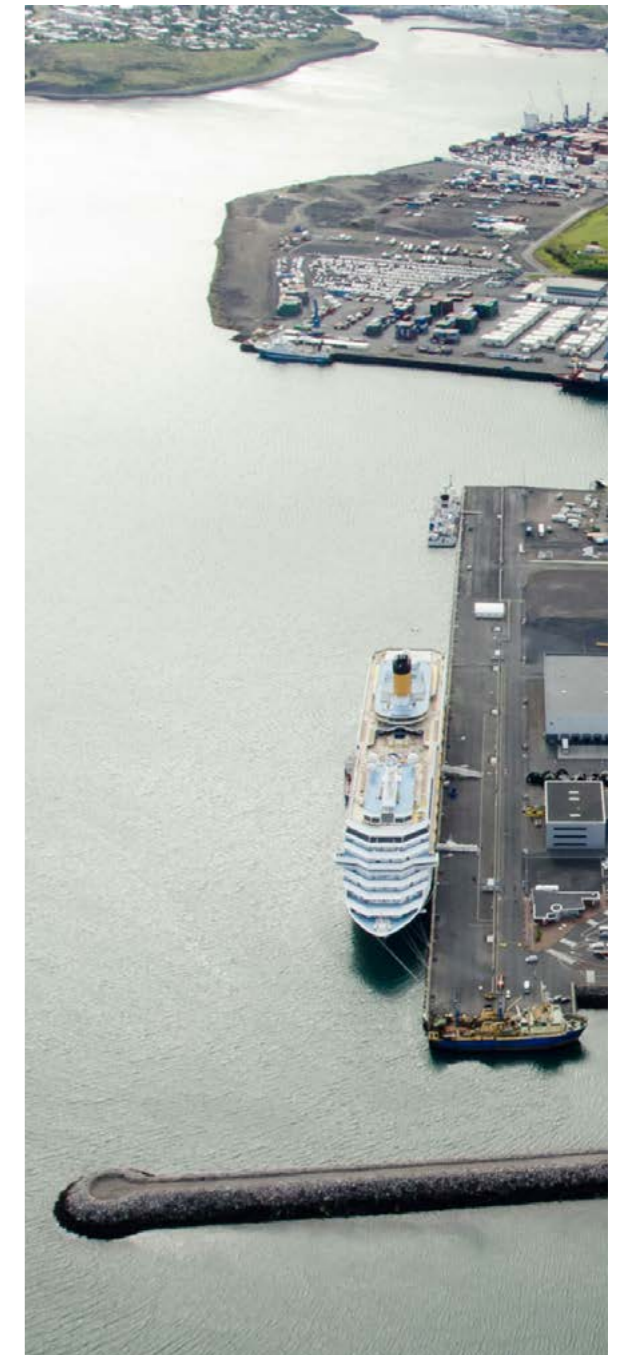
On the International Maritime Organization (IMO) website, information can be found on an international agreement about the control and management of ships' ballast water and sediments ([International Convention for the Control and Management of Ships' Ballast Water and Sediments](#)), which is referred to in Icelandic Regulation no. 515/2010.

On the website of GloBallast, IMO instructions as regards discharging ballast water and various other information in connection with ballast water may be found: <http://globallast.imo.org/>

### Sewage and greywater

Sewage discharge from vessels is prohibited within port areas and in areas within 300 metres from the spring tide water level. Vessels of 400 gross tonnage and above and vessels, which are certified to carry 15 persons or more but weigh less than 400 gross tonnage are prohibited to discharge sewage within twelve nautical miles from the territorial sea baseline points. It is permitted to discharge sewage which has been treated in a sewage treatment plant, approved by the Icelandic Transport Authority or a comparable authority of another state, outside of three nautical miles from the baseline of the territorial waters.

The same requirements apply concerning the discharge of greywater.



## Marine fuels

The sulphur content of marine fuels, including heavy fuel oil, used or intended for use in vessels in the territorial sea and internal waters of Iceland shall not exceed 0.1 % (m/m), except fuels for vessels using emission abatement methods.

The sulphur content of marine fuels, including heavy fuel oil, used or intended for use in vessels within the Icelandic Pollution Prevention Zone but outside of the territorial sea shall not exceed 0.5 % (m/m), except fuels for vessels using emission abatement methods.

The sulphur content of marine diesel oil shall not exceed 1.5% (m/m). The sulphur content of marine gas oil shall not exceed 0.1% (m/m). Vessels using emission abatement methods shall not use marine fuels with a sulphur content higher than 3,5% (m/m), except when operating in closed mode.

Vessels at berth in ports shall use shore electricity instead of marine fuels as possible. If there is no possibility of using electric power from ashore, vessels in ports in Iceland shall not use marine fuels with a sulphur content exceeding 0.1% (m/m). The fuel changeover time shall be recorded in the ship logbook.

This does not apply to ships if:

- a. If, according to schedule, the ships are staying less than two hours in harbour.
- b. If all engines are not in operation while using electricity from land.

