

Date
2026-06-01

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Guidelines and Restrictions – Sandhamn / Revengegrundet to Stockholm Maximum draft 11,0 (9,0) meters

Purpose

This guide is intended for pilots, port authorities, ship owners, charterers, cargo owners, ship agents, and other stakeholders, providing essential information about the limitations and restrictions in the fairway leading to the port of Stockholm.

The Swedish Maritime Administration (SMA) is issuing restrictions on the safe passage and maneuvering of vessels assisted by pilots.

General information

- The fairway is around 42 nautical miles with a typical transit time of 4 hours
- Pilot is compulsory for vessels above 70 meters, or if the breadth is 20 meters or more
- Maximum allowed draft is 11,0 meters in the fairway in daylight.
Maximum allowed draft is 9,0 meters in the fairway when daylight restrictions are in force.
Maximum allowed draft may be adjusted on the basis of actual or expected water levels.
- Tanker vessels: Maximum length 200 meter or maximum breadth 32,31 meter
- Naval vessels: Maximum length 245 meter or maximum breadth 32,31 meter
- Passenger vessels & Dry cargo vessels: Maximum length 245 meter or maximum breadth 32,31 meter
 - Vessels > 175 must at least 3 months before arrival present maneuver data to Stockholm pilots

Pilot boarding position

- Pilot boarding position is approximately 2,1 nm ESE of lighthouse Revengegrundet

Communication and Reports

- VTS Stockholm at reporting points VHF ch 73
- Stockholm Pilots and pilot boat VHF ch 13
- Stockholm Port Control VHF ch 12
- Tug boats when applicable VHF ch 69

Linesmen

- Ships agent or captain of the vessel orders linesmen separately in advance
- Linesmen at berths V501 – V509 (Exergi) VHF ch 69
- Berths for cruise vessels VHF ch 12

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Fairway restrictions and alternative fairways

- Vessels above 800 GRT can only one at the time pass through
Skötkobben–Tviskär latitudes 59°17,12'N - 59°17,62'N
Getholmen– Smörasken longitudes 18°52,80'E - 18°52,00'E
Oxdjupet latitudes 59°24,20'N - 59°23,80'N
Tynningö– Bergholmen longitudes 18°24,00'E - 18°23,10'E
(Reference to TSFS 2016:120)
- Vessels above 300 GRT or with a total length over 45 must follow the traffic separations zones in the fairway and the international rule of the road for traffic separation zones
Traffic separation zones in the fairway are centered at:
S Kanholmsfjärden 59°19,29'N, 18°48,20'E
N Kanholmsfjärden 59°22,02'N, 18°45,74'E
Sandöfjärden 59°22,50'N, 18°36,05'E
Trälhavet - 59°26,2'N, 18°23,4'E
Torsbyfjärden - 59° 21,50'N, 18° 26,69'E
(Reference to TSFS 2016:120)
- Consult nautical charts and relevant regulations for all restrictions and speed restrictions for the fairways

Alternative fairways					
Name	Max draft	Note	Name	Max draft	Note
Björköleden	7,0		Kodjupet	3,3	Max 300 GRT
Sandhamnssundet	5,0	Max 300 GRT	Stegesund	1,7	
Västra Kanholmsund	5,5		Tenössund	5,5	
Gällnöport	5,5		Furuhålet	5,5	
“5551” Nyvarp – East Allmäningsgrund	5,0		Askrikefjärden	8,0	North of Lidingö
Lindalssundet	8,0	Max 300 GRT inbound	Värmdö-Garpen	9,0	Max 300 GRT inbound
Ramsösund	5,5		West Fjärderholmarna	11,0	
Vindö Strömmar	4,5				

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Anchorage and use of anchor inside port

Name	Position	Note
Revengegrundet	59°13.8'N 019°02.2'E	Clay and sand.
Fjäderholmarna	59°20.0'N 018°09.75'E	Permission must be obtained by Port of Stockholm

- **Prohibited anchor areas:**
 - Within port limits
 - In the vicinity of cables and pipelines
 - Within restricted areas
- **Use of anchor inside port:**
 - Only during emergency except anchors in combination with mooring buoy at Strömmen for vessels < 230 m after permission from Port of Stockholm

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Berth information and maximum dimensions

