

**Emergency number: +46 155 51000.**

**If you encounter trouble getting through, dial 112 instead.**

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## **Port Information**

**SSAB Steel port Oxelosund**

IMO Port facility SEOXE-0001

Valid from 2024-10-10

No walking by foot in the steel mill area. Kindly see paragraph "Port Guides" for info regarding transport between the ship and the gate.

All vehicles moving in the quay or mill area to be driven or escorted by an authorized person.



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## **Contact details**

### **Oxelösunds Hamn AB**

Skeppargatan 28  
P.O. Box 26  
SE 613 24 Oxelösund  
+46-(0)155-25 80 00  
[customerservice@oxhamn.se](mailto:customerservice@oxhamn.se)  
[www.oxhamn.se](http://www.oxhamn.se)

### **Port Facility Security Officer (PFSO)**

+46-(0)155-25 80 09  
[hamnskydd@oxhamn.se](mailto:hamnskydd@oxhamn.se)

### **Stevedore foreman**

+46-(0)155-25 80 85  
[OperationsStalhamn@oxhamn.se](mailto:OperationsStalhamn@oxhamn.se)

### **Cargo planning**

+46-(0)155-258156  
[planning.stalhamn@oxhamn.se](mailto:planning.stalhamn@oxhamn.se)

### **Traffic information**

+46-(0)155-25 81 30  
[traffic@oxhamn.se](mailto:traffic@oxhamn.se)

### **SSAB Steel Port Gate**

Aspaleden 2  
+46-(0)155-25 41 00

### **Main Gate Port of Oxelösund**

+46(0)155-25 81 00  
[gate@oxhamn.se](mailto:gate@oxhamn.se)

### **Boatmen (Linesmen)**

+46-(0)155-25 80 48  
Mobile: +46-(0)70-640 93 39  
VHF: Channel 12 (close to berth)

### **Tugs**

Svitzer Scandinavia  
+46-(0)31-10 97 10  
[operations@svitzer.se](mailto:operations@svitzer.se)



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**Vessel Traffic Service (VTS)**

+46-(0) 771-630675

[vtsec@sjofartsverket.se](mailto:vtsec@sjofartsverket.se)

VHF: Channel 9

**Port Guides (transport between ship and gate, and v.v.)**

Phone number +46 (0)730-795290, email [ledsagare@oxhamn.se](mailto:ledsagare@oxhamn.se)

Duty hours Monday-Thursday except public holidays: 0600-2200, Fridays 0600-18.00 hrs.

Weekends and public holidays 1230-1430 hrs. and 1630-1830 hrs., a shuttle bus can be ordered for the transport between ship and gate or vice versa (two hours' notice). Kindly call +46 155 217500 (Taxi Nyköping Oxelosund) and mention "shuttle service Port of Oxelosund", the port and quay you wish the service to/from, and the name of your ship.

## General

The SSAB Steel port is an industrial port within the steel mill area owned by SSAB wherein Port of Oxelösund acts as terminal operator. SSAB solely decides in which order vessels are handled and hence the "first come, first served" principle, commonly used in open ports, does not apply. In all other aspects the Steel port is managed by the Port of Oxelösund.

All activities in the port area, both ashore and on board, shall be carried out in accordance with existing laws and rules in conjunction with this document.

Vessels may not moor in the port without permission from the Port Authority. Radars to be in standby mode, or, completely shut off while the vessel is alongside.

### Stevedore working hours

Continuous 2 shift operation 0600-2200 hrs. Extension to 0200 hrs. upon separate agreement.

### Boatmen

Boatmen (linesmen) on arrival and departure are compulsory for vessels with a LOA > 70 meters.

The boatmen are ordered by phone, +46-(0)155-25 80 48, at least one hour before arrival. Close to the berth the boatmen can be reached by VHF channel 12.



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#### Ballast/cleaning water/hull cleaning

Only ballast water that is kept in segregated ballast tanks may be pumped overboard. All ships to comply with the IMO's Ballast Water Management Convention.

Cleaning water from cleaning holds may not be pumped overboard.

Hull cleaning to be conducted in accordance with the guidelines in Annex 17 of Resolution MEPC.378(80).

The use of open loop scrubbers is forbidden.

#### Diving and underwater work

Diving and underwater work may only be carried out if the Port Authority has granted permission for it.

#### Maneuverability

It is not allowed to immobilize vessels during the port stay. The need to shift could arise on short notice. The Port Authority can exempt vessels from this obligation if deemed safe.

Vessels, on which the cargo handling has been finished, may not remain alongside without permission from the Port Authority.

#### Lifeboats

Lifeboats, rafts or free-fall lifeboats may not be started or lowered into the water without permission from the Port Authority.

#### Turning of propellers and thrusters while alongside

The vessel's propellers may only be used for necessary maneuvering. The Port Authority can exempt vessels from this restriction if deemed safe.