Regarding operation of scrubbers in territorial waters of Iceland. Scrubbers must conform to the criteria of resolution of MEPC.340(77). Emission ratios within Iceland territorial waters are limited to 4.3 for SO<sub>2</sub>(ppm)/CO<sub>2</sub>(%v/v) and relevant criteria applies for the discharge waters and monitoring according to scheme for each case.

Fuel with sulphur content above 3,5 % (m/m) may only be used in closed mode.

Consideration should be given to Article 7 and 8 in Icelandic laws in act on protection against pollution of seas and coasts of 33/2004. In article 8 under the same act, it is stated that discharge of liquid substances from ships is otherwise prohibited in waters within three nautical miles of the territorial sea's baseline. Discharge of unpolluted water and sea is permitted.

## LNG fuels

Safety manual on LNG bunkering procedures available:

<https://www.faxafloahafnir.is/wp-content/uploads/2024/05/Safety-manual-on-LNG-bunkering.pdf>

## Cruise ships

### Environmental Port Index (EPI)

Cruise ships must submit data for assessment of environmental performance in port no later than 72 hours after departure. Based on that data, each ship receives an EPI score between 0 (worst) and 100 (best). If a ship does not submit data, it will automatically receive a score of 0. The prerequisite for all cruise ship bookings is the submission of EPI data for the previous year, except in the case of the first arrival of a ship. Further information available on [Faxaports website](#).

### Cruise information

Information regarding facilities and services, parking, access, onshore power supply and EPI are available [online](#).

### Guidelines for Masters of cruise and passenger ships arriving in Iceland

Guidelines for Masters of cruise and passenger ships arriving in Iceland are available [online](#).





# Weather stations

Map of locations: <https://vedur.mogt.is/>

Faxaports weather stations:

Old harbour:

<https://vedur.mogt.is/harbor/?action=Stations&harborid=1&stationid=1004>

Eyjargarður:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1005>

Skarfabakki:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1001>

Kleppsbakki:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1006>

Sundabakki – NV end:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1071>

Sundabakki – SE end:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1072>

Vogabakki:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1008>

Akranes:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1003>

Grundartangi:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1002>

Borgarnes:

<https://vedur.mogt.is/harbor/index.php?action=Stations&harborid=1&stationid=1007>

# Security and Safety

## Security information

**The ports operate within the ISPS code, security regulations. Security services are available all year round.**

### Contact numbers:

Reykjavík harbour offices: +354 525 8900.

Web page:

<http://faxaflaoahafnir.is/faxaflaoahafnir/en/>

Harbour Pilot: +354 525 8930, 660-8930

VHF Radio: Channel 12, emergency channel 16.

### Port facility security services:

+354 525 8930 [portsecurity@faxaports.is](mailto:portsecurity@faxaports.is)

PSO (port security officer) +354 617 5021

Emergency number for accidents, fire and medical is: 112

### Access control / surveillance

The port facility is under surveillance and access to and from the port facility is controlled.

To ensure that your stay is secure and traffic to and from the facility is smooth please note the following.

### Passengers

Passengers leaving the ship must have their boarding passes with them to be able to return to ship. Passengers failing to display a valid pass will not be allowed entry into the harbour area.

### Crew

Crew members leaving the ship must have their ships boarding passes with them at all times. Crew members failing to display valid credentials will not be allowed entry into the harbour area.

### Suppliers, supplies, visitors

They must be announced in advance. Details about suppliers, supplies and visitors must be provided to the port facility security services. After being confirmed at point of entry, SSO will be notified of their arrival.

All persons, vehicles and supplies entering the port facility will be security checked randomly.

### Ships at anchorage within the harbour area

The surveillance of ships at anchorages is the responsibility of the ship itself. Additional surveillance from Port Security will be done if the security level is increased beyond level 1.

