

# 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

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## CONTACT PORT

Faxaflóahafnir, Tryggvagötu 17, 101 Reykjavík, Iceland.

## CONTACT PERSON FOR PORT INFORMATION

Mr. Gísli Jóhann Hallsson, Harbour Master, mail: [gisli@faxaports.is](mailto:gisli@faxaports.is)

Mr. Gísli Gíslason, Port Director, mail: [gislig@faxaports.is](mailto:gislig@faxaports.is)

## THE PORT WEBSITE

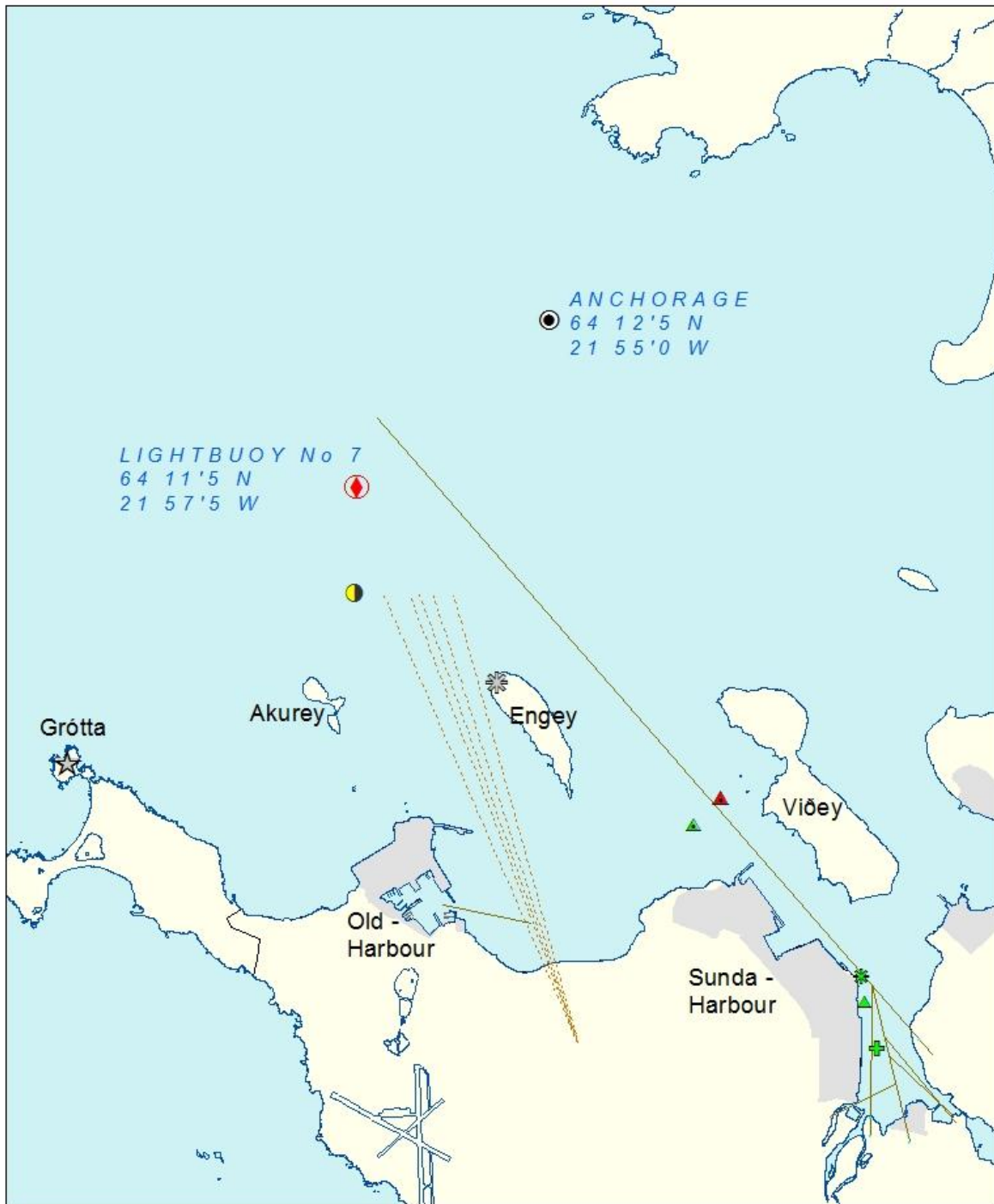
[www.faxaports.is](http://www.faxaports.is)

