

Date  
2025-02-13

Pilot area manager Tor Wildenstam

## **Guidelines and Restrictions – Northern Fairway Tjärven to Stockholm**

### **Maximum draft 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 northern 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 54 nautical miles with a typical transit time of 5 hours
- Pilot is compulsory for vessels above 70 meters, or if the breadth is 20 meters or more
- Maximum allowed draft is 9,0 meters in the fairway.  
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 and dry cargo vessels: Maximum 160 000 GRT:
  - Vessels > 175 must at least 3 months before arrival present maneuver data to Stockholm pilