

Guidelines and restrictions within the pilotage area of Helsingborg

2023-05-15

Generally, for all ports and berths within the area (Höganäs, Helsingborg, Bulk harbour of Helsingborg/IPOS, Landskrona and Oresund Dry Docks/ODD):

Upon arrival/departure, contact by VHF shall always be established, on the specific channel of the port/the berth facility, with the linesmen on duty. If not, the pilot has the right to cancel the arrival/departure.

All ships shall be suitably ballasted so that propeller, rudder and any bow- and/or stern thruster operates with optimum efficiency. If not, the pilot has the right to cancel the arrival/departure

Pilotage of Dead Ship vessels

Definition: A vessel is considered "Dead ship" when the main propulsion is out of order.

Procedure: Pilotage of Dead ship vessels should be carried out with two pilots onboard.

Höganäs

Note! All data of lengths and breadth are in meters. Maximum loa is 115 meters and maximum breadth is 20 meters.

Berth	Cargo	Depth	Maximum draguht	Length	Maximum LOA	Direction	Number of tugboats	Remarks
200	Petroleum/Chemicals	6,2	5,7	100	90	165/345	See below	*
201	Bulk	8,2	7,4	160	115**	024/204	See below	**
202	Ferry	4,1		100				

* Exemption can be given to vessels up to maximum loa of 100 metres under the following circumstances: the vessels stern is of a suitable shape (incline) to be safely moored against the angle of the berth!

Captain of the vessel agrees with above!

** Vessels with a Loa greater than 110 meters has to be aproved by Swedish Maritime Administration (Malmö)

Helsingborg: Nordhamnen (North harbour)

Note! All data of lengths and breadth are in meters. Maximum loa is 150 meters and maximum breadth is 32,5 meters.

Berth	Cargo	Depth	Maximum draguht	Length	Maximum LOA	Direction	Number of tugboats	Remarks
119	Cruise vessels	7	6,5	180	150	158/338	See below	

Helsingborg: Västhamnen (West harbour) 港

Upper wind limit when the arrival of container vessels to Västhamnen shall not take place: At wind gusts equal to or above 20 m/s, all arrivals by container vessels to Västhamnen are stopped, regardless of wind direction.

Note! All data of lengths and breadth are in meters. Maximum loa is 225 meters and maximum breadth is 32,5 meters.

Berth	Cargo	Depth	Maximum draguht	Length	Maximum LOA	Direction	Number of tugboats	Remarks
903*	Container/Coal/Coke	13	11,7	300	225	356/176	See below	*At the arrivals of container vessels to 903 or 904 and with a vessel berthed at the opposite side, one (1) ASD/tractor tug is mandatory. unless there is sufficient berthing space on the opposite side for the arriving container vessel to safely land on if necessary
904*	Container/RoRo	13	11,7	270	225	356/176	See below	Crane 19/18 (Maximum air draft:41,2/38,2m).
905	Container/RoRo	9	8,5	190		020/200	See below	
906	Container/RoRo	9	8,5	210	170	020/200	See below*	Crane 20 (Maximum air draft:41,2m) * LOA > 150m:one(1) ASD/tractor tug mandatory.

Helsingborg: Sydhamnen (South harbour)

Note! All data of lengths and breadth are in meters. Maximum loa is 230 (250m) meters and maximum breadth is 32,5 meters.*

Berth	Cargo	Depth	Maximum draguht	Length	Maximum LOA	Direction	Number of tugboats	Remarks
503	Petroleum products	11	10,5	84	215	352/172	See below	Distance: Quay center - depth curve to the north: 113m.
504	Petroleum products	11	10,5	84	215	352/172	See below	Distance: Quay center - depth curve to the north: 113m.
505	LPG	8	7,5	75		032/212	See below	
601-602	Grain	10,5	10	198		205/025	See below	
603-605	Grain	13,5	12,3	245	230	205/025	See below	
700-703	Lay-by/Waiting berth	7,5	7	300	230	205/025	See below	
704-705	Ro-Ro	8	7	205	230	197/017	See below	704: RoRo ramp.
706-709	General cargo/RoRo	11,5	11	332	230	197/017	See below	709: RoRo ramp.
706-709	*Cruise vessels	11,5	11	332	250	197/017	Contact the head of Malmö pilotage area	Two pilots onboard. Maximum average wind: 8 m/s. Maximum current: 1 knot. Daylight. Manouvering charcteristics equivalent to the vessels simulated in Gothenburg, May 19-20, 2014. Pilots shall be given the opportunity to prepare/plan the arrival together with the captains of the vessels.