# PORT DESCRIPTION

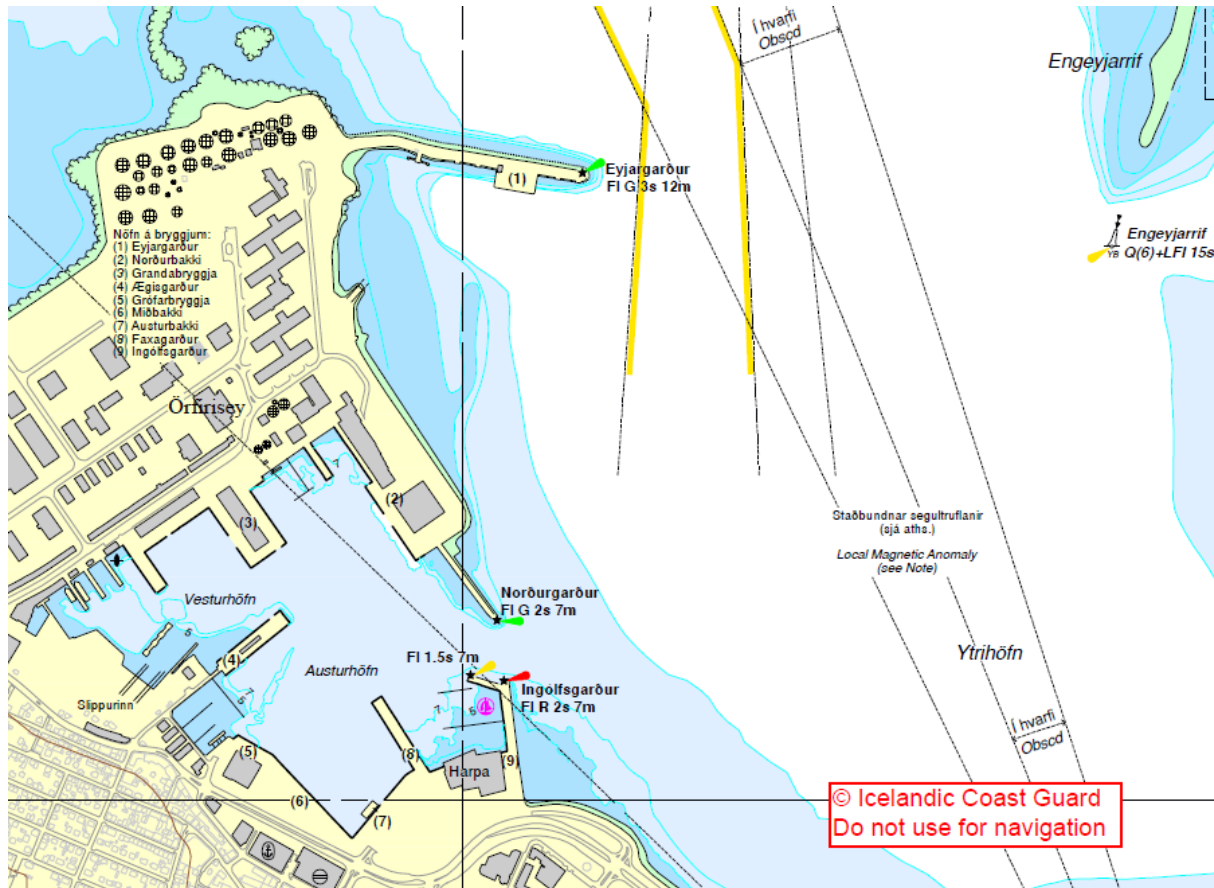
## General

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 a industrial port with port facilities for adjacent ferro-silicon works, aluminium smelter.
- Akranes is a fishing harbour.



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



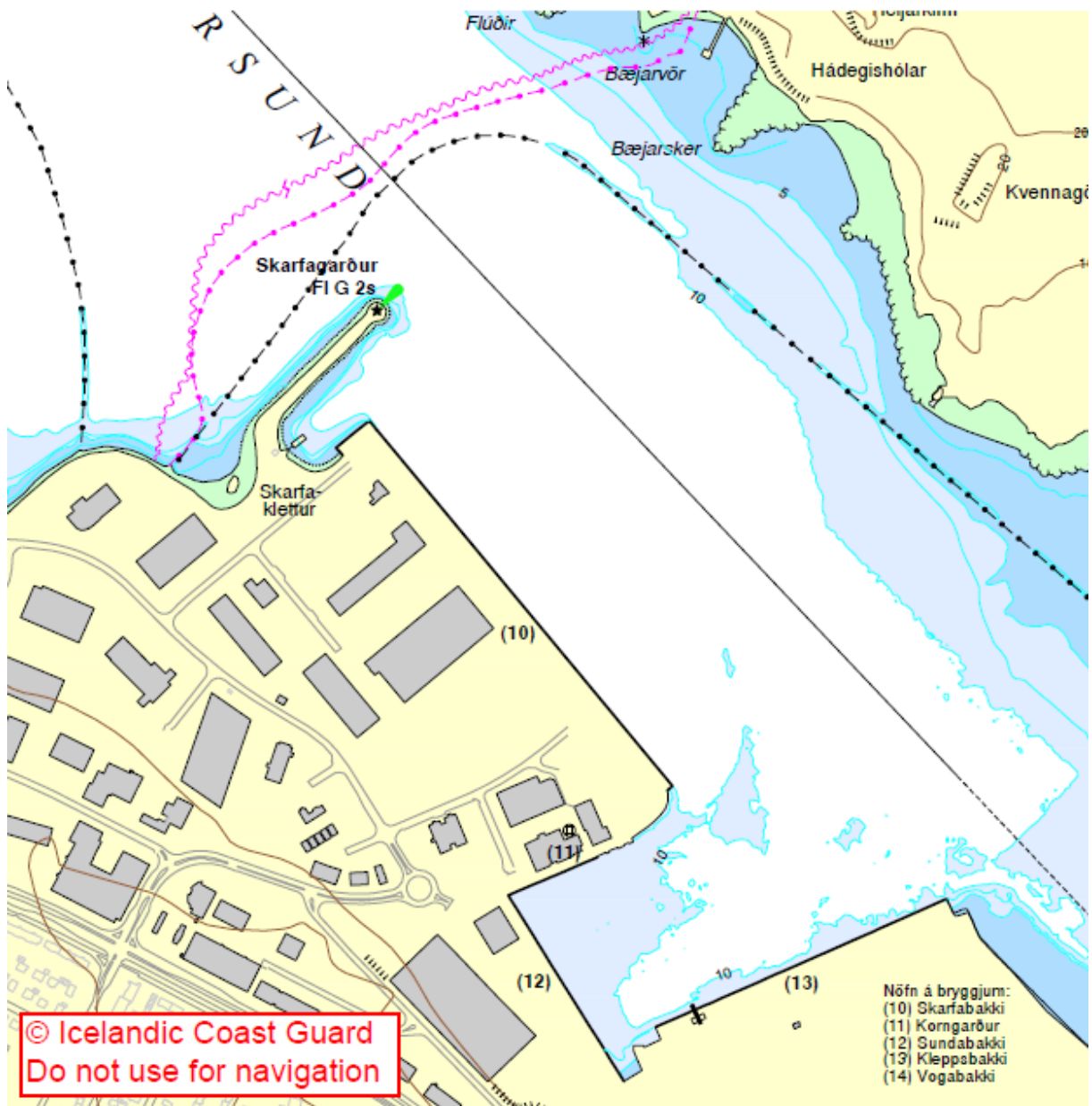
Gamla höfn (Old Harbour) is protected by two moles and the entrance width is 108 m. The harbour is divided into Vesturhöfn (West Harbour) and Austurhöfn (East Harbour). In the approach channel the water depth is more than 12.0 m. (MLWS) and depth at the entrance is 8.5m. and alongside 7.0-10.0 m. (MLWS). 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.