Berth	Cargo	Total Length quay (m)	Max Loa Ship (m)	Depth 2024 RH2000 (m)	Ht quay RH 2000 (m)	Bearing° Port/Stb	Max Draft (m)	Remarks	
V501	Oil, dry bulk, GC	125 (160)	100*	~7,3	2,9	335 / 155	Max draft alongside UKC > 0,5 m Depth ± water level – 0,5 m	* May be increased if total available length of quay > 125 m. Consult Port of Stockholm for present requirements	
V503 – Work in progress (2025)									
V504	GC	100		~ 7	2,9	350 / 170		Consult Port of Stockholm for present requirements	
V505	Dry bulk	200	206	11,4	2,95	080 / 260		Consult Port of Stockholm for present requirements	
V506	Dry bulk	200	190	9,4	2,95	260 / 080		Consult Port of Stockholm for present requirements	
V507	Dry bulk	51		7,3	2,9	350 / 170		Consult Port of Stockholm for present requirements	
V511	RoRo / train / General Cargo (CG) / Cruise	265	> 265	9,9	3,0	260 / 080		Consult Port of Stockholm for present requirements	
V512	RoRo	230		11,0	3,0	320 / 140		Consult Port of Stockholm for present requirements	
V513	RoRo	250		9,0	3,0	093 / 273		Consult Port of Stockholm for present requirements	
V514	RoRo	255		7,7	3,0	093 / 273		Consult Port of Stockholm for present requirements	
V515	RoRo / General Cargo / Cruise	255		7,6	2,95	273 / 093		Consult Port of Stockholm for present requirements	
F625	RoRo/ General Cargo / Cruise	350		8,2	2,75	243 / 063		Consult Port of Stockholm for present requirements	
F638	Cruise / GC	400		9,8	2,7	063 / 243		Consult Port of Stockholm for present requirements	
F634	Cruise / GC	380		8,4-9,8	2,7	063 / 243		Consult Port of Stockholm for present requirements	
F650	Cruise / GC	70		8,4-8,9	2,75	243 / 063		Consult Port of Stockholm for present requirements	
F655	Cruise / GC	390		8,9-9,8	2,75	243 / 063		Consult Port of Stockholm for present requirements	
S167	Cruise / GC	370		9,3	3,0	272 / 092		Consult Port of Stockholm for present requirements	
S163	RoRo	200		7,8	3,0	292 / 112		Consult Port of Stockholm for present requirements	
S164	RoRo	200		7,6	3,0	292 / 112		Consult Port of Stockholm for present requirements	
S160	Cruise / Yacht / GC	270		7,3	2,95	280 / 100		Consult Port of Stockholm for present requirements	
S105	Cruise / Yacht / GC	130		5,9	2,15	010 / 190		Consult Port of Stockholm for present requirements	
Yacht pontoon	Yacht	36		4,0		358 / 178		Consult Port of Stockholm for present requirements	
H352	Oil, GC	120		5,8		245 / 065		Consult Port of Stockholm for present requirements	
Buoys Strömmen	Cruise			> 11,0		~ 294	Vessels 230 – 300 m must use mooring buoys forward and aft. Vessel < 230 may use anchors in combination with buoy aft. Vessel >300 m only after evaluation by the port and SMA		
Bergs	Oil	87	200	> 11,0	2,8	259 / 079	11,0 @Jetty Consult Port operator for present requirements		

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Tugboat Guidelines

The following are general guidelines. The pilot reserves the right, after consulting with the vessel's captain, to require an increase in the number of tugboats if deemed necessary due to wind and/or current conditions.

Tugboats are typically ordered by the vessel's captain or the ship's agent.

Escort tug requirements

- Generally, not applicable

Bollard pull/Safe working load requirements - SWL (bollards and fairleads)

- No specific requirements, but the vessel must have sufficient Safe Working Load (SWL) for the current operation, considering weather and loading conditions.

Local tugboat requirements

- For vessels > 140 m at least one tugboat should be of ASD (Azimuth Stern Drive) or Tractor (Voith-Schneider) type
- Beckholmen dry docks: Vessel >70 arrive/departure – always assisted by tugboat
- Nybroviken: Vessel > 70 m with no bow thruster – always assisted by tugboat
- Hammarby and the canal: vessel > 70 m going astern – always assisted by tugboat
 Vessel > 70 m with no bow thruster – always assisted by tugboat
- Mooring buoys Strömmen: Two tugboats are required. This may be reduced to one if the vessel is equipped with a powerful bow thruster.

No tugboats are required if the vessel is fitted with both a powerful bow thruster and a stern thruster or stern azipod, provided the forecasted wind speed is below 6 m/s.

- V501 temporary requirements from June 2025 until further notice: Tugboat is required.

Number of tugboats – Standard for Stockholm pilotage area						
Loa (m)	Conventional No bow thruster Normal rudder Fixed propeller	Bow thruster ¹	Bow thruster + CPP + Normal rudder	Bow thruster + CPP + Active rudder	Bow thruster + stern thruster or Azipod ²	Bow thruster + twin screw + 2 rudders
100 -140	1	0	0	0	0	0
140-200	2	1 ³	1 ³	0	0	0
> 200	Additional tugboats may be required					
>25 000 dwt	Always at least one tugboat					
Notes: Wind > 10 m/s additional tugboats may be required ¹ A bow thruster in good working order can replace one (1) tugboat ² A Becker, Schilling or similar active rudder, or stern thruster, or Azipod, or double propellers (twin screws) with two rudder in good working order can replace one (1) tugboat ³ For vessels with twin screws, one rudder and bow thruster tugboat is only required as standard if vessel will turn around upon arrival or departure						

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Visibility restrictions

- Vessels 165-245 m and naval vessels- Pilotage may be suspended if poor visibility conditions prevail. Transit will be at the pilot's discretion.