### Security/ISPS

The Steel port is an ISPS facility: advance notification of all visitors is required. Advance notification and verification shall be given for all ship's provisions and stores before port entry. The crew is responsible for stocktaking goods.

#### DoS

If a Declaration of security (DoS) is requested, either by ship or Port Security, the Port Facility Security Officer (PFSO) will be the port's first point of contact.



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#### Access to the port area

The port is a restricted area. Access is controlled and monitored by the port. Personnel appointed by a competent authority have the right to access the port facility.

Ship's crew to carry identification when moving within the port area or entering through the main gate (in accordance with the ISPS Code).

#### Access to vessels

Apart from people that, as determined by an authority are entitled access to vessels, the ship's master decides who are entitled to board the vessel. The port's personnel shall always be granted access when the execution of their duties requires it.

The area surrounding the port facility is an industrial site with access rules stated by SSAB. Walking through the steel plant is not allowed. Car transport to be used. The port offers a shuttle service to and from the gate, see first page (port guides).

The Entry/Exit System (EES) will be an automated IT system for registering travelers from third countries to the European Union. The system will replace the manual stamping of passports. It is the responsibility of each non-EU citizen on-and off-signer to have the digital registration in order when signing on or off. The port is not involved in the process in any way. For more info related to the EES, see [https://travel-europe.europa.eu/ees/general-information\\_en](https://travel-europe.europa.eu/ees/general-information_en)

The ISPS Code applies.

## Safety

Safety always comes first!

#### Gangway

Gangway to be in accordance with IMO recommendations (MSC.1/Circ.1331). The gangway may not obstruct activities on the quay.

#### Interfering with stevedores

The crew may not interfere with the stevedores' work when performing maintenance or other activities.



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The crew may not enter a hold where loading or discharging is in progress without stevedores' approval.

#### Hot work

When performing temporary hot work on board a vessel, the ship's master or a person appointed by the master, is responsible for the adherence to fire and safety regulations. A notification to be sent to the Port Authority.

#### Walkways

Always use the walkways shown in the end of this document when moving by foot.

When moving within the ISPS-area a safety helmet and luminescent clothing are to be worn.

Avoid all unnecessary visits into the working area while stevedoring work is in progress. Always communicate with the stevedores prior to entering an area in which work is in progress.

Beware of cranes and machines working on the quay and keep out of their way.

#### Transportation of personnel between a vessel and gate

It is not allowed to move by foot or by bicycle in the port area. Port guides (or shuttle service) are available. For more details, see section "Port Guides" at the top of this document.

Drivers of vehicles that visit the Steel port regularly can be granted unescorted access once they have passed the online training modules "SSG Entré" basic course, see <https://www.ssgsolutions.com/our-services/services/ssg-entre/> and the specific training module for SSAB Oxelosund, see <https://www.ssgsolutions.com/our-services/services/ssg-entre/participating-companies/>. The authorized person responsible for the driver will add the driver to the permit system. When the driver visits the port for the first time, he/she will visit the gate reception. The SSG card will be manually activated by the gate personnel. Once activated the driver has access to the Steel port without the need for escort.



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## **Waste**

The port accepts all ship generated waste that vessels need to send ashore due to the vessel's normal operation, in accordance with the "No special fee" system.

Other waste, apart from the waste mentioned above, such as waste from repair work, discarded electronic equipment etc. is accepted at cost price and invoiced separately.

Waste to be segregated and discarded into the correct container for each type of waste (oily waste, glass, and so on).

## **Notification**

To be allowed to leave waste, a waste report shall be registered with the Swedish Maritime Administration or sent to Port Authorities at least 24 hours before arrival. To be allowed to discard waste, a waste report shall be registered with the Swedish Maritime Administration and added to the Port's waste portal at least 24 hours before arrival. See our homepage: Customer service – Waste delivery notification - <https://www.oxhamn.se/en/customer-service/handling-waste-vessels/>

## **Sludge and engine waste**

Sludge is picked up by truck and ordered at least 24 hours in advance. Availability of sludge trucks is not guaranteed during weekends.

The waste shall be free of foreign substances such as PCB, solvents and detergents.

A delivery specification shall be signed by the responsible officer onboard.

The vessel's sludge connection shall be designed in accordance with international standards with the connection on deck. Delivery capacity to be no less than 5 CBM per hour.

When waste is discarded in drums, these shall be deposited at the designated area presented by the port. Contact stevedore foreman for instructions.

Drums shall be tightly closed, free from defects, and durably marked with the contents in Swedish or English. Smaller amounts of oil residue are left in receptacles intended for the purpose, if delivery in drums as above is not practicable.



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#### Receiving stations

The position of the stations is shown on the map attached to this information.

For larger amounts of waste, a container can be ordered.

#### Separation of Waste

Waste shall be sorted according to signs in the waste stations. Failing to comply with those instructions may render extra charges for any cost induced to the port. The stevedore foreman will be happy to assist in waste related questions.