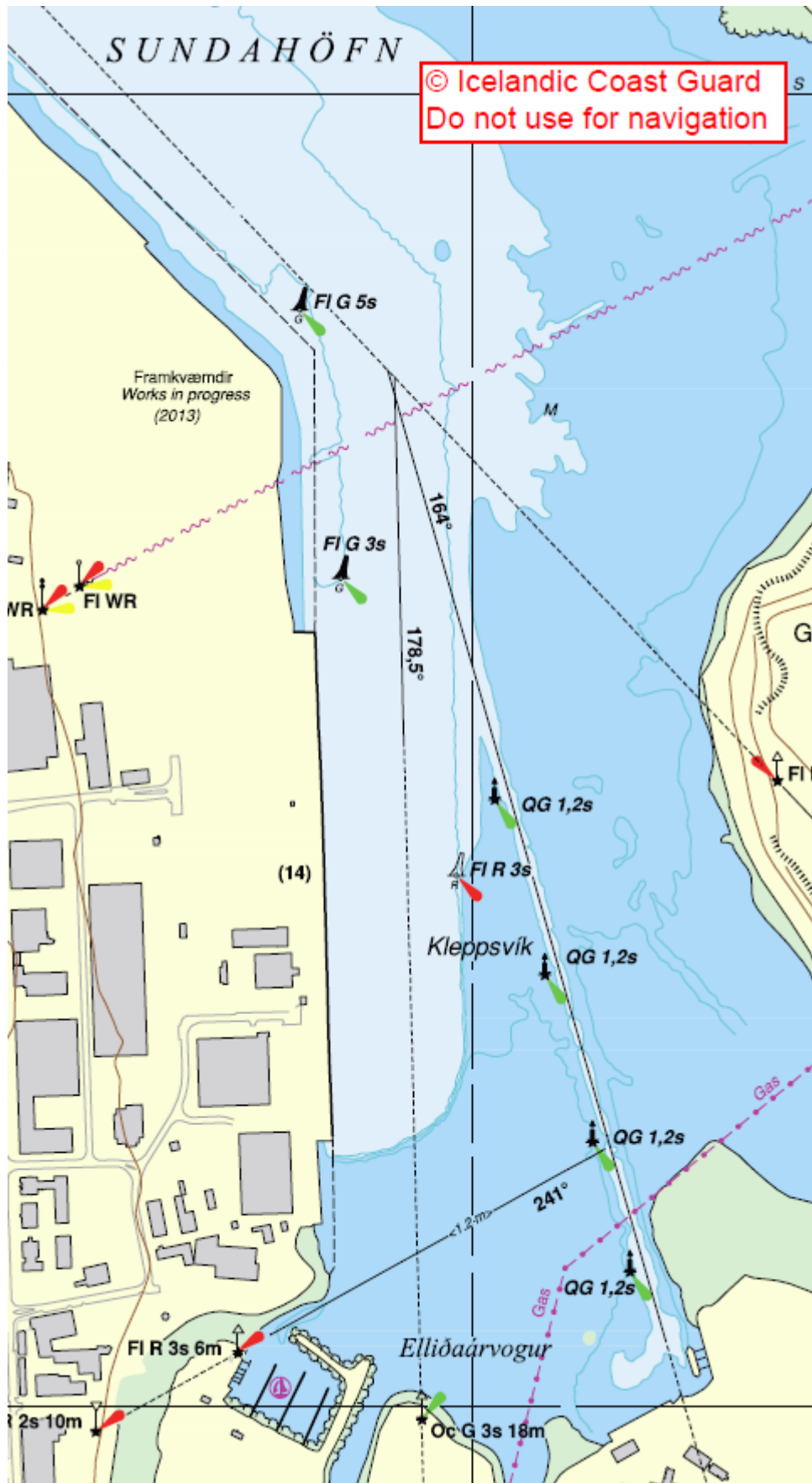
Berth	Length (m.)	Depth (m.)	Remarks
Midbakki	205	8.5	Cruise ( ISPS )
Ægisgardur	2 x 145	7.0	Trawlers/repairing
Grandabakki/Botarbryggja	140 /2x 70	8.5	Fishing vessels
Grandabryggja	2 x 125	8.5	Fishing vessels
Norðurgardur	160	8,5-10.0	Fishing vessels
Eyjargardur	72	13.0	Oil terminal ( ISPS )