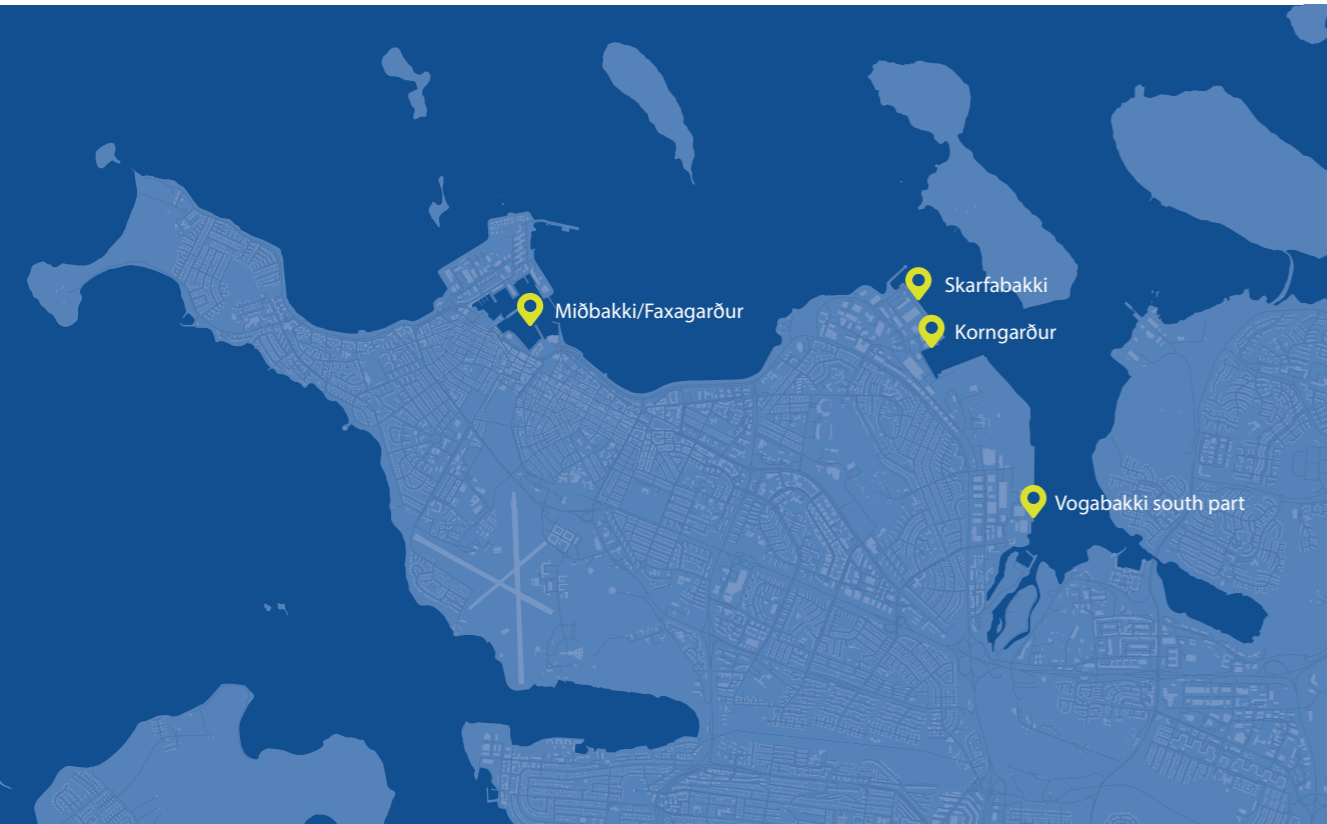
### DOS (Declaration of Security)

Normally there should be no need for signing DOS since the port facility and ship is ISPS certified. In case of a Declaration of Security (DOS) request, please contact the PFSO in advance.

The Associated Icelandic Ports have the facilities to provide for additional security arrangements that may be requested.

### Pre arrival questionnaire

Please allow us appropriate time to respond to other pre arrival information that might be needed.



#### Reykjavík port facility

Location/name REK-Reykjavik -	Port facility no.	Location	Security services local numbers.
Midbakkii/Faxagarður	ISREY 0006	64°09.000'N 21°56.320'W	+354 8426235 +354 842-6236
Skarfabakki	ISREY 0010	64°09.030'N 21°51.750'W	+354 855-9250 +354 842-6296
Korngardur	ISREY 0005	64°09.060'N 21°51.570'W	+354 820-2433
Vogabakki South part	ISREY 0009	64°08.210'N 21°50.250'W	+354 660-8930

Port facility security services: +354 525 8930

Email: [portsecurity@faxaports.is](mailto:portsecurity@faxaports.is)

VHF Radio: Channel 12.

Additional information is available at: <http://faxaflaoahafnir.is/faxaflaoahafnir/en/>

#### EIMSKIP, Port facility at Sundahöfn Reykjavík

Location/name	Port facility no.	Location	Security services local numbers.
EIMSKIP, Sundabakki, Kleppsbakki, Vatnagardabakki	ISREY 0002	64°08.960'N 21°51.380'W	+354 525-7112 +354 825-7112

Port facility security services: +354 525-7112, 825-7112, [portsecurity@eimskip.is](mailto:portsecurity@eimskip.is)

PFSO (Port Facility Security officers) +354 525-7106, 825-7106 or 525-7101, 825-7101

#### SAMSKIP Port facility Reykjavík

Location/name	Port facility no.	Location	Security services local numbers.
SAMSKIP, Vogabakki	ISREY 0008	64°09.060'N 21°51.570'W	+354 458-8536 +354 458-8536

Port facility security services: +354 525-7112, 825-7112, [portsecurity@samskip.is](mailto:portsecurity@samskip.is)

PFSO (Port Facility Security officers) +354 858-8535

#### AKRANES, Port facility.

Location/name	Port facility no.	Location	Security services local numbers.
AKR-Akranes	ISAKR-0001	022° 00' W, 64° 00' N	+354 660-8930

