




Havnereglement
Mongstad Forsyningsbase

Dok / Versjon	
Laget av	<i>J.R. Mattevik</i>
Godkjent av:	<i>K.K. Stople</i>
Godkjent dato	01.06.2022

Port Regulations Mongstad Forsyningsbase



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1. Introduction

Mongstad Forsyningsbase is operated and managed by Mongstad Eiendomsselskap AS regulated through an agreement with quay owners.

The port regulations contain information about safety, security and other relevant matters in connection with calls at Mongstad Forsyningsbase. This applies to all types of vessels. The document is intended to give all vessels and users good knowledge of Mongstad Supply Base. The port regulations shall provide a good basis for safe and efficient operation in the port.

1.1. Contact info

Mongstad Forsyningsbase Havnekontor / ISPS:
 Storemyra 162
 Mongstad Sør
 5954 Mongstad
port.mongstad@ccb.no

24/7	Mooring	48 05 95 38	VHF chanel 09 UHF chanel 141 / Frekvens 459.3000 tankanlegg.mongstad@ccb.no
24/7	Havnekontor	48 30 78 00	VHF kanal 09, port.mongstad@ccb.no
24/7	Portvakt	56 36 31 29 / 91 24 70 21	portvakt@mongstadportvakt.no
24/7	Ass. PFSO	99 29 13 91	port.mongstad@ccb.no
08-16	PFSO	41 14 67 57	stople@abpre.no


1.2. General information about Mongstad Forsyningsbase

Mongstad Forsyningsbase is a certified ISPS port. It serves all maritime transport that supplies oil facilities offshore, coastal shipping and international maritime traffic as needed.

Mongstad Forsyningsbase consists of 8 quays, one of which belongs to Bergen and Omland Havnevesen (BOH). BOH quay is operated by CCB Mongstad AS.


Quay number	Length	Depht	Position
1 - A, B, C	225 meter	10,4 meter	60*N 47',42,56, 5*E 4', 7,09
2	140 meter	9,7 meter	60*N 47',36,11, 5*E 4', 9,6
3	90 meter	10,6 meter	60*N 47',32,87, 5*E 4', 14,62
4	108 meter	10,1 meter	60*N 47',29,95, 5*E 4', 19,46
5	97 meter	13,1 meter	60*N 47',27,17, 5*E 4', 23,17
6 LNG	51 meter	12,5	60*N 47',45,61, 5*E 4', 13,42
7 RO-RO	23 meter	12,5	60*N 47',48,46, 5*E 4', 10,45
BOH kai	82 meter	11,6 meter	60*N 48',12,37. 5*E 3',35,68

Height: 2 meters above MLW. See appendix for an overview of quays.


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2. FIRE AND EMERGENCY PROCEDURE

2.1 Alarms in the area

The following alarms are used in the area:

- Fire - Continuous ringing with fire alarm on building
- Gas alarm quay 6 - Pulsating alarm with light signal
- Gas alarm Schlumberger tank farm - Pulsating alarm with light signal
- Main alarm (ISPS alarm, evacuation alarm) - High pulsating alarm


2.2 Emergency communication

Primary form of communication with vessels per. telephone, secondary communication is VHF channel 9 or 16.

2.3 Notification instructions

In the event of incidents in the port concerning the vessel, a notification plan for the supply base can be used.

(see Attachment).

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2. Port Regulations

3.1 General information about Mongstad Supply Base

The vessels calling at Mongstad Forsyningsbase are responsible for ensuring that operations that take place on and in connection with the vessel are handled in a good and safe manner. It is expected that all vessels comply with port regulations and comply with Mongstad Forsyningsbase's guidelines.

Vessels are bound by Mongstad Forsyningsbase's port regulations in addition to agreements made between vessels and ports, as well as national and international regulations and rules.

Deviations from agreements made between vessels and ports can lead to consequences such as stoppages in loading / unloading operations and possible expulsion of vessels from the port. The vessel will be held responsible for breaches and delays in non-compliance with port regulations and safety procedures.