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

## REYKJAVÍK - SUNDAHÖFN

64°09'1 N 021°51'0 W



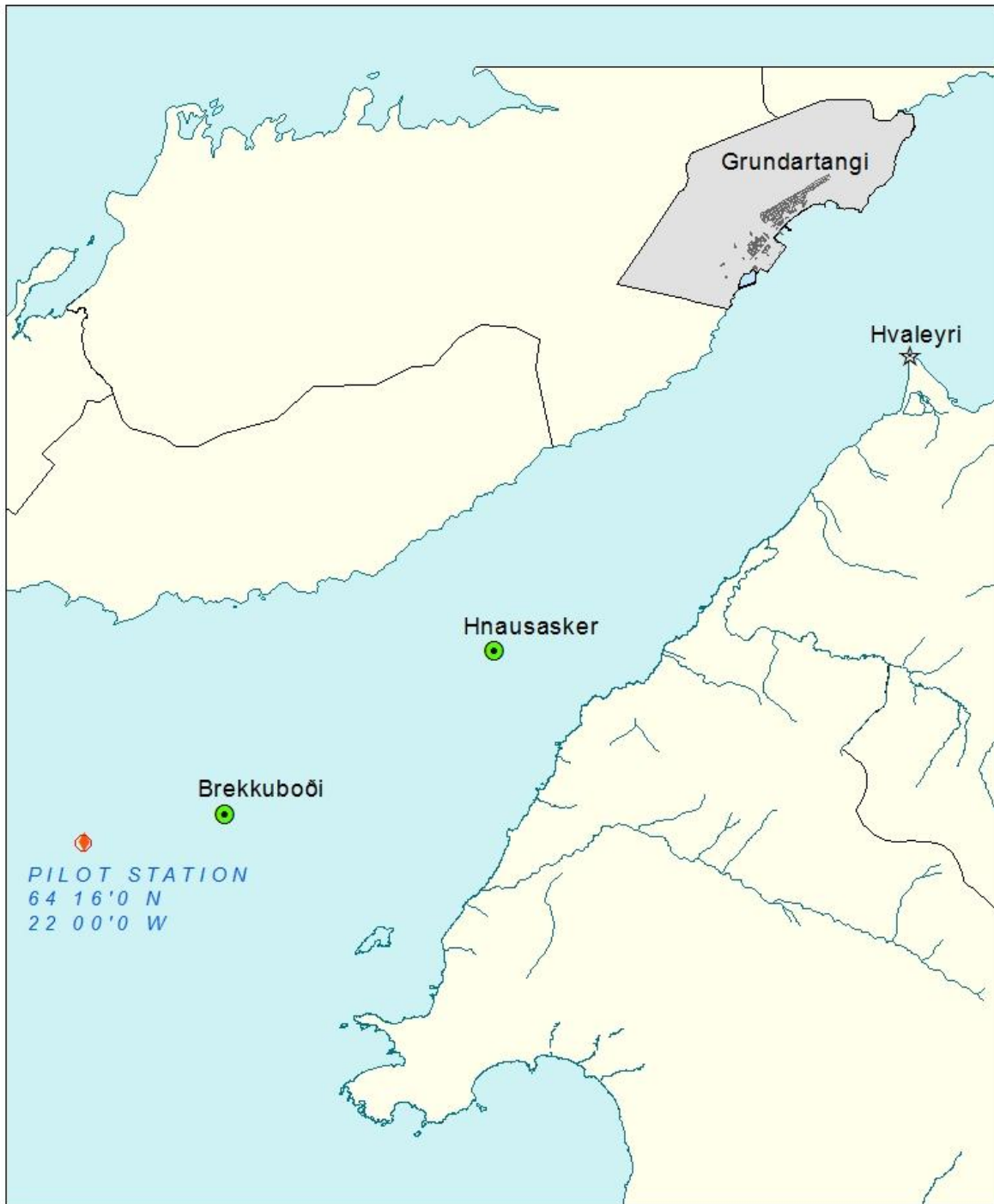


The harbour has restricted access from shore side. In the approach channel the water depth is more than 12.0 m. (MLWS). Prevailing winds from SE and E. Strong gale may be expected from N and NE.

The harbour is easily accessible under severe weather conditions.