PFSO (Port Facility Security officers) +354 660-8930, [akranes@faxaports.is](mailto:akranes@faxaports.is)

#### Grundartangi, Port facility

Location/name	Port facility no.	Location	Security services local numbers.
GRT-Grundartangi	ISGRT-0001	64°21.394'N 21°46.585'W	+354 840-4080 +354 433-8752

PFSO (Port Facility Security officers) +354 660-8930, [portsecurity@faxaports.is](mailto:portsecurity@faxaports.is)



# Miðbakki - Faxagarður



## Flóttaleiðir, söfnunarstaðir og aðkomuleiðir viðbraðgsaðila

## Escape routes, meeting areas and response arrival routes

### Eldur

- Hringið í 112
- Tilkynnið um eldinn til nærestadra
- Farið stystu flóttaleið út af svæðinu
- Ef flóttaleið er ekki fær, veljið þá næstu flóttaleið
- Ekki fara aftur inn á svæðið fyrr en leyfi hefur verið gefið
- Fylgið fyrirmælum hafnargæsluaðila

### Fire

- Call Emergency Center 112
- Notify others around
- Exit the premises using quickest route
- If route is not usable for exit; go to alternative route
- Follow security officers commands
- Do not re-enter the premises until authorised to do so

### Jarðskjálftar

- Forðið ykkur á opið svæði
- Forðið ykkur frá svæðum þar sem hlutir geta fallið
- Krjúpa - Skýla - Halda
- Ekki hlaupa um í óðagoti
- Yfirgefið svæðið ef það er skemmt eftir skjálftann

### Earthquake

- Go towards open area
- Get away from areas where merchandise and other objects can fall on you
- Kneel - Cover - Hold
- Do not panic and run around
- Evacuate the area if it is damaged after the earthquake

