

FONASBA MEMBERSHIP ENQUIRY



RESPONSE SUMMARY

ORIGINATING ASSOCIATION:	ANESCO (Spain)
ENQUIRY DETAILS:	<i>Our Spanish colleagues would be interested to know what protocols or procedures apply at ports in your Member State in relation to giving notice of port closures or navigation restrictions on vessel movements due to anticipated adverse weather conditions. For example, on some occasions in Spain, this notice is only given just a few hours before the vessel should enter the port. Your detailed advices as to when such notices are given (and if that notice varies by vessel type/size) would be appreciated soonest.</i>
Date:	Monday, 16th November 2015

	RESPONSE
ARGENTINA	<p>Weather parameters for port closures in Argentina (visibility, wind strength and direction, wave height for seaports) are factors established and applied according to each port and considering their specific characteristics and the vessels operating there (usually grouped by size and type). These factors are determined by regulations passed by the Maritime Authority and published and spread through different means of information when issued (Bulletins, Notices, direct Communications to the interested party, massive media, and so on).</p> <p>When the variation of weather conditions exceeds the regulated values for the port in question, according to the groups of vessels, the delegation of the Maritime Authority in place shall establish the port closure and report it by local notices to navigation. This process does not present a defined prior notice since it is issued when the preset hydrometeorological factors are exceeded.</p> <p>Weather forecasts and warnings broadcast by the commonly used media are disclosed when issued by the competent body (National Weather Service) and become the indicators to be considered by users as prior notice of what might happen as regards the regulated limits.</p>

<p>BELGIUM</p>	<p>From the question it looks as if the situation at the Spanish ports is completely different from the one in the Belgian ports.</p> <p>Port closures due to anticipated adverse weather condition: not existing in Belgium ☺ Antwerp and Ghent are based inland and only very heavy (guts of) wind may influence working in the ports (cranes having to stop, etc.) if the terminal operator decides so. Most terminal operators have wind measuring equipment on site. Also Zeebruges is sheltered by the piers at the entrance of the port.</p> <p>Anticipated adverse weather conditions are in Belgium mainly of influence for pilotage. Since 1/7/2012 so-called SWATHS have been in use for carrying the pilots to the vessels at sea. With around 75 pct. of the seavessels being SWATH-operable, and the SWATHS being able to perform up to a significant wave height of 4 to 4,5 meters (and even more depending on wind direction etc.) the cases where the weather conditions are of influence have increased significantly. In cases where it is not possible to board the pilot but the weather conditions allow sailing, shore based pilotage is also a possibility.</p> <p>In 2013 a survey with users of the pilotage service revealed that 45% of users were unsatisfied with information provided in case of adverse weather conditions. Information can be retrieved from website maritime authorities and most importantly from the LIS Loodsen Informatie Systeem (Pilotage information System). Meanwhile efforts have been made to optimize both channels in this respect, the results of a new user survey will reveal if these prove to be effective.</p>
<p>BULGARIA</p>	<p>In Bulgaria port closures are regulated by local rules issued by the respective Harbour Masters. For example in Port Varna depending on the wind speed certain manoeuvres are forbidden - above 12m/s for example no manoeuvres are allowed in the ports, with a few exceptions at 10, 8 and 6m/s respectively. If the visibility is below 5 ship lengths (with the minimum being 500m) the port is also closed. For these situations no notice is given. In extreme cases the Harbour Master can allow a manoeuvre, but many factors are taken into account and it's decided on a case by case basis. In Port Bourgas similar restrictions apply.</p> <p>In general - weather warnings are posted on the respective website of the local port authority, however they only advise that bad weather is expected at a later time and don't include information for example "At 13:00 the port will be closed". If the conditions permit - the vessels are allowed to complete their movement.</p>
<p>BRAZIL</p>	<p>In Brazil we received several reports about this situation and procedures and please find out our comments:</p>

	<p>1) The main authority to announce the closure of the Port, navigation channel, a specific terminal and or area is the Maritime Authority (Brazilian Navy).</p> <p>2) The Port Administration Authority has also the same competence in some Ports and sometimes, the announcement is made by them.</p> <p>3) In many ports the adverse situation is reported by the Pilotage to Maritime Authorities, who hence officially disclose the information to related public (Ship Agents, Terminals, tugs, and so on).</p> <p>4) As related by Anesco, here there is not a rule about advanced time those official reports are announced by the Maritime or Port Administration Authority, in many cases the announcement is made just a few hours before the vessel should enter the port.</p> <p>5) One of our member association (Santos Port) developed a SMS service and whenever an announcement is done by the local authority they are copied and a SMS by is also sent by the Association to many people at the Ship Agents companies affiliated.</p>
CROATIA	In CROATIA such notice should be given by the Harbour Master. There is no time limit to issue such notice
CYPRUS	<p>At Limassol port there are not in force any protocols or procedures with regard to the notice which should be given of port closures or navigation. Only few hours prior to the vessels arrival such notice is given without any exception in their type or size.</p> <p>It should be noted that such a notice is given very rarely by the Port Authorities to vessels (probably once a year), which lasts not more than ten hours approximately.</p>
DENMARK	We rarely have ports closed due to weather conditions. There are no distinct protocols covering this area. The inner Danish waters include a number of bridges that may be closed in connection with maintenance, and in a recent case, we have been provided with one year notice.
FINLAND	<p>In Finland we of course have Ice class restrictions every year. They are based on DWT and the vessels Ice Class (1 A Super, 1 A, 1 B, 2). (Ex. To to Port of HaminaKotka vessels with min. 2500 DWT 1 A).</p> <p>These restrictions are given 1 - 2 weeks in advance and get tighter as the winter proceeds.</p>
HUNGARY	In Hungary the National Transport Authority (http://www.nkh.gov.hu/en/web/english/) is going to give notices - well in advance- about any restrictions on the waterways. (The same

	procedure covering the whole Danube and Rhein+ Main waterways by each national authorities)
ITALY	In Italy we have no set protocols for giving notice of port closures due to adverse weather conditions.
MALTA	In Malta, the procedure is that Valletta Port Control provides a daily mariners forecast on VHF range and port closures / navigation restrictions would only be known when the duty pilot evaluates the weather / sea conditions in the port of Valletta / Marsaxlokk. If the weather will not be suitable, then the pilot will inform VTS and in turn, they will not allow vessels to proceed within territorial waters until the port re-opens. Adverse weather conditions will not allow the pilot to board a vessel (irrelevant of the size) however, if a vessel is expected to call at Valletta Port, there are instances where the vessel will be requested to shift to Marsaxlokk port for the pilot to embark from that location, as it would be more protected than Valletta.
NETHERLANDS	Expectations will always be there (weather conditions are sometimes difficult to predict and can change by the hour) but in general local agents in Rotterdam are kept reasonably well advised by port authority which is mainly done via Port information notices. Also for general issues often notices are sent (for instance test days closure dates storm surge barrier) or separate letters.
PORTUGAL	There are no set notice periods giving notice of closure of Portuguese ports for reasons of adverse weather conditions. The harbourmaster will take and notify a decision on closure on the basis of the information available to him at the time.
POLAND	In Polish ports Harbour Master may announce the restrictions due to weather which are binding since the decision is taken with the immediate effect. So it may happen the ship is halted at the quay or at the roads even if she was earlier planned for movement. No notification according to Polish law or port regulation required. On the other hand the port regulations describe the general weather conditions for the movements in the specific areas in Polish ports and for the particular vessels types and sizes. As the result it is easier to predict the Harbour Master decision in advance.