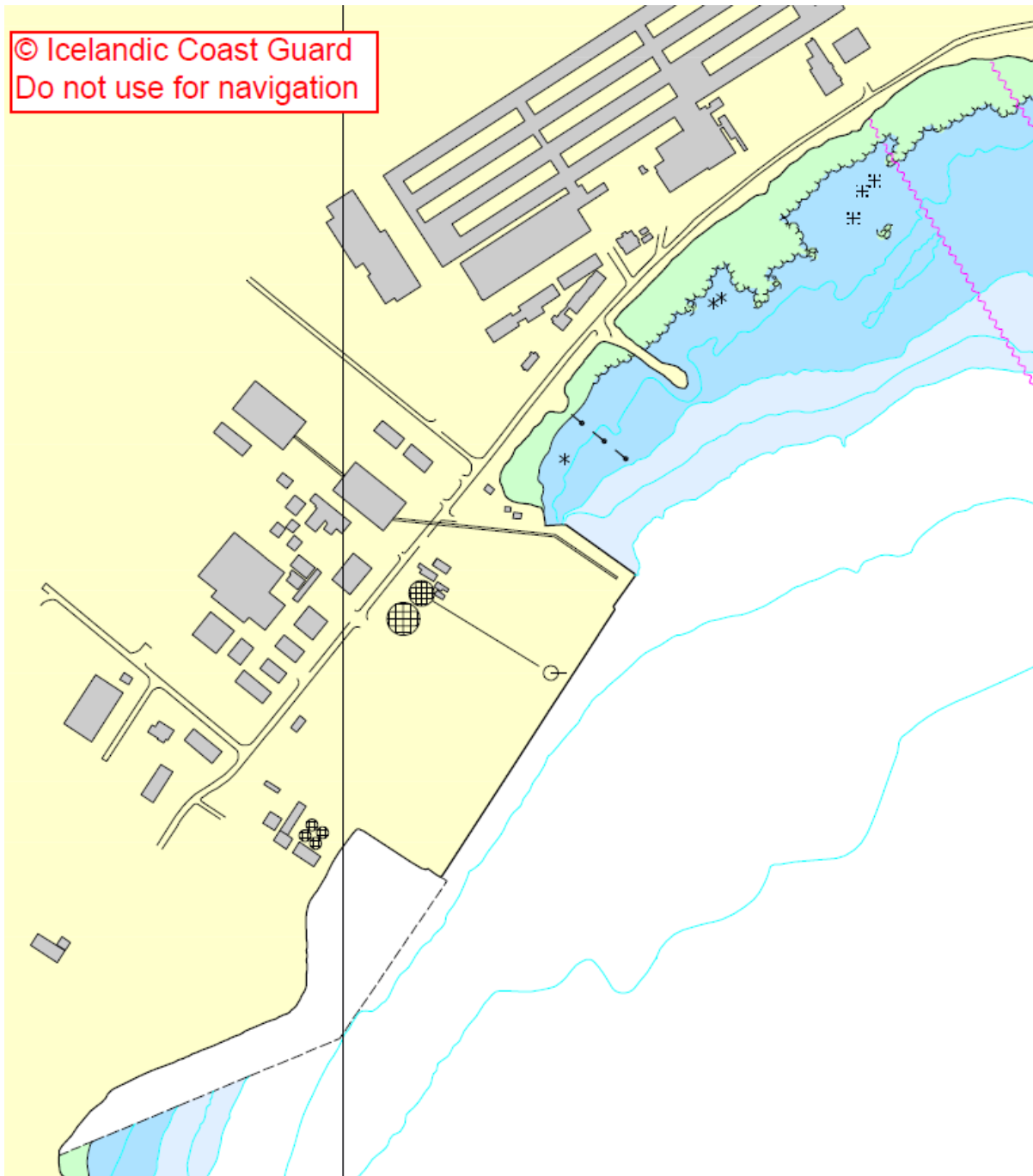
Berth	Length (m.)	Depth (m.)	Remarks
Skarfabakki	650	12.0	Cruise, general cargo, bulk, trawlers ( ISPS )
Kleppsbakki	437	8.5/10.0	Containers ( ISPS )
Sundabakki	285	8.0	Containers ( ISPS )
Korngardur	184	8.0	Bulk / Cruise ( ISPS )
Vogabakki	720	8.0-9.0	Containers, general cargo, bulk, trawlers ( ISPS )
Artúnshöfði	102	4.5	Used for discharging cement, gravel and asphalt for industry ( ISPS ).

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





## 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. The harbour is easily accessible under severe weather conditions.

Berth	Length (m.)	Depth (m.)	Remarks
Tangabakki	635	10.0/14.0	Bulk /containers ( ISPS ).
Austurkantur	120	7.5	Bulk ( ISPS )

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



## AKRANES - 64°18'8 N 022°04'8 W



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

Berth	Length (m.)	Depth (m.)	Remarks
Aðalhafnargarður	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

- Charts:** BA Charts No. 2733, 2734 and 2735.  
Reykjavík – No. 362  
Grundartangi – No. 365 / 366  
Akranes – No. 364
- Restrictions:** 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 12.0 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.
- Approaches:** The harbour approach is unrestricted and ice-free all year round.
- Pilotage:** 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.
- Pilot Exemptions:** 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**

<b>position:</b>	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, 2.0 n.m. north of Engey Lighthouse. 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 use a tug for berthing. All harbour towage is provided by the Port Authority, which owns and operates four boats:
- Þjótur - 1 X350 h.p. / 6 tons Bollard Pull ahead**
  - Leynir - 2X475 h.p. / 14 tons Bollard Pull ahead**
  - Jötunn - 2X1.000 h.p./28 tons Bollard Pull ahead**
  - Magni - 2X1,360 h.p./40 tons Bollard Pull ahead**

**Tugs meet vessels in the roadstead.**



## DAMEN STAN TUG<sup>®</sup> 2208 "MAGNI"

### GENERAL

YARD NUMBER	509603
DELIVERY DATE	June 2006
BASIC FUNCTIONS	Harbour and coastal towing
CLASSIFICATION	Lloyd's Register #100 A1 Tug Unrestricted Service LMC (without cross) UMS
FLAG	Iceland
OWNER	Associated Icelandic Ports Ltd – Faxaports

### DIMENSIONS

LENGTH O.A.	22.62 m
BEAM O.A.	8.44 m
DEPTH AT SIDES	3.74 m
DRAUGHT AFT	3.69 m
DISPLACEMENT	285 ton

### TANK CAPACITIES

FUEL OIL	39.1 m <sup>3</sup>
FRESH WATER	8.6 m <sup>3</sup>
SEWAGE	2.0 m <sup>3</sup>
S.LUDGE	1.0 m <sup>3</sup>
LUBRICATION OIL	2.2 m <sup>3</sup>
DIRTY OIL	1.5 m <sup>3</sup>
BILGE WATER	1.6 m <sup>3</sup>
WATER BALLAST	13.3 m <sup>3</sup>

### PERFORMANCES (TRIALS)

BOLLARD PULL AHEAD	39.5 ton
SPEED	12.1 knots

### PROPULSION SYSTEM

MAIN ENGINES	2x Caterpillar 3512B TA/B
TOTAL POWER	2028 kW (2720 bhp) at 1600 rpm
GEARBOXES	2x Reintjes WAF 664L / 5.95 : 1
PROPULSION	2x Kaplan II Promarin fixed pitch propellers
NOZZLES	2x 2200 mm Van de Giessen 'Optima'
STEERING GEAR	Powered hydraulic 2x 45°, tiller, rudder indicator
BOW THRUSTER	90 kW (120 hp) hydraulic