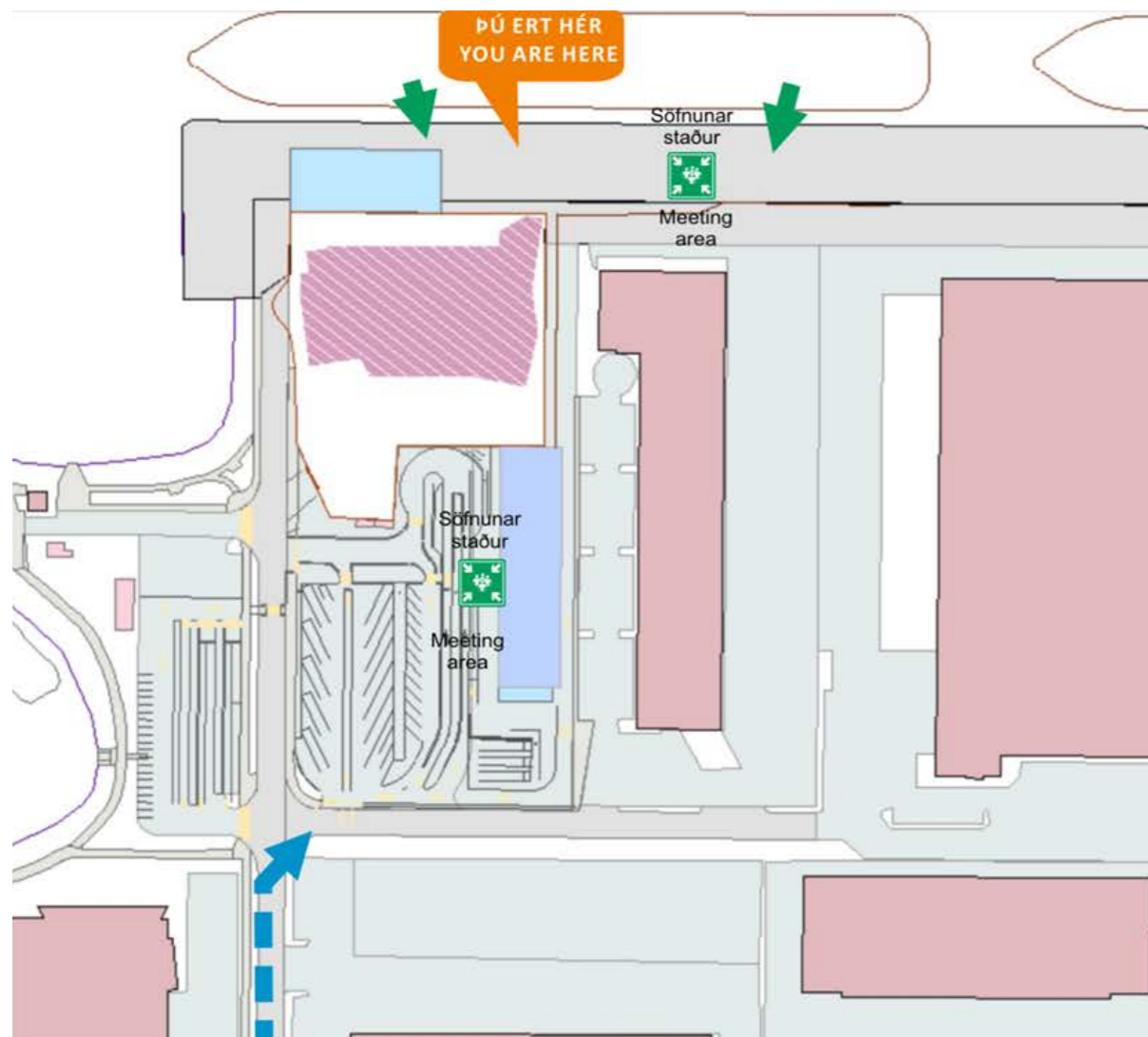
### Kynntu þér

- Rýmingaráætlun hafnarsvæðis
- Flóttaleiðir
- Staðsetningu og notkun slökkvitækja og neibarbúnaðar

### Know

- The evacuation plan of the site
- Emergency exits and evacuation routes
- The locations and application of fire extinguisher and other emergency equipment

# Skarfabakki 312



## Flóttaleiðir, söfnunarstaðir og aðkomuleiðir viðbragsaðila

## Escape routes, meeting areas and response arrival routes

### Eldur

- Hringið í 112
- Tilkynnið um eldinn til nærstaddra
- Farið stystu flóttaleið út af svæðinu
- Ef flóttaleið er ekki fær, veljið þá næstu flóttaleið
- Ekki fara aftur inn á svæðið fyrr en leyfi hefur verið gefið
- Fylgið fyrirmælum hafnargæsluaðila

### Fire

- Call Emergency Center 112
- Notify others around
- Exit the premises using quickest route
- If route is not usable for exit; go to alternative route
- Follow security officers commands
- Do not re-enter the premises until authorised to do so

### Jarðskjálftar

- Forðið ykkur á opið svæði
- Forðið ykkur frá svæðum þar sem hlutir geta fallið
- Krjúpa - Skýla - Halda
- Ekki hlaupa um í óðagoti
- Yfirgefið svæðið ef það er skemmt eftir skjálftann

### Earthquake

- Go towards open area
- Get away from areas where merchandise and other objects can fall on you
- Kneel - Cover - Hold
- Do not panic and run around
- Evacuate the area if it is damaged after the earthquake

### Kynntu þér

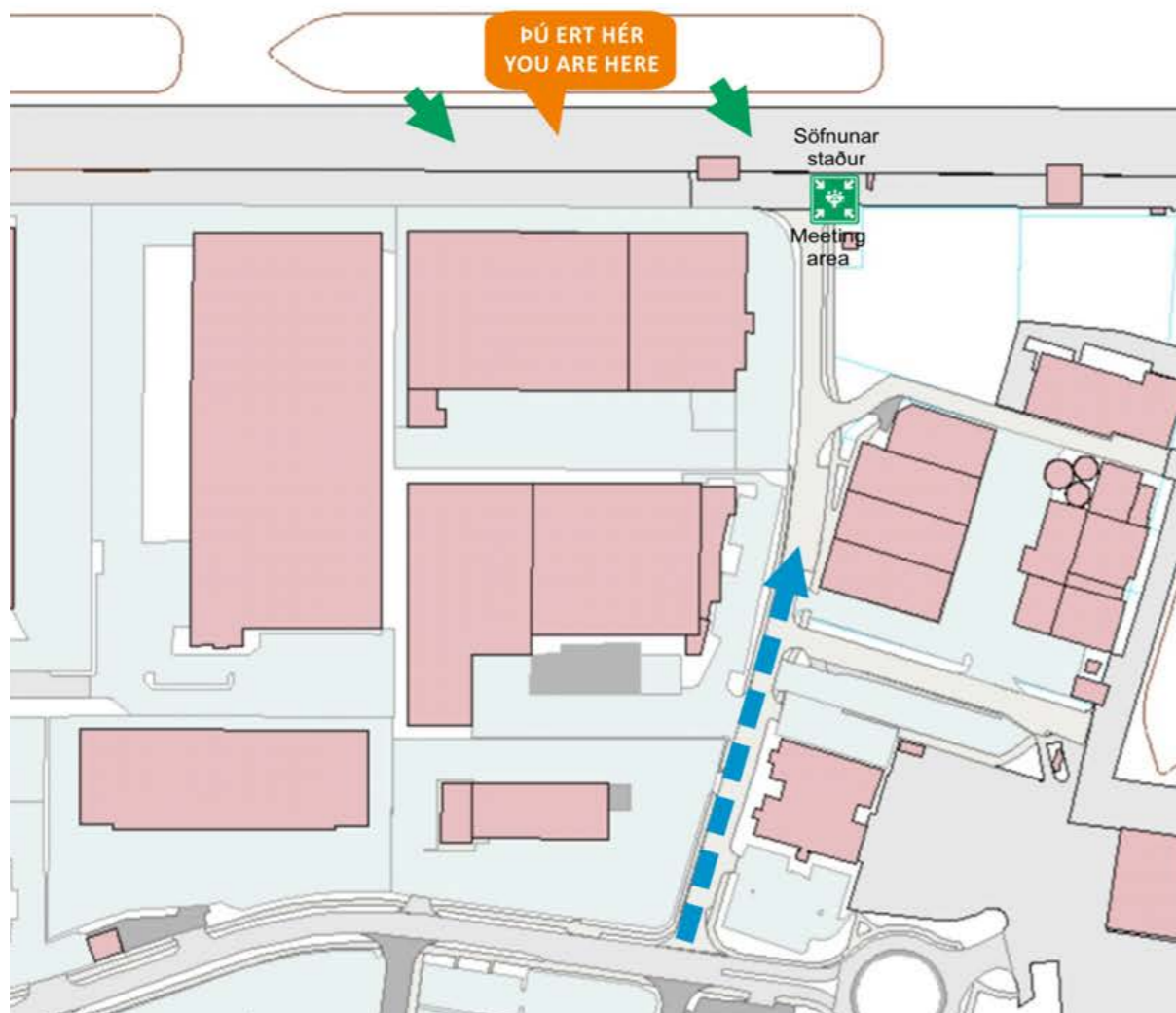
- Rýmingaráætlun hafnarsvæðis
- Flóttaleiðir
- Staðsetningu og notkun slökkvitækja og neidarbúnaðar