Helsingborg: Bulkhamnen (Bulk harbour of Helsingborg/IPOS)

Note! All data of lengths and breadth are in meters. Maximum loa is 190 meters and maximum breadth is 32,5 meters.

Bollard	Cargo	Depth	Maximum draguht	Length	Maximum LOA	Direction	Number of tugboats	Berth/Remarks
P3-18	Bulk	10	9	216	190	009/189	See below	Berth 800-803.
P18-27	Chemicals	9	8,5	130	190	009/189	See below	Air line, berth 804.
P27-30,5	Chemicals	9	8,1	60	190	009/189	See below	South manifold, berth 805.
P30,5-34	Chemicals	6,5	6				See below	North manifold, berth 806.
Berth 810-811	Chemicals/Bulk	7	6,3	70	110	162/342	See below	Limitation: north dolphin.

Two pilots onboard vessels with a Loa greater or equal to 150 meters.

Restrictions in the Bulk harbour for vessels with a Loa above 180 meters or a breadth above 30 meters:

Daylight restrictions; no arrival/departure during dark hours.

Maximum wind for vessels in ballast: 8-10 m/s.

Weak current only.

Vessels shall be in suitable ballast condition.

Berth 812 shall be empty if vessels shall be swung around.

Cranes placed midships, crane arms along the quay.

Loading-/discharging facilities must not obstruct the leading lights.

Berth 800-801 shall be empty when vessels with a Loa above 150 meters shall be swung around.

Landskrona

Note! All data of lengths and breadth are in meters. Maximum loa is 190 meters and maximum breadth is 30 meters.

Berth	Cargo	Depth	Maximum draguht	Length	Maximum LOA	Direction	Number of tugboats	Remarks
Skeppsbron ¹	General cargo	8,6	8,1	125	100 (110)	140/320	See below	Bollard 12-20 Exemptions & restrictions: see below under ¹⁾
Simidakajen	General cargo	8	7,5	90	90	163/343	See below	Bollard 20-24
Fosfatkajen	Grain, Cement, Bulk	8	7,5	45		167/347	See below	Bollard 24-27.
	Chemicals	8,6	8,1	409	190	167/347	See below	Bollard 27-54.
Bruuns kaj ²	Scrap	6,5	6	82	90(100)	122/322	See below	Bollard 54-59. Exemptions & restrictions: see below under ²⁾
Södra kajen	Bulk/Dry chemicals	6,7	6,2	190	100 (120)	078/258	See below	Bollard 59-72.
(South Quay) ³		6,7	6,2	240		060/240	See below	Bollard 72-86.Exemptions & restrictions: see below under ³⁾
		6,5	6	25		060/240	See below	Bollard 86-89.
Bäddkajen	Shipyard	6	5,5	105		042/222	See below	
Torrdockan (Dry dock)	Shipyard		6,9	195x34		132/312	See below	
Flytdockan (Floating dock)	Shipyard	7,8	7	165x28		077/257	See below	
Västra Varvskajen (West Ship yard quay)	Shipyard	9	7	260		166/346	See below	
Södra Varvskajen (South Ship yard quay)	Shipyard	7	6,5	240		087/267	See below	

Restrictions for Landskrona and the Shipyard (Oresund Dry Docks/ODD):

¹⁾ Exemptions can be given to vessels of maximum loa of 110 m with the following restrictions: Simidakajen to be free of vessels and that the angle between Skeppsbrokajen and Simidakajen does not interfere a safe mooring.

²⁾ Exemptions can be given to vessels of maximum loa of 100 m with the following restrictions: At least 30 metres clear space on the south end of Fosfatkajen and no movements to and from Södra kajen (South Quay). No vessel to be alongside Bruuns kaj when vessel equal to or above 150 m to be swung in the turning basin.