### AUXILIARY EQUIPMENT

GENERATOR SETS	2x Cat 3304 NA, 230/400 V, 63 kVA, 50 Hz
BILGE PUMPS	2x Sterling SIHI AKHK 5101 each 20 m <sup>3</sup> /hr
FUEL OIL PUMPS	2x Sterling SIHI ACHA 3101 each 4.5 m <sup>3</sup> /hr
COOLING SYSTEM	Closed cooling system
SEWAGE PUMP	Libellula 6.6 m <sup>3</sup> /hr
FIRE FIGHTING ENGINE/PUMP	Caterpillar 3304B T/Sterling capacity 300 m <sup>3</sup> /hr
FI-FI MONITORS	2x 150 m <sup>3</sup> /hr

### DECK LAY-OUT

ANCHORS	2x 225 kg Pool (High Holding Power)
CHAIN	247.5 m, Ø 16 mm U2
ANCHOR WINCH	DMT, 10 m/min, incl. warping head
TOWING WINCH AFT	DMT, hydraulically driven, 10 ton pull at 10 m/min, 300 meter steel wire
TOWING HOOK	SWL 45 ton
DECK CRANE	Heila HLM 20-2S, 1.7 ton at 8.50 mtr
FENDERING	Block fender type pushbow, D-fender all around

### ACCOMMODATION

Accommodation for 4 persons, completely insulated and finished with durable modern linings, acoustical Dampa ceiling in the wheelhouse and Bolid floating floors. Heated accommodation, with 2 cabins for 2 persons, galley, mess/dayroom and sanitary.

### NAUTICAL AND COMMUNICATION EQUIPMENT

SEARCHLIGHT	2x Pesch 1000 W
RADAR	Navnet - MaxSea
COMPASS	Magnetic, Cassens & Plath, Kotter type
SATELLITE COMPASS	Furuno SC-50
AUTOPILLOT	Robertson AP-50
GPS	Furuno GP-90
ECHOSOUNDER	Navnet
VHF	Sailor RT 4822, 25 Watt + DSC
HANDHELD VHF	2x, GMDSS approved
AIS	Furuno FA-100
SSB	Furuno FS-1570
NAVTEX	Furuno NX-700

**DAMEN**





## DAMEN STAN TUG® 1907

### "JÖTUNN"

#### GENERAL

YARD NUMBER	503403
DELIVERY DATE	November 2008
BASIC FUNCTIONS	Towing, pushing, mooring and fire fighting operations
CLASSIFICATION	Bureau Veritas I * HULL * MACH Tug Unrestricted Navigation
FLAG	Iceland
OWNER	Associated Icelandic Ports Faxaports, Iceland

#### DIMENSIONS

LENGTH O.A.	19.33 m
BEAM O.A.	7.33 m
DEPTH AT SIDES	3.39 m
DRAUGHT AFT	3.02 m
DISPLACEMENT	195 ton

#### TANK CAPACITIES

FUEL OIL	26.4 m <sup>3</sup>
FRESH WATER	4.6 m <sup>3</sup>
SEWAGE	1.7 m <sup>3</sup>
BILGE WATER	1.3 m <sup>3</sup>
LUB. OIL	1.1 m <sup>3</sup>
DIRTY OIL	1.0 m <sup>3</sup>

#### PERFORMANCES (TRIALS)

BOLLARD PULL AHEAD	26.7 ton
SPEED	11.6 knots

#### PROPULSION SYSTEM

MAIN ENGINES	2x Caterpillar 3508B TAC
TOTAL POWER	1492 bkW (2000 bhp) at 1600 rpm
GEARBOXES	2x Reintjes WAF 562L 5.05:1
PROPELLERS	2x Kaplan II fixed pitch propeller
STEERING GEAR	Powered hydraulic 2x 45°, with rudder indicator
NOZZLES	2x 1800 mm Van de Giessen Optima
RUDERS	2x streamlined, double plate
BOWTHRUSTER	HRP, 80 kW, hydraulically driven

#### AUXILIARY EQUIPMENT

GENERATOR SET	Caterpillar C4.4, 230 / 400 V, 63.5 kVA, 50 Hz
BATTERY SETS	2x 24 V 400 Ah + change over facility
ALARM SYSTEM	Engines, gearboxes + bilge alarm
BILGE PUMP	Sterling VWSI 5013, 24 m <sup>3</sup> /hr at 10 m.w.g. 1x ME driven, 1x electrically driven
FUEL OIL SYSTEM	Duplex filters, water separator + SOS valve
COOLING WATER SYSTEM	Closed cooling system
FRESH WATER SYSTEM	Electrical hydrophore and sewage pump
VENTILATION	2x Salor, HU60, cap. 15.000 m <sup>3</sup> /hr, electrically driven

#### DECK LAY-OUT

ANCHORS	2x 180 kg Pool (HHP)
CHAIN	275 m shortlink chain 16mm
ANCHOR WINCH	Kraaijeveld, electrically driven with warping head
TOWING HOOK	Mampae, disc type SWL 450 kN
TOWING WINCH	Kraaijeveld 10 ton at 10 m/min.
FENDERS	Rubber D-fendering around the hull and rubber block fender with 7 heavy tires at the bow
LIFE RAFTS	Two on top deck, 6 persons each

#### ACCOMMODATION

Accommodation for 3 persons, completely insulated and finished with durable modern linings, acoustical Dampa ceiling in the wheelhouse and solid floating floors. Heated accommodation, with Captain's cabin, double crew cabin, a messroom, galley and sanitary space below main deck.