It is the captain's responsibility to ensure that the entire crew complies with the port regulations for Mongstad Supply Base.

This document is a supplement to and will not override national or international regulations and laws. The contents of the document should be used together with the standard "International Safety Guide for Oil Tankers & Terminals" (ISGOTT) and the ISPS regulations.

The overall content of the document is as far as possible correct at the time of publication.

3.2 ISPS and Security

UN LOCATION CODE	NOMON-002
ASSIGNED PORT FACILITY NO	27578
LOCATION	N60*47,600, E005*04,180

Mongstad Forsyningsbase's quays are regulated with access control from the main gate.

For traffic / access in "restricted areas", separate approval is required.

The ISPS code has three security levels, 1,2 and 3.

A). Level 1 - Normal

Standard safety measures in use at all times


B). Level 2 - Exalted

Extra security measures are put in place and the number of people patrolling is increased.

C). Level 3 - Exceptional

At this level, additional security measures are put in place for a limited period of time when an incident is probable or immediate. This may involve expulsion of the vessel or delay in the vessel's arrival.

In the event of changes in safety level, vessels will be made aware and instructed on how to behave. (Coordinated via Security Manager / PFSO).

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3.3 DoS

Normally, Declaration off Security (DoS) at security level 1 is not exchanged
 “DoS should only be used in special situations. In the regulations on securing port facilities § 16, it is stated which cases this is ”.

<https://lovdata.no/dokument/SF/forskrift/2013-05-29-538>

<https://www.sdir.no/aktuelt/nyheter/skip-med-issc-sertifikat-i-norske-havner/>

3.4 Access permit

Administration of HSE / ISPS courses, access and driving licenses at Mongstad Forsyningsbase is operated by Avarn Security.

All applications for courses, access cards and driving licenses are sent to Avarn Security by e-mail: kurs.mongstad@avarnsecurity.com. Before the application can be sent, the application must be confirmed and approved by authorized personnel.

Everyone who has been granted access to restricted areas at Mongstad Forsyningsbase is subject to checks in accordance with requirements for ISPS certified ports. This means that luggage and vehicle control can be searched at entry and exit according to Regulations on port security and Regulations on port security. (Regulation 29 May 2013 no. 539, Regulation 29 May 2013 no. 538).

Visitors, deliveries of goods or service personnel to vessels must be notified in advance by the vessel or the vessel's agent. Unannounced visits to vessels must be clarified in writing with the master before visits are permitted. For deliveries of goods, service or visits, personnel will be required to have approved identification) in accordance with registration from vessel. Visitors and deliveries of goods to vessels will not be given access to the restricted area until the vessel has docked.


All persons staying within the restricted area must carry visible identification at all times.

Unauthorized, unannounced persons will not be granted access to restricted areas.

All personnel without permanent access to Mongstad Forsyningsbase will be required valid identification.

3.5 Arrival

When calling at Mongstad Forsyningsbase (NOMOB), vessels must register in advance via SafeSeaNet. Vessel calls must be reported within 24 hours before arrival or by appointment. The port of call must contain all relevant information. In the event of changes, ETA must be notified to the port office at Mongstad Forsyningsbase in good time.

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3.6 Port area

Mongstad Forsyningsbase's port area includes quays and areas in the sea line and is administered by the port office, all quays are regulated by the Port Regulations for Mongstad Forsyningsbase.

Vessels shall use slow speed within Mongstad Forsyningsbase's port area.

All activity in the port must be clarified / approved by the port office.

Mooring personnel must be used on arrival and departure.

All vessels at the quay are responsible for monitoring the sea side and access to their own vessel. Everyone who is a user of the port is subject to and has a joint responsibility for compliance with the port regulations.

3.7 AIS

AIS must not be switched off during rural conditions. This is because AIS is the port's radar ”.

3.8 Mooring

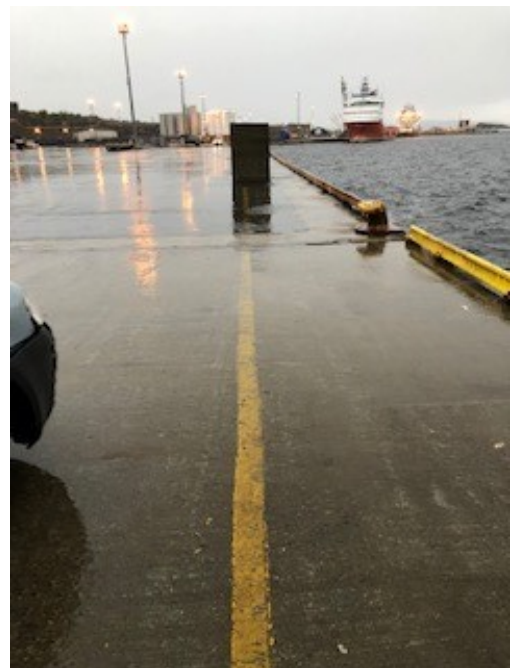
All vessels contact mooring personnel on VHF channel 09 approx. 0.5 hour before arrival. Alternative contact telephone for VHF 09 is mobile phone number. 48059538.

The use of PLT (Pneumatic line thrower) during mooring is not permitted at our quays.

All delays must be carried out in a safe manner by agreement with the port office.

All vessels at the quay shall use an approved gangway with safety nets to ensure a safe passage between vessel and land. Access to / from vessels is not permitted until an approved landing has been placed and secured.


Ref. § 9 in “Regulations on safety measures etc. on passenger, cargo vessels and barges ”.



https://lovdata.no/dokument/SF/forskrift/1987-06-15-507#KAPITTEL_3

The vessel must risk assessing where the landing is set down on the quay with a view to the activity to be performed and simultaneous operations such as bunkering and so on.

"Life jackets are required when work takes place within 2 meters towards the sea, vessel or mooring."

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3.9 Weather conditions

In the event of special wind directions and extraordinary weather conditions, the ship's captain shall take the precautions necessary for the vessel to perform a safe mooring operation. In special weather conditions, the mooring operation must be planned between the captain and the harbor master before arrival.

The vessel shall be in contact with the port's mooring personnel on VHF channel 09 during the entire mooring operation.


3.10 Weather conditions quay 1 A, B, C, RORO quay 7 and LNG quay 6

Good planning and care must be taken in connection with arrivals, departures and moorings on the mentioned quays. Quay distance between LNG quay 6 and quays 1A and B is 115 meters. Quay 6 has an established permanent ex zone. When bunkering LNG, this zone will be extended with an ex zone and safety zone on the quay and around vessels. (Ref. Appendix zone map from Gasnor).

When bunkering LNG, loading and unloading / roaring operations shall never occur on quays 6 and 7.



3.10 Mob. Boat

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Vessels wishing to use MOB boat, light boat etc. when the vessel is in port, must have approval from the port office before these can be launched. MOB boats used by vessels in connection with personnel transport from the anchorage or / DP position on the fjord must have approval from the port office before the MOB boat can call at the quay.

3.11 Ship to ship operations

It is not permitted to carry out ship-to-ship operations at Mongstad Forsyningsbase without the written approval of the port manager / office. Checklists are reviewed and signed by both vessels in addition to the owner / supplier of the product. Signed checklist sent to port office before operation starts.

3.12 Fishing

Fishing and pot / ruse fishing are not allowed in the harbor area.

3.13 Checklists

Checklists in relation to all bulk transfers to and from vessels must always be reviewed and signed without exception. The checklists to be used are:

Offshore vessels: G-OMO (Guidelines for Offshore Marine Operations)

Tank ship: ISGOTT (International Safety Guide for Oil Tankers and Terminals)

Checklists are scanned and sent to the port office by email before the operation starts.

3.14 Bulk delivery by tankers


Bulk delivery by tanker is subject to the same regulations as all other types of bulk deliveries. There must always be an approved representative (HSE / ISPS course) from the supplier in the ISPS area who takes care of security and safety in connection with the transfer. If the supplier is not established in the area, they must hire approved personnel.