#### Packaging and marking

Containers holding solvents or other chemicals shall be intact, tightly closed and durably labelled with the contents, name of the vessel, and the date.

Waste that can spread a smell or infection, or otherwise be a health risk for people on board or in the port, shall be properly packaged and labelled with its contents.

#### Disposal of dangerous waste in packaged form

The waste shall be left in intact, tightly closed packages, clearly and durably labelled with the contents in accordance with the IMDG Code (when applicable), as well as the name of the vessel and the date.

#### Miscellaneous

The vessel to be at liberty to ask the Port for a receipt stating the amount of ship generated waste that has been delivered to the port reception facilities.

If the Port for some unforeseen reason is not capable to accept all or part of the waste the vessel has notified for delivery to the port reception facilities, they may request a certificate from the Port stating the reason for the shortcoming.

Check our website, <https://www.oxhamn.se/en/>, for more info.

#### Berths and equipment

Length	Depth at MWL	Max draught at MWL	Description/Equipment
298	9,2	8,6	Two Liebherr mobile harbor cranes

Always see [Oxelösunds stålhamn, SSAB \(sjofartsverket.se\)](#) for the latest updated information.



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The water level varies within plus/minus 30 cm of Mean Water Level (due to meteorological conditions). There are no tidal variations. Dock water density normally around 1.006, see [https://www.researchgate.net/figure/A-Salinity-of-surface-water-in-the-Baltic-Sea-based-on-HELCOM-data-from\\_fig2\\_270086842](https://www.researchgate.net/figure/A-Salinity-of-surface-water-in-the-Baltic-Sea-based-on-HELCOM-data-from_fig2_270086842)

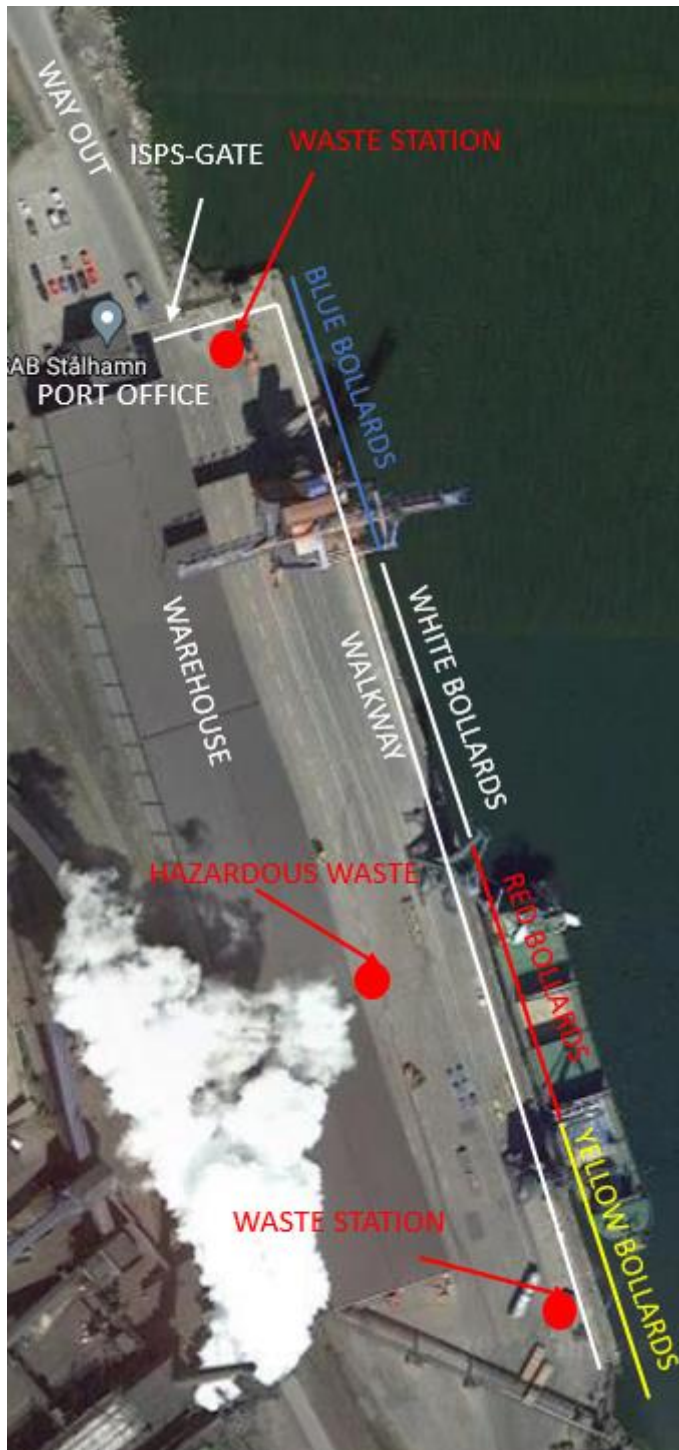


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