Daylight restrictions

- Vessels > 165 m - daylight restrictions as per below table
- Naval vessels > 70 m – daylight restrictions as per below table
- Draft restrictions 9,0 m for all vessels when daylight restrictions apply per below table
- Latest start of pilotage at Revengegrundet is one (1) hour later than the latest allowed departure time from Stockholm in the table below**

Daylight restrictions Sandhamn/Revengegrundet/Stockholm - 2026								
Earliest/latest* start of pilotage at Revengegrundet and earliest/latest departure from Stockholm								
*Latest start of pilotage at Revengegrundet + 1 hour								
	1-5	6-10	11-12	13-15	16-20	21-25	26-31	Remark
January	07:45 / 11:50	07:45 / 11:55	07:40 / 12:00	07:40 / 12:05	07:35 / 12:10	07:25 / 12:25	07:15 / 12:35	LT
February	07:05 / 12:50	06:55 / 13:00	06:45 / 13:15	06:40 / 13:20	06:30 / 13:25	06:15 / 13:40	06:10 / 13:45	LT
Mars	05:55 / 13:55	05:45 / 14:10	05:30 / 14:20	05:25 / 14:25	05:15 / 14:30	05:00 / 14:45	04:45 / 15:00	LT
April	05:25 / 16:10	05:10 / 16:25	05:00 / 16:35	04:50 / 16:40	04:35 / 16:50	04:25 / 17:05	04:05 / 17:20	LT
May	03:50 / 17:35	03:30 / 17:50	03:15 / 18:00	03:15 / 18:10	03:00 / 18:20	02:50 / 18:35	02:30 / 18:50	LT
June	02:20 / 19:05	02:10 / 19:20	02:00 / 19:25	02:00 / 19:25	02:00 / 19:35	02:00 / 19:35	02:00 / 19:30	LT
July	02:10 / 19:25	02:20 / 19:15	02:30 / 19:05	02:35 / 19:00	02:50 / 18:50	03:05 / 18:35	03:15 / 18:25	LT
August	03:30 / 18:05	03:50 / 17:50	04:00 / 17:35	04:10 / 17:30	04:10 / 17:20	04:30 / 17:00	04:45 / 16:40	LT
September	05:00 / 16:25	05:15 / 16:10	05:30 / 15:55	05:30 / 15:50	05:40 / 15:40	05:50 / 15:25	06:00 / 15:10	LT
	1-5	6-10	11-12	13-15	16-20	21-24	25-31	Remark
October	06:10 / 14:55	06:25 / 14:40	06:35 / 14:30	06:35 / 14:20	06:45 / 14:10	07:00 / 14:00	06:05 / 12:50	LT
November	06:20 / 12:30	06:30 / 12:25	06:35 / 12:20	06:45 / 12:10	07:00 / 12:00	07:05 / 11:55	07:15 / 11:50	LT
December	07:25 / 11:45	07:30 / 11:40	07:35 / 11:40	07:35 / 11:40	07:40 / 11:40	07:45 / 11:40	07:45 / 11:40	LT

**For example: On 1st of January the latest departure time from Stockholm is 11:50, and the latest start of pilotage at Revengegrundet inbound for Stockholm is 12:50

Wind restrictions

- Vessels 175 -245 m
Sustained wind 12-15 m/s: Transit may be suspended or postponed at the discretion of the pilot
Pilotage will be suspended if sustained wind speeds exceed 15 m/s.
- Wind restrictions for mooring buoys at Strömmen are issued by the Port of Stockholm.
As a guideline, the buoys are designed to withstand a wind pressure area of 10,000 m² at a sustained wind speed of 14 m/s.

Two-Pilot Requirement

- Vessels > 200 m

Ice restrictions

- Will be duly announced if applicable.

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Other restrictions

- **Passing vessels in Frihamnen basin F630-F655**
 - Transit at Pilot's discretion.
 - The combined moulded breadth of vessels passing should generally not exceed 65 meters
 - Vessels to/from F638 are not considered as a passing vessel
 - Passing vessel with twin screws and one ruder must have a tug boat assisting
 - Passing vessels with twin screws and two rudders may be required to be tug boat assisted
 - Passed vessels must be safely moored
 - Vessel passing moored vessel at F638 must be < 265 m loa. If vessel at F638 is moored east of section 550 the passing vessel may be < 300 m loa
 - If vessels are moored at F638 and F634 the passing vessel must be < 220 m loa
 - If vessel is moored at F655 a passing cargo vessel bound for F630 must be < 100 m loa
 - If vessel is moored at F655 a passing cruise ship combined moulded breadth should not exceed 51 meters

Wave and swell restrictions

- N/A

Current restrictions

- N/A

Useful information

- Wind observation and sea level <https://viva.sjofartsverket.se>
- Pilotage - real time information <https://app.sjofartsverket.se/pilotinfo>
- Winter navigation www.sjofartsverket.se/en/services/icebreaking/
- Port of Stockholm (bridges, locks, berths) www.portsofstockholm.com
- Swedish Transport Agency www.transportstyrelsen.se/en/shipping/
- Routes in [rtz-format](#)