

NAME OF PORT	HELLESYLT
Region/City/Port: Geirangerfjord cruise port	
Web:	www.stranda-hamnevesen.no
Official Port Address: Geirangervegen 2 6216 Geiranger	GEIRANGERFJORD CRUISE PORT IMO registered Port Facilities Hellesylt: NOHSY-0001
Date: 08.01.2025	

PORT			
Contact on arrival (detail name):		VHF channel:	13/16
PFSO on duty		Telephone:	+ 47 91 78 46 99
		Notice required:	1 hour
Advise if passenger vessels have priority to berth	Yes		
Are there any restrictions on arrival/departure time	No		
Specify normal working hours for	8 - 18	Pilots	
		Linesmen	
		Tugs	
Notes:			
Duty and Service telephone, Hellesylt:	+ 47 91 78 46 99	24 hrs	
Maritime VHF:	channel 13/16		
PFSO direct, Hellesylt:	+ 47 46 41 11 13		

To satisfy the recommendation from Norwegian act relating to Harbours and Fairways, LOV 2019-06-21-70, section 5:

Max number of passenger per day in Geiranger: approx 6000 pax – period: 20th June to 10th August.

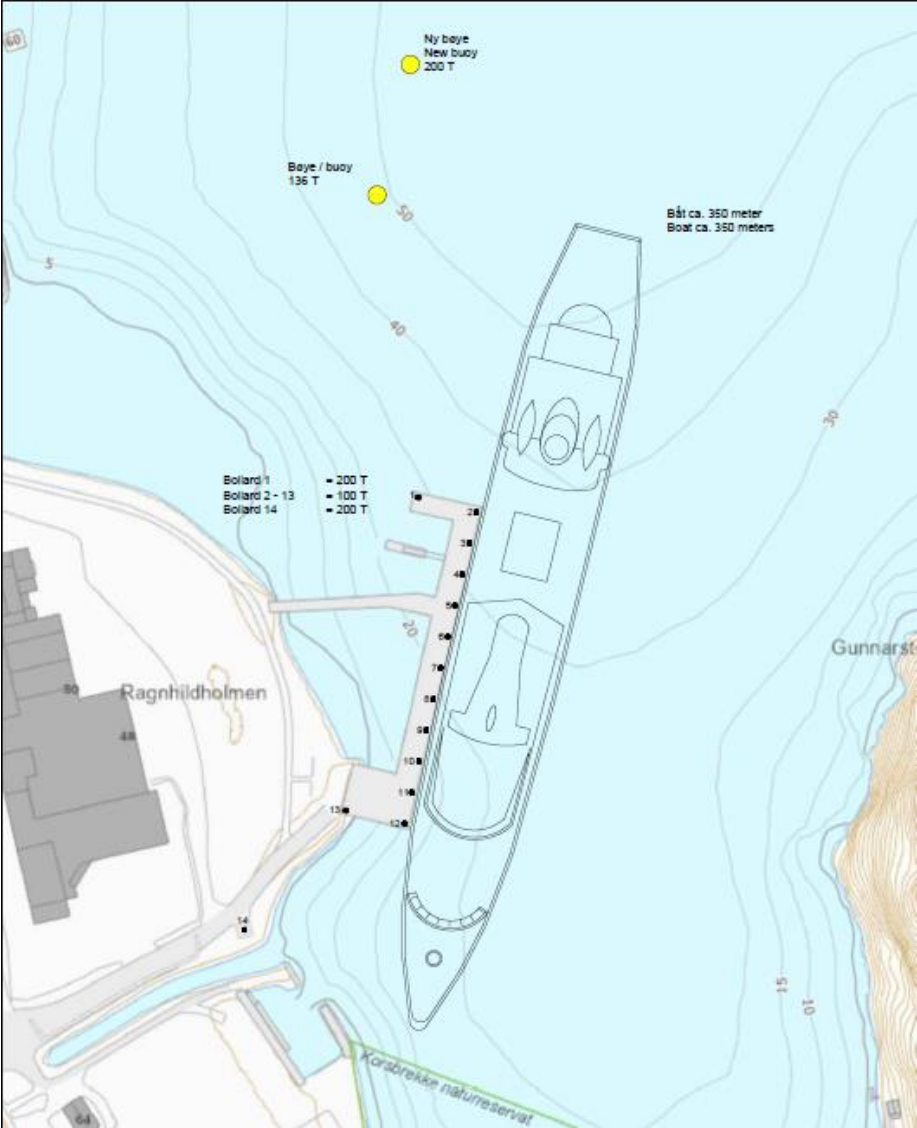
TOWAGE			
Are tugs compulsory?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Nearest tugs are available from	Available with 12 hrs notice		
Ålesund			

BERTH	
Name:	HELLESYLT CRUISE PIER
Length:	143 m
Draft:	10,52 m
Actual depth:	9,38 m
Draft:	Deducted: extreme low water: 0,34 m, surface tolerance: 0,5 m and tolerance ground conditions: 0,3 m

Location of berth:	Lat: N 62°05, 162' Long: E 006°52,521' Quay direction: 005,8°		
Max length/Draft permitted:	LOA: decided by master/pilot		
Type of the berth:	Mainly cruise, but also containers and bulk traffic		
Pier surface:	Concrete		
Height of pier above charted low water datum water:	4,0 m		
Type and spacing of fenders:	Supercell SC1700 RE	Seven fenders	Fender panel b = 1.8m and h = 3.6m
Bollard spacing and bollard:	2 ex. 200T	Refer drawing	
Pull/strength:	1 ex. Buoy 136T		
Number of bollards:	and 12 ex. 100T		
Required side of ship alongside:	Starboard only		
Do linesmen have motorboat:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
Pier obstructions:	None		
Notes			
Maximum wind for docking decided by master/ pilot.			
Stern of the ship: 2 ex mooring buoy 136T and 200T			
At the pier: 12 ex. Bollards 100T / 1 ex. Bollard 200T. Bollard forward: 1 ex. 200T			

