

NAME OF PORT	STRANDA
Region/City/Port : Geirangerfjord cruise port	
Web:	www.stranda-hamnevesen.no
Official Port Address: Geirangervegen 2 6216 Geiranger	GEIRANGERFJORD CRUISE PORT Stranda: NOT ISPS approved IMO registered Port Facilities : Geiranger: NOGMR-0001 Hellesylt: NOHSY-0001
Date: 17.01.2023	

PORT			
Contact on arrival (detail name):		VHF channel:	13/16
PFSO on duty		Telephone:	+ 47 91 78 46 99
		Notice required:	
Advise if passenger vessels have priority to berth		Anchoring only	
Are there any restrictions on arrival/departure time		no	
Specify normal working hours for	8 - 18	Pilots	
		Linesmen	
		Tugs	
Notes:			
Mooring boat:	+ 47 99 10 20 79		
Maritime VHF (channel 13/16) or.	+ 47 46 41 11 31		
Service telephone Stranda	+ 47 91 78 46 99		
	+ 47 46 41 11 13		

TOWAGE			
Are (Tugs) compulsory?	Yes <input type="checkbox"/>	No x	
Are the tugs local(within 30 minutes from the port)?	No – nearest in Ålesund		
How far in advance do the tugs have to be ordered?	Available with 12 hrs notice		

PILOTAGE			
Is Pilot compulsory?	Yes x	No <input type="checkbox"/>	VHF channel: Channel : 13/16
Position of pilot station:	Lat: N 62°-27' Long: E 005°-59'		
Range of Tides & Max.Currents	1,5 – 2,0 m		
Approach channel width & Depth	m		
Distance from Pilot Station to dock/anchorage	Nautical miles: 38		
Estimated time from Pilot Station to dock & max. speed for transit	2,5 hours		
Air draft restrictions	None		
Other restrictions			
Minimum depth and diameter of turning basin	No limits		

OTHER ENVIRONMENTAL ISSUES

- Ships using garbage/ waste burners on board, are requested to switch them off when entering the port area.
- Tender-boats are requested to stop engines at ship's side and alongside jetty.

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.

Special rules regarding emission of nitrogen oxides (NO_x) 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.

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".