### Know

- The evacuation plan of the site
- Emergency exits and evacuation routes
- The locations and application of fire extinguisher and other emergency equipment



# Skarfabakki 315



## Flóttaleiðir, söfnunarstaðir og aðkomuleiðir viðbraðgsaðila

## Escape routes, meeting areas and response arrival routes

### Eldur

- Hringið í 112
- Tilkynnið um eldinn til nærstaddra
- Farið stystu flóttaleið út af svæðinu
- Ef flóttaleið er ekki fær, veljið þá næstu flóttaleið
- Ekki fara aftur inn á svæðið fyrr en leyfi hefur verið gefið
- Fylgið fyrirmælum hafnargæsluaðila

### Fire

- Call Emergency Center 112
- Notify others around
- Exit the premises using quickest route
- If route is not usable for exit; go to alternative route
- Follow security officers commands
- Do not re-enter the premises until authorised to do so

### Jarðskjálftar

- Forðið ykkur á opið svæði
- Forðið ykkur frá svæðum þar sem hlutir geta fallið
- Krjúpa - Skýla - Halda
- Ekki hlaupa um í óðagoti
- Yfirgefið svæðið ef það er skemmt eftir skjálftann

### Earthquake

- Go towards open area
- Get away from areas where merchandise and other objects can fall on you
- Kneel - Cover - Hold
- Do not panic and run around
- Evacuate the area if it is damaged after the earthquake