#### NAUTICAL AND COMMUNICATION EQUIPMENT

SEARCHLIGHT	2x Pesch, 24V, 500 W
RADAR	Furuno FR-1505 MK3
SATELLITE COMPASS	Furuno SC-50
AUTOPILOT	Simrad, AP-50
NAVIGATION SOFTWARE	Max Sea professional
GPS	Furuno GP-150
VHF RADIO'S	2x Sailor RT5022 with DSC
SSB	Furuno FS-1570
AIS	Furuno FA-150
NAVTEX	Furuno NX-700
ECHOSOUNDER	Furuno LS-6100



# Damen Stan Tug<sup>®</sup> 1605

"LEYNIR"



## General

Yard no.	: 5945
Delivery date	: July 2000
Basic functions	: Towing, mooring operations and pilot services
Classification	: Bureau Veritas 1/3 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 264 L
Propellers	: 2x 1300 mm in nozzles

## Auxiliary equipment

Battery sets	: 2 x 24V 200 Ah
Shore connection	: 220V, for battery charging
Blige/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 Kottler
Auto pilot	: Robertson AP 45
Echosounder	: Furuno LS 6000
VHF	: Sailor RT2048
Navtex	: Furuno NX-500

## Owner

Akranešhöfn, Akranes (Iceland)

## Port Services

## Bulk Facilities

- Korngardur:** Quay accommodates bulk grain carriers. This quay is also used in summer for cruise ships.
- Tangabakki:** Quay accommodates bulk grain and aluminium carriers.

## Container Facilities

- Eimskip Terminal:** Eimskip Tel: +354 525 7000. Web: [www.eimskip.is](http://www.eimskip.is)
- Facilities:** Occupies the Kleppsbakki and Sundabakki quays, where there is a 300,000 sq.m. container terminal and a Ro-Ro berth.
- Cranes:** Paceco rail-mounted gantry with 35 tons capacity and 110 tons capacity Gottwald mobile crane.
- Storage:** 5.500 TEU and 400 reefer points.
- Samskip Terminal:** Samskip Tel: +354 458 0000. Web: [www.samskip.is](http://www.samskip.is)
- Facilities:** Occupies the Vogabakki quay, where there is a 220.00 sq.m. container terminal.
- Cranes:** Two 104 tones Liebherr LHM 400 mobile crane, outreach 12 containers.
- Storage:** 7.530 TEU and 352 reefer points.
- Passenger Facilities:** Skarfabakki and Midbakki. If needed Korngarður and Sundabakki
- Tanker Facilities:** One terminal with two companies at Örfirisey - Eyjargardur (near Gamla Hofnin). Örfirisey has a storage capacity of 175,000 cu.m.
- Waste Disposal:** Wastedisposal 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 ([waste@faxaports.is](mailto:waste@faxaports.is)).
- Slops Disposal:** See "Waste Disposal".

- Fresh Water:** 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.
- Fuel:** Marine fuel is supplied by N 1 (Esso), Oliuverzlun Islands (Olis) and Skeljungur (Shell). Bunker barges supply fuel in all port areas.
- Electricity:** Electricity available at most of the berths, 125 and 63 amperes.

**At the meeting of the Board of Faxaports on 14 September 2015, the following resolution was approved:**

*“Regulation No. 124 from 2015, on sulphur content in liquid fuel, states that 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).*

*The budget for Faxaports for 2016 provides for funds to increase the number of low-voltage connections so that a greater number of ships can receive electricity from land than is presently the case.*

*The Board of Faxaports agrees that as of 1 January 2016, all ships that are docked and able to accept land-based electricity are to be connected to land-based electricity. The vessels that can be served in this manner are, therefore, not permitted to run auxiliary engines, unless their stay is less than 6 hours. Vessels that are unable to accept land-based electricity must, without fail, fulfil the provisions of the regulation on fuel sulphur content.”*

**The provisions of the regulation referred to in the resolution, and 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.”*

**In the Gamla höfnin í Reykjavík (the Old Harbour in Reykjavík), at Skarfabakki and Vogabakki in Sundahöfn harbour and in Akranes, there are 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 at Skarfabakki. Work will be carried out in 2016 on increasing the number of connections, and their size will be based on the needs of the vessels that will be able to accept the electricity based on low voltage. This letter is intended to draw attention to the resolution of the Board of Faxaports and the provisions and the Regulation on the sulphur content of fuel, both of which involve the following:**

- 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.
- 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 the regulation.
- c) Vessel service requirements must be notified to Faxaports before the vessel docks.

**If there is any doubt as to whether it is possible to deliver sufficient power to a vessel, the request is made that information on power requirements and connection sizes be provided to Faxaports in order to make it possible that as many ships as possible are able to connect to land-based electricity when in dock.**

As is well known, climate issues have been under some discussion, and there is a growing movement toward the opinion that actions need to be taken against air pollution using all available methods. In this context, requirements need to be made to all who can be of use. Vessel land connections are one of the aspects where Faxaports and vessel operators can make a difference. It is known that 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, it is important to examine what options are available for the land connection of larger vessels, and it is a worthy challenge to find economical solutions that are of use in this respect. 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.