3.15 Documentation of cargo

The shipper / recipient must always be able to present documentation of all cargo to be unloaded / loaded at Mongstad Supply Base. Dangerous goods must be documented on the cargo document issued by the shipper. Dangerous goods must be placed in accordance with established routines and legal requirements.

Loading / unloading with the ship's own gear shall be agreed and approved separately by the port office.

4. HEALTH ENVIRONMENTAL SAFETY

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4.1 Material damages

In the event of material damage caused by the vessel or its personnel on Mongstad Forsyningsbase's property, this must be notified immediately to the port office.

4.2 Personal injuries

In the event of personal injuries, it must be notified in accordance with Mongstad Forsyningsbase's notification plan (see appendix). The supply base's emergency preparedness organization will be able to provide assistance when needed.

4.3 Pollution

In the event of contamination, it must be notified in accordance with Mongstad Forsyningsbase's notification plan. (see Attachment)

4.4 Preventive measures and discharges

During a stay at Mongstad Forsyningsbase, vessels shall close outlet openings and otherwise implement necessary measures to prevent discharges to sea or air.

4.5 Serious incidents on land

If incidents occur that require vessels to leave the quay, this will be notified by the port office.

4.6 Assistance from vessels

In the event of incidents on land, vessels may be asked to assist the emergency preparedness organization at the supply base. This can be by firefighting or rescue at sea. Such inquiries will be made via the port office.


4.7 Reporting

All dangerous situations, accidents and incidents where the vessel or the vessel's personnel are involved must be followed up with a written report and a printout from the vessel's journal. To be sent without delay to the port office.

4.8 Notification

Notification according to Mongstad Forsyningsbase's notification plan, see appendix.

4.9 Traffic at the base area

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It is mandatory to wear a helmet, safety goggles and reflective vest / fluorescent workwear when traveling in ports and the ISPS area. Personnel who are in a work situation must also wear safety shoes.

Ship crews can travel on the quays and to and from the main gate, but there is a requirement to use protective equipment and ID cards at all times.

The pilot has permission to go to and from / port and between vessels without protective equipment, but dressed in reflective uniforms.

Vessels are obliged to notify the port office and porter about drills on board that involve the use of alarms and sirens.

4.10 Work permits

The Port Office approves work permits for vessels where there is a need to carry out work that requires extra care in relation to simultaneous activities in the quay area. Vessels are obliged to notify this in good time. Example of work that requires a work permit from the port. (Hot work, entry in connection with tank washing etc ..). Hot work is permitted to be carried out on quays 2, 3, 4, and 5. A work permit is required for hot work where there is an open flame on deck. (use of burner, welding machine or angle grinder etc.).

Hot work on vessels is not permitted to be carried out at 1 A, B, C and quays 6 and 7. The quays have permanent ex-zones established. Application for a work permit is sent via the internet.

Link to Work Permits for unregistered: <https://ccb.knack.com/mongstad-ats#ureg-at-1/>

4.11 Smoking

Smoking is not permitted on the base area, with the exception of established smoking zones.


4.12 Drugs

It is strictly forbidden to sell, store and enjoy drugs in Mongstad Forsyningsbase's areas. Affected persons will be expelled. Violation of the above rule will be prosecuted.

4.13 Diving work

Diving work shall not take place without permits from Mongstad Forsyningsbase port office. On all quays located in the base area, the Norwegian Labor Inspection Authority's regulations for diving apply.

At BOH quay, the same safety requirements apply as the rest of the port district in addition to port regulations for Mongstad Supply Base.

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A work permit must be issued for all diving operations. Vessels are placed according to the instructions of the port office. Vessels are required to fly signal flags.

Other vessels at nearby quays or vessels arriving must be notified, propeller activity must not occur in the vicinity of divers during periods when divers are in the water!

Mongstad Forsyningsbase also refers to the Havne og Farvannsloven.

4.14 Contingency

All bulk suppliers and operators that perform bulk operations are responsible for their own emergency preparedness.