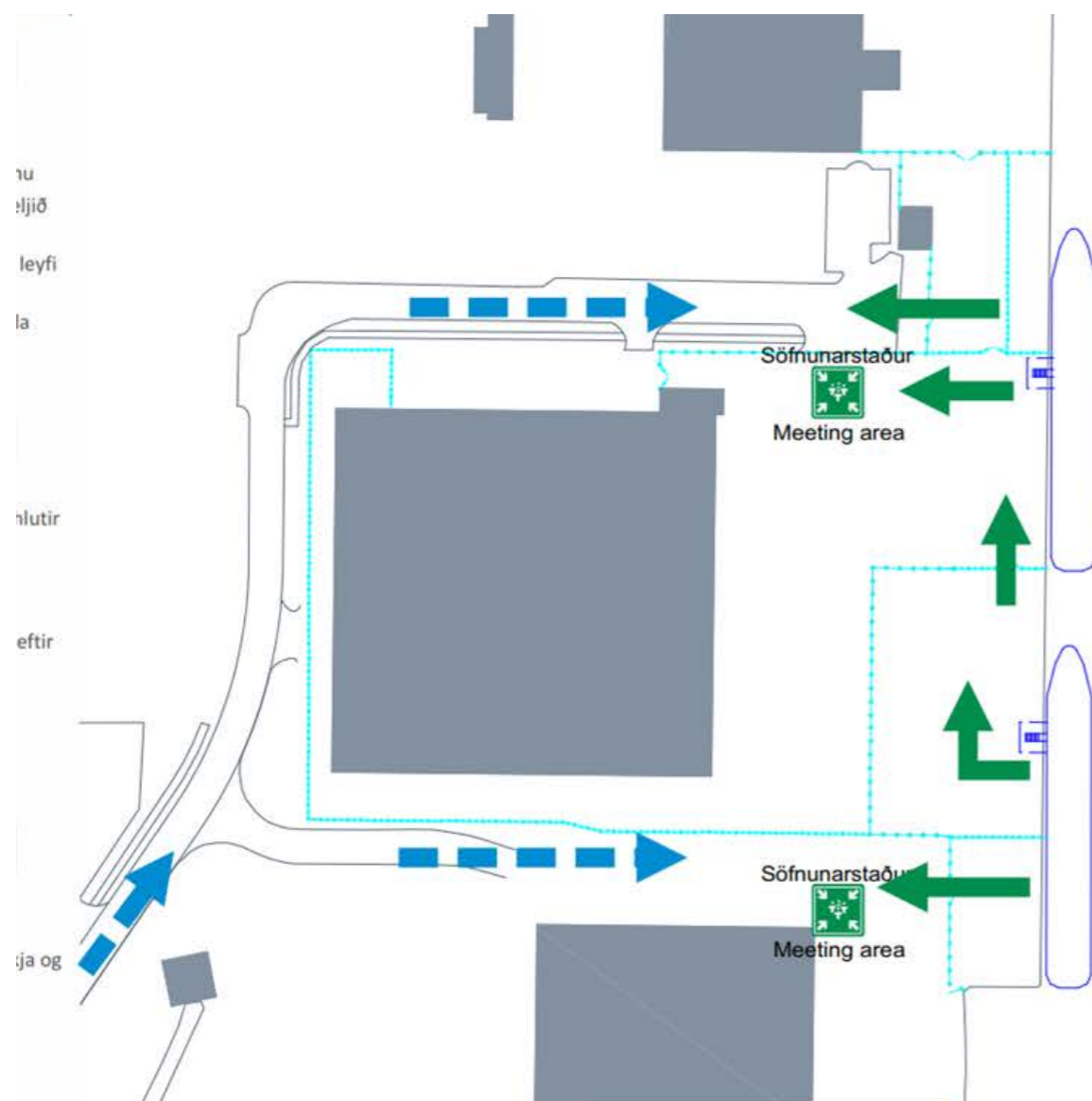
### Kynntu þér

- Rýmingaráætlun hafnarsvæðis
- Flóttaleiðir
- Staðsetningu og notkun slökkvitækja og neyðarbúnaðar

### Know

- The evacuation plan of the site
- Emergency exits and evacuation routes
- The locations and application of fire extinguisher and other emergency equipment

# Vogabakki suður



## Flóttaleiðir, söfnunarstaðir og aðkomuleiðir viðbraðgsaðila

## Escape routes, meeting areas and response arrival routes

### Eldur

- Hringið í 112
- Tilkynnið um eldinn til nærestadra
- Farið stystu flóttaleið út af svæðinu
- Ef flóttaleið er ekki fær, veljið þá næstu flóttaleið
- Ekki fara aftur inn á svæðið fyrr en leyfi hefur verið gefið
- Fylgið fyrirmælum hafnargæsluaðila

### Fire

- Call Emergency Center 112
- Notify others around
- Exit the premises using quickest route
- If route is not usable for exit; go to alternative route
- Follow security officers commands
- Do not re-enter the premises until authorised to do so

### Jarðskjálftar

- Forðið ykkur á opið svæði
- Forðið ykkur frá svæðum þar sem hlutir geta fallið
- Krjúpa - Skýla - Halda
- Ekki hlaupa um í óðagoti
- Yfirgefið svæðið ef það er skemmt eftir skjálftann

### Earthquake

- Go towards open area
- Get away from areas where merchandise and other objects can fall on you
- Kneel - Cover - Hold
- Do not panic and run around
- Evacuate the area if it is damaged after the earthquake