Ships that are outside the quay corner (of Bruuns kaj), i.e out into the fairway, must illuminate this part of the ship.

³⁾ Exemptions can be given to vessels of maximum loa of 120 m with extraordinary maneuverability or assisted by ASD tug(s) in to and/or out from the quay.

Vessels with a Loa greater 130 meters and/or with a draft greater than 7,0 meters: Daylight restrictions; no arrival/departure during dark hours (applies in the fairway, not movements within the port).

Two pilots onboard vessels with a factor (Loa x Breadth) **equal to or greater than 3800** or with a breadth **equal to or greater than 25 meters**.

Customers will be charged only when the Loa is equal to or greater than 180 meters or with a breadth equal to or greater than 25 meters. ForSea-ferrys are exempt restrictions if external conditions (wind, current, visibility) are favorable (pilot decision).

Vessels with Loa greater than 150 meters and to be swung in the turning basin have the following restrictions: forward draft: maximum 6,0 meters, aft draft: maximum 7,0 meters.

No vessel to be alongside Bruuns kaj when vessel equal to or above 150m to be swung in the turning basin.

Tugboat standards for Helsingborg pilotage area

The following are general guidelines. Pilot on duty has the right to decide an **increase** of the number of tugboats if deemed necessary due to wind and/or current conditions.

All tugboats used should be of ASD (Azimuth Stern Drive) or Tractor (Voith-Schneider) type – No Conventional tugboats, unless agreed with **Swedish Maritime Administration (Malmö)**.

On arrival/departure without tugboat there must be a minimum distance of 15 meters forward and aft of the vessel.

On arrival/departure with a tugboat there must be a minimum distance of 30 meters forward and aft of the vessel.

Number of tugboats						
Length over all (m)	Conventional No Bow thruster. Normal rudder FP	Bow thruster ¹	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder ²	Bow thruster + stern thruster azipod ²	Bowt hruster + twin screw + two rudders ²
<110	0	0	0	0	0	0
110-130	1	0	0	0	0	0
130-150	2	1	1	0	0	0
West harbour ≥140 m, windgusts ≥15 m/s ³	2	2	2	2	2	2
>150 ⁴	2	1	1	1	1	1
ODD	1	1	1	1	0 ⁵	0 ⁵
Docking in/out ≥9,5m depth	2	2	2	2	2	2

Above recommendations are applicable during normal conditions (wind/current).

¹A bow thruster in good working order can replace one (1) tugboat, but only after consultation with **Swedish Maritime Administration (Malmö)**.

²A Becker, Schilling, or similar active rudder, or stern thruster, or azipod, or double propellers (twin screws) with two rudders in good working order can replace one (1) tugboat, but only after consultation with **Swedish Maritime Administration (Malmö)**.

³**Wind limits when two tugboats are to be used when container vessels are arriving Västhamnen**

All container vessels equal to or above 140 meters of length shall be assisted by two ASD tug boats when wind gusts equal to or above 15 m/s.

An exemption from this (reduced to one tug) can be applied for by the master in question if he can present actual evidence of the ship's current loading condition (wind area and draft), and the ship's equipment (propeller type, rudder type, bow and any stern thruster) is of such a nature that it is safe to handle the ship in prevailing winds without the use of two tugs.

An exemption can also be made (reduced to one tug) if favorable wind directions (in the extension of the current quay) prevail, provided that current loading condition is presented by the master.

Any exceptions is not given automatically. Approval/rejection of application is made by **Swedish Maritime Administration (Malmö)**.

⁴**For vessel > 150m in Västhamnen (West harbour):**For arrival/departure, exceptions may be granted for ships only with exceptional maneuverability (such as azipods or double propellers (twin screw) with two rudders, but only after consultation with **Swedish Maritime Administration (Malmö)**.

⁵ Exemption can be given to vessels with an efficient bow thruster and extraordinary maneuverability (such as AZI-pods, twin screws or stern thruster) and can maneuver in or out from the dock without using any other aids (such as mooring lines, wires etc.) but only after consultation with Swedish Maritime Administration (Malmö).