5. SERVICE

5.1 Opening hours

Mongstad Supply Base At CCB Mongstad AS offers mooring assistance, bunkers and water filling 24/7.

CCB Mongstad AS has unloading and loading activity that is normally operated from 08-16 on weekdays. Beyond stated times, there is a watch scheme that is mobilized by contacting the harbor master / office both orally and in writing for confirmation of orders..

5.2 Waste management.

Mongstad Forsyningsbase has approved a waste plan for the port and its own waste management.

Waste is transported to an approved waste reception. Hazardous waste must be declared before delivery. (Avfallsdeklarering.no)

CCB Mongstad AS shall have a copy of waste declarations on all waste that is delivered over the quay. See Attachment.

Vessels that leave waste on the quay are charged a minimum of **NOK 25,000**.

5.3 Goods receipt.

CCB Mongstad AS has its own goods reception that can accept goods to and from vessels. Warehouses and goods receipts are staffed from kl. 08-16 on ordinary working days. Saturdays and Sundays: closed. Delivery by appointment.

5.4 Bunkers.

MGO can be delivered on all quays with the exception of BOH quay and quay 7.


LNG is available and delivered on quay 6, possibly with tankers on quays 1 and 5.

Suppliers of LNG are Gasnor and Gasum.

The services are available 24/7

5.5 Fresh water.

Ordered via tank facility, tankanlegg.mongstad@ccb.no,

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and delivered on all quays except quay 7.

It is not permitted for external personnel to connect / disconnect water hoses and / or close / open water supply on the quay. This must only be performed by authorized personnel from CCB Mongstad AS. Ref. Drikkevannsforskriften.

5.6 Shore power.

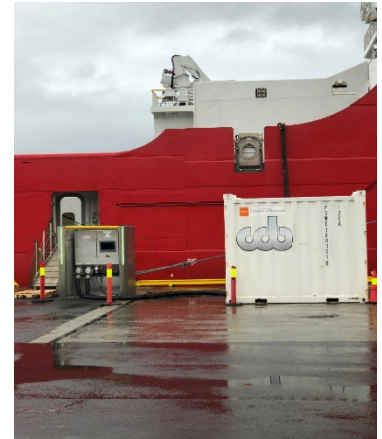
Mongstad Forsyningsbase supplies shore power.

Order sent: tankanlegg.mongstad@ccb.no

Shore power is available on quays 1C, 2, 3, 4, and 6.

We deliver 440V / 534KVA eller 690V / 837KVA

50 eller 60 Hz



6. INFORMATION

6.1 Concierge

The concierge in the main gate is staffed 24/7.

6.2 Base equipment

CCB Mongstad AS has available resources such as: cranes, trucks, personnel etc.

Maritime and technical services can be arranged, as well as various assignments in mechanical and technical lifting.

Contact: kos@ccb.no, mobile: 478 77 036


6.3 Parking

Parking is only allowed in parking lots outside the access controlled area. All parking is at your own risk. Long-term parking beyond 24 hours is not allowed without an agreement.

6.4 Other external services

Various shipping agents and service companies are located at Mongstad.

Selskap	Tjeneste	Telefon/e-post
CCB Mongstad Varemottak	Goods receipt, packaging, storage	(+47) 478 77 759 (08-16) / CCBMongstadVaremottak@ccb.no
Falck Agency	Ship agent	(+47)56343360/

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		mongstad@falckshipping.no
Grieg Logistics	Ship agent	+47 99 30 31 00/ agency.tank@grieg.no
GAC	Ship agent	+47 99202547 bergen@gac.com
Wilhelmsen Shipsservice	Ship agent	(+47) 56 36 05 00/ wss.bergen@wilhelmsen.com

6.5 Useful telephone numbers

Company	Telefon
Nordhordland Taxi	03020
Fedje Pilot / Kvitsøy Pilot dissemination	56 16 44 30 / 51 73 53 97
Nordhordland legevakt. 24/7	56 35 10 03 / 116117