### Kynntu þér

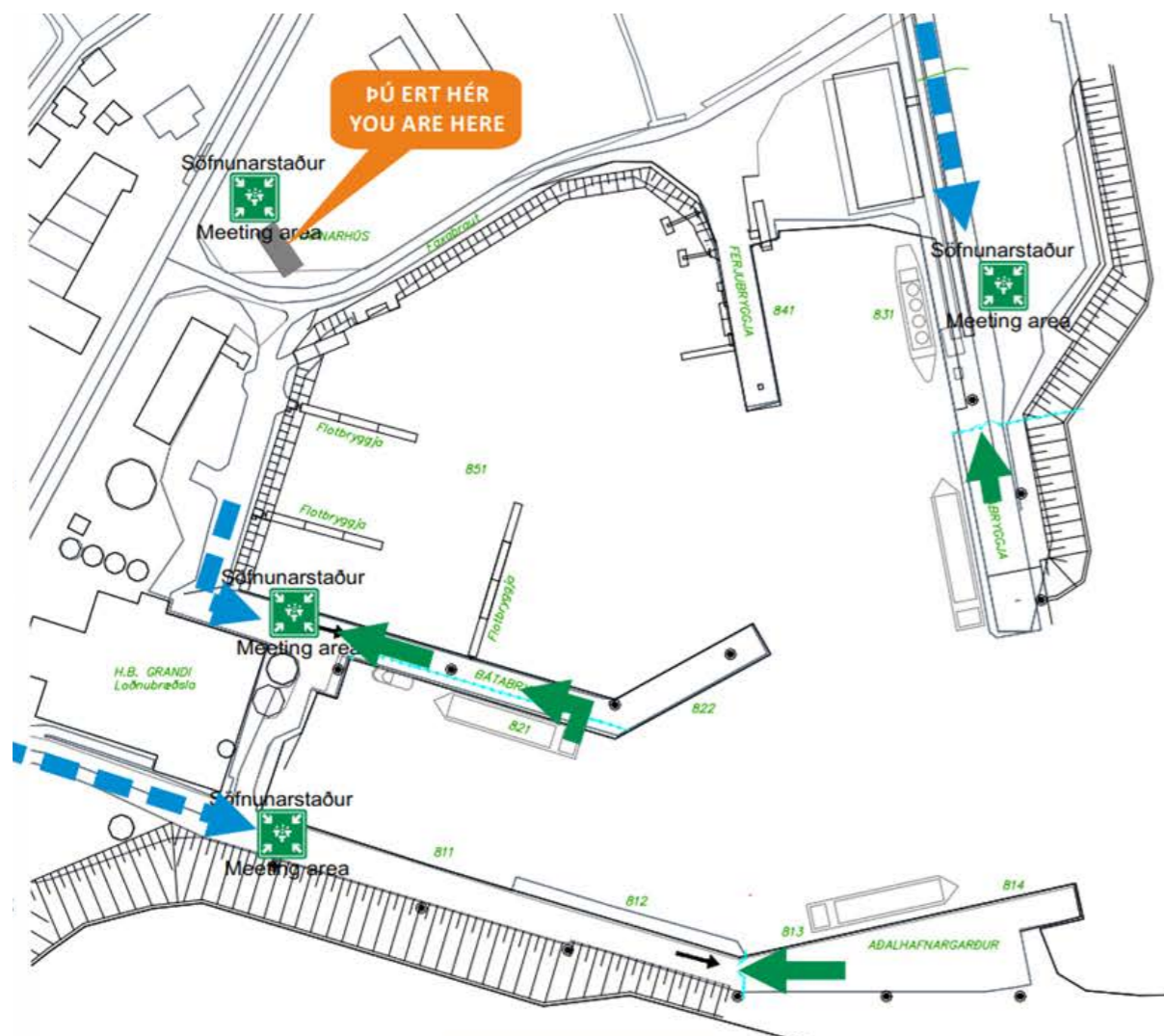
- Rýmingaráætlun hafnarsvæðis
- Flóttaleiðir
- Staðsetningu og notkun slökkvitækja og neibarbúnaðar

### Know

- The evacuation plan of the site
- Emergency exits and evacuation routes
- The locations and application of fire extinguisher and other emergency equipment



# Akraneshöfn



## Flóttaleiðir, söfnunarstaðir og aðkomuleiðir viðbragsaðila

## Escape routes, meeting areas and response arrival routes

### Eldur

- Hringið í 112
- Tilkynnið um eldinn til næstaddra
- Farið stystu flóttaleið út af svæðinu
- Ef flóttaleið er ekki fær, veljið þá næstu flóttaleið
- Ekki fara aftur inn á svæðið fyrr en leyfi hefur verið gefið
- Fylgið fyrirmælum hafnargæsluaðila

### Fire

- Call Emergency Center 112
- Notify others around
- Exit the premises using quickest route
- If route is not usable for exit; go to alternative route
- Follow security officers commands
- Do not re-enter the premises until authorised to do so

### Jarðskjálftar

- Forðið ykkur á opið svæði
- Forðið ykkur frá svæðum þar sem hlutir geta fallið
- Krjúpa - Skýla - Halda
- Ekki hlaupa um í óðagoti
- Yfirgefið svæðið ef það er skemmt eftir skjálftann

### Earthquake

- Go towards open area
- Get away from areas where merchandise and other objects can fall on you
- Kneel - Cover - Hold
- Do not panic and run around
- Evacuate the area if it is damaged after the earthquake

### Kynntu þér

- Rýmingaráætlun hafnarsvæðis
- Flóttaleiðir
- Staðsetningu og notkun slökkvitækja og neyðarbúnaðar

### Know

- The evacuation plan of the site
- Emergency exits and evacuation routes
- The locations and application of fire extinguisher and other emergency equipment

# Safety

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## Police/Ambulance/Fire:

Tel: 112.

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## Fire Precautions:

Ordinary precautions applied for handling of dangerous goods.

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## Medical:

Medical attention available without notice. For hospital stay or surgical operation notice desirable, either through Agent or port office.

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## Fire pump:

Tugboat Haki has a fire fighting pump, Caterpillar 3304B T/sterling – capacity 300 m<sup>3</sup>/hr. FI-FI monitors – 2 x 150 m<sup>3</sup>/hr.

Tugboat Magni has two main engine driven pumps, 2x 1200 m<sup>3</sup>/h, water/foam. Total 2400 m<sup>3</sup>/h FIFI 1 with water spray.



