

Guidelines and restrictions within the pilot area of Malmö

2022-11-17

	Depth	Max draught	Max LOA	Max beam	No. Of Tugs	Remarks	Fairway nr
Swede Harbour							231A
1001	13,5	12,5	250	45			
1002	13,5	12,5	250	45			
Malmö Oljehamn							231A
1003	13,5	12,5	250	45		Note!	See remarks
1004	13,5	12,5	250	45			
1005	9	8,3	130	22			
1010	6	5,5	100	17			
Malmö Frihamn							231B
	9,2	8,6	225	32,5		Vessels > 190m mean wind speed not exceeding 15 m/s	
	9,2	8,6	240*	32,5		*Only cruiseships with very good maneuvering capabilities and very favourable weather conditions	
Berth 616****	10	9,3**	232	38**	Berth 616,	**Vessels beam >36m. Max draft 9.0m. 2 Pilots	
Berth 617	9	8,4	180	30	see below		
Berth 605	8,2	7,6	140***			*** Vessels >135 m LOA shall have very good maneuvering capabilities such as twin screw arrangement and bowthuster ****No more than 16 m/s wind gusts for movements of car carriers in most favourable wind direction	
Norra hamnen							231B
Berth 702-704	8,5	7,9					
Berth 705-706	9	8,4	232	32			
Berth 713-714	9	7,7*	150			*Maximum allowed draft for industrihamnen is currently 7,7m	
Berth 740	6	5,5	90				
Berth 750-751	6	5,5	150				
Berth 760	6	5,5	120				
Malmö Industrihamn							
Berth 801-806 & 817	9	6	90	15		*Maximum allowed draft for industrihamnen is currently 7,7m	
Berth 807-816	7,2	6	90	15			
Berth 907	7,2	6	90	15			
Berth 908-909	7,2	6	90	15			
basin 3 Berth 933	6	5,5	90	15			
Södra Varvsbassängen	6,5	5,9	110	20		Berth 21 max draft, 4,5m. Could be less depending on vessel equipment	231B
Inre Hamnen	6	5,5	85				
Inner part	4-5	3,4-4,4				Ferrys excluded	
Yttre hamnen	6,5	5,9	150			Ferrys excluded	231B
Malmö Nyhamn	6,5	5,9	150			Ferrys excluded	231B
Smörkontrollen	6,4	5,8					231B
Barsebäcksverket	6	5,3	90			Good maneuvering capabilities, M/S Sigrid legnth ok. Only daylight	227
Trelleborg	9,4	7,8	240	32	see Malmö	Maximum vessel size and draught only applicable for outer RORO basin.	235
Inner basin	7,5	6,9	200	32			
Oljekajen 101 /102	7,5	6,9	150				
Ystad	7,7	7*	210	36	see Malmö	* Maximum vessel size and draught only applicable for outer RORO basin	237
Inner basin	7,4	6,7	170	30			

Note: Guidelines to Masters, Agents and Ports regarding tugboats.

Recommendations are applicable during normal weather conditions (wind 0-12 m/s).

Definition "tug"= ASD or Tractor type minimum 50T bollard pull.

PEC. Vessel specific recommendations applies, which are agreed with the PEC-holder.

Active rudder meaning "Flap type" or "Fishtail type" (e.g. Becker or Schilling).

A standard rudder with high angle (e.g. 35-70°) is **not** considered as an active rudder.

The wind stated in the spreadsheet below is gust wind from reference: Malmö hamn Viva station (ViVa - Vind och Vatten - Sjöfartsverket (sjofartsverket.se)).

The wind forecast is based on SMHI Bizmet "special forecast" which is forwarded to the Pilots.

Number of tugs							
CAR CARRIERS (PCTC) 0-12 m/s							
Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thrust (FPP/CPP)	Bow thruster + twin screw + two rudders	Other
<99	2	1	0	0	0	0	
100- <150	2	1	0	0	0	0	
150-<170	2	2	2	1	1	0	
170-<200	2	2	2	2	1	0	
200-240	3	2	2	2	2	1	

Number of tugs							
CAR CARRIERS (PCTC) 12-16 m/s							
Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thrust (FPP/CPP)	Bow thruster + twin screw + two rudders	Other
<99	2	2	2	2	1	1	
100-<150	2	2	2	2	1	1	
150-<170	3	2	2	2	1	1	
170-<200	3	3	3	3	2	2	
200-240	3	3	3	3	3	2	

Number of tugs							
Swede Harbor/Oljehamnen (Oil terminal)							
Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thrust (FPP/CPP)	Bow thruster + twin screw + two rudders	Other
<99	1	0	0	0	0	0	
100-<130	1	0*		0	0	0	* Tanker = 1 tug
130-<170	2	1	1	0	0	0	Draught ≥9m = 1 tug
170-<200	2	2	2	2 **	1	1	** Can be reduced to 1 tug on dep. in ballast. ASD or tractor type.
200-250	3	3	3	3	2	2	

Number of tugs							
Cruise Ships							
Size LOA (m)					Bow thruster + twin screw + two rudders or azipod Wind <12 m/s	Bow thruster + twin screw + two rudders or azipod Wind >12 m/s	Other
<200					0	0	
200-250					0	1	
>250					0	1	

Number of tugs							
Malmö, Trelleborg och Ystad General							
Size LOA (m)	Normal type vessel (FPP)	Bow thruster (FPP)	Bow thruster + CPP + normal rudder	Bow thruster + CPP + active rudder	Bow + stern thrust (FPP/CPP)	Bow thruster + twin screw + two rudders	Other
<99	1	0	0	0	0	0	
100-<150	2	1	0	0	0	0	
150-<170	2	1	1	0	0	0	
170-<200	2	2	2	1	1	0	
200-225	3	2	2	2	1	1	

Guidelines for Masters and Agents regarding daylight, current, visibility and wind in Malmö Oljehamn and Swede Harbour

Daylight

Vessels exceeding 230m LOA or beam exceeding 40m are only allowed pilotage during daylight

Vessels with LOA 200-240m and draft <9 m should be of a type previously berthed in port to be allowed pilotage during dark hours.

Pilotage shall not commence earlier than 30min before sunrise

Pilotage may not commence later than 60min before sunset

Current

Day

Vessels >200m LOA and/or draft >9,0m. Current <0,8kn at outer buoy and <0,5kn at inner buoy

Vessels >240m LOA. Current <0,5kn at outer buoy and <0,5kn at inner buoy.

Night

Vessels >200m LOA and/or draft >9,0m. Current <0,5kn at outer buoy and <0,5kn at inner buoy

Visibility

Vessels >200m visibility no less than >2NM

Wind

Vessels >200 m LOA wind no more than <13 m/s

Vessels <240 m LOA wind no more than <10 m/s

Pilots

Vessels >200m requires 2 pilots

Additional requirements

Movements with vessels >240 m LOA should be supported by external means of positioning

Movements with vessels >240 m LOA should be in normal ballast condition

Berth	Depth	Draft	LOA (m)	Beam (m)	Minimum distance between vessles at arrival
1003	13,5	12,5	240	45	50 m to vessel at berth 1004
			250	45	No vessel at berth 1004
1004	13,5	12,5	240	45	30 m to vessel at berth 1003
			250	45	No vessel at 1003
1005	9	8,3	130	22	
1006-1009	6	5,5	90	17	
1010	6	5,5	100	17	

Vessels LOA and BOA in meters should be rounded up if >0,5m and rounded down if <0,5m.