**Services:** Compass adjusting carried out by private firm as well as tank cleaning.

**Dry Dock:** Slipways available up to 2,400 tones, length 85 m., beam 14.5 m.

**Repairs:** All kinds of ship repair possible.

**Surveyors:** Lloyd's Register, Norske Veritas, Germanischer Lloyd and Bureau Veritas.

**Gangway:** Faxaports are able to rent out to clients an aluminium shore gangway. The gangway is 20 m long and 1.5 m wide. Net weight is 1700 kg. According to safety information 100 people are allowed at once on the gangway. The gangway is certified by Lloyd's Register



**Local Holidays:** 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.

**Delays:** Normally no delay is to be expected beyond that caused by normal Customs clearance.

**Embassy:** USA, UK, Denmark, Finland, France, India, Japan, Canada, China, Norway, Russia, Sweden, Germany

- Consulates:** 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, Sir Lanka, South Africa, South Korea, Switzerland, Thailand, Czech, Togo, Hungary, Ukraine, Uruguay, Germany.
- Telephones:** Telephone connection can be arranged at some berths in the Old Harbour and in Sundahofn telephone connections will be at the quay.
- Nearest Airport:** Reykjavik Domestic Airport and Keflavik NAS International Airport.
- Customs:** 200 cigarettes or equivalent, one liter alcoholic beverage, 24 bottles beer or two liters of wine.
- Shore Leave:** Crew members are allowed to go ashore.
- Repatriation:** Can be arranged.
- Identification Cards:** Identification card must be carried.
- General:** Engines may not be running while ship is berthed without permission.
- Authority:** Associated Icelandic Ports (Reykjavik), Box 382, IS 121 Reykjavik, Iceland. Tel: +354 (525) 8900. Fax: +354 (525) 8990.  
Email: [hofnin@faxaports.is](mailto:hofnin@faxaports.is)  
Web: [www.faxaports.is](http://www.faxaports.is).
- Contacts:** Gísli Gíslason, Port Director or Captain Gísli Jóhann Hallsson Harbour Master.
- Immigration Office:** Crew List  
Passenger List.
- Customs Authority:** 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

**Certificates:** All national, flagstate and Solas certificates  
<https://safeseanet.is/Web/theLogin.aspx>  
Icelandic coastguard

**Report:** All vessels bounding to port in Iceland are required to report to Icelandic coast Guard at least 24 hours before.  
(<https://safeseanet.is/Web/theLogin.aspx>).



## Ballast Water

The general rule is that ballast water must not be discharged within Iceland's pollution jurisdiction. Discharging ballast water within Iceland's pollution jurisdiction is, however, authorised after it has been treated in accordance with requirements in Article 7 of Regulation no. 515/2010 about ballast water, i.e. the ballast water has been treated in accordance with Standard D1 (rinsing out) or D2 (cleaning) in the OSPAR guidelines and/or in the BWM agreement (international agreement about the control and the management of ballast water in ships and sediments in it). According to this either a cleaning system has to 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 the pumping-through method, each ballast tank must be pumped through with three times its volume.

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

The master of each respective ship is responsible for the ballast water being discharged in accordance with current law and regulations and that the appropriate equipment is at hand and the crew have been trained in such a way that the discharge of ballast water be purposeful and business-like. The master of the ship must notify 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 OSPAR guidelines must be kept in mind and/or the IMO guidelines in this respect.

Ships will have to carry 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 website of the International Maritime Organization (IMO) information can be found about an international agreement about the control and management of ships' ballast water and sediments in it (*International Convention for the Control and Management of Ships' Ballast Water and Sediments*), which is referred to in Regulation no. 515/2010: <http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International->

[Convention-for-the-Control-and-Management-of-Ships'-Ballast-Water-and-Sediments-](#)

[\(BWM\).aspx](#) Iceland has not adopted the convention but the Ministry for the Environment and Natural Resources aims at adopting it. The convention will enter into force on September 8 2017.

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/>

# 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://faxafloahafnir.is/faxafloahafnir/en/>

Harbour Pilot: +354 525 8930, 660-8930

Fax number +354 525 8991

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) +354 660 8920

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 come back to the 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.

Normally there should be no need for signing DOS since the port facility is ISPS certified and normally also the ship. 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.

### **Reykjavík port facility**

Location/name	REK-	Port facility no.	Location	Security services local numbers.
Reykjavík -				
Midbakki		ISREY 0006	64°09.000'N 21°56.320W	+354 820 2432
Grofarbakki & At anchor		ISREY 0004	64°09.050'N 21°56.460W	+354 842 6235
Korngardur		ISREY 0005	64°09.060'N 21°51.570W	+354 842 6235
Skarfabakki		ISREY 0010	64°09.030'N 21°51.750W	+354 820 2435
Artunshofdi		ISREY 0001	64°07.980'N 21°49.720W	+354 660-8930
South part Vogabakki		ISREY 0009	64°08.210'N 21°50.250W	+354 660-8930

Port facility security services: +354 525 8930, [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	ISREY 0002	64°08.960'N 21°51.380W	+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 (+354) 525-7101, 825-7101

### **AKRANES, Port facility.**

Location/name	Port facility no.	Location	Security services local numbers.
AKR-Akranes Adalhafnargardur	ISAKR-0001	022° 00' W, 64° 00' N	+354 660-8930
AKR-Akranes Batabryggja	ISAKR-0002	022° 00' W, 64° 00' N	+354 660-8930
AKR-Akranes Faxabryggja	ISAKR-0003	022° 00' W, 64° 00' N	+354 660-8930

PFSO (Port Facility Security officers) (+354) 660-8938 [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) [portsecurity@faxaports.is](mailto:portsecurity@faxaports.is) (+354) 660-8930

Fax: (+354) 525-8991



Aðkomuleiðir viðbragðsaðila  
Response arrival routes
 

  
Flóttaleiðir  
Escape routes
 

  
Söfnunarstaður  
Meeting area

Flóttaleiðir, söfnunarstaðir og aðkomuleiðir viðbragðsaðila

Escape routes, meeting areas and response arrival routes

**ELDUR**

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

**JARÐSKJÁLFTAR**

- Forðið ykkur út 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

**KYNNTU ÞÉR**

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



**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

**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

**KNOW**

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







## Safety

**Police/Ambul./Fire:** Tel: 112.

**Fire Precautions:** Ordinary precautions applied for handling of dangerous goods.

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

**Fire pump:** Tugboat Magni 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.