PILOTAGE			
Is pilot compulsory?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	VHF channel: Channel : 13/16
Position of pilot station:	Lat: N 62°27,0'	Long: E 005°58,9'	
Range of tides & max.currents	1,5 – 2,0 m		
Approach channel width & depth	m		
Distance from pilot station to dock/anchorage	52 nautical miles.		
Estimated time from pilot station to dock & max. speed for transit	3, 5 hours.		
Air draft restrictions	None		
Other restrictions			
Minimum depth and diameter of turning basin	No dedicated turning basin. Width inner fjord 900 m with depth minimum 50 m		
Minimum depth alongside the pier	Hellesylt ferry port: Length 40 m/ Draft 5 m. (Not available for cruise ships, cargo only.)		
Notes:	In order to protect the environment, we reserve our right to ask all passenger vessels calling at Hellesylt to make use of the quay for embarking and disembarking, if the quay is available.		
Hellesylt: normally used in combination with Geiranger and Stranda on shore excursion			

NEW 2023: 2 ex mooring buoy 136T and 200T



DISTANCE FROM BERTH TO CITY CENTRE:	200 m
Is there a passenger terminal	No
Shore gangway:	Not available

SECURITY AND VISITORS			
Detail which facilities are in place	<p>Each cruise ship will be allocated a tender pier for operation of tender boats and will exercise access control of respective areas for a specified period of time. SSO must establish security checkpoints (100%) at the entrance to restricted areas.</p> <p>The PFSO has authorised access for personnel to the ISPS area as follows:</p> <ul style="list-style-type: none"> • Persons employed by Stranda Port Authority. • Persons on official business (police, customs, pilots, fire brigade, Stranda Community). • Crew on board the mooring boat. <p>All authorised personnel must wear an ID-card indicating admission to "Restricted areas".</p> <p>The port/security personnel will carry out spot checks of the ID cards for a ship when going on-board. Advance notification of such spot checks will be provided.</p>		
Certificate ISPS plan approved	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Details
Name and contact of PFSO :	Rita Berstad Maraak		Contact nr. + 47 46 41 11 13
Hand luggage scanner available?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Details
Luggage scan available?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Details
Fences present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Details
Shore guards present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Details
Notes			
SSO must establish security checkpoints (100%) at the entrance to restricted areas in Geiranger and Hellesylt.			

Solid waste/ garbage: On request.
Fresh water : Not available
Grey/ black water: On request
Washing with fresh water: Confirmed
Permit of touch with paint: confirmed. Consideration must be given to the environment
Maintenance work: confirmed. Hot work on request due to fire preparedness
Fuel: not available

OTHER ENVIRONMENTAL ISSUES

Additional useful information

- Ships using garbage/ waste burners on board must switch them off when entering the port area.
- Tender-boats must stop engines at ship's side and alongside jetty.
- Permission is given to lower anchor, to lower painting raft, lifeboats, pontoon, diving and to conduct boat drill and bell.
- **NEW: Noise restrictions: pool/party music only allowed between 08:00 – 18:00.**
- Outside use of external PA system is not allowed. Ships whistle is allowed between 08:00 - 18:00.

Environmental Port Index - EPI

Based on major influencing factors including CO₂, SO₂, NO_x and particle levels, the EPI establishes a ship's maximum tolerable environmental impact while at port. <https://epiport.org/>

The EPI portal shall ensure efficient data collection, controls of data quality and calculation of an EPI score. This means the vessel must (mandatorily) report consumption after the ship's arrival in port. With time, these reports will provide valuable data on actual emissions to air and climate impact. Cruise ships must submit EPI port call data to the EPI portal no later than 72 hours after departure. We reserve the right to amend and adjust the EPI score and passenger charge.

New environmental regulation in the Geirangerfjord area.

The Norwegian Maritime Authority's environmental regulations for the world heritage fjords, came into force from 1st March 2019 <https://lovdata.no/dokument/SF/forskrift/2012-05-30-488>

Use of scrubber system

- **Open scrubber systems:** not accepted as equivalent solution to comply with the Sulphur requirement.
- **Close loop scrubbers:** permitted provided measures are installed to reduce emission of visible smoke/vapour.
- Fuel with Sulphur content of **maximum 0.1 %** is permitted.

The requirements applies independently of when the ship has been built Ref. MARPOL Annex VI/13

Use of incinerator

- Use of incinerator in the Geirangerfjord is **prohibited**.

Black water and grey water

- It is **prohibited** to discharge blackwater and greywater into the fjords.

- Black water and grey water which is managed by a ship in accordance with MARPOL Annex IV, regulation 9.1 is not considered “black water” and “grey water”.

Special rules regarding emission of nitrogen oxides (NOx) from ships in the world heritage fjords.

Ships of 1,000 gross tonnage and upwards shall, irrespective of the requirements in force at the year of the ship’s construction, in the world heritage fjords comply with:

- a) The Tier I requirements, cf. MARPOL regulation VI/13 by 1 January 2020;**
- b) The Tier II requirements, cf. MARPOL regulation VI/13 by 1 January 2022;**
- c) The Tier III requirements cf. MARPOL regulation VI/13 by 1 January 2025.**

The Norwegian Maritime Authority may upon written application from the company grant exemption for a ship from the Tier I requirements set out in MARPOL regulation VI/13 cf. section 12, if it can be documented that the ship will comply with the Tier III requirements not later than 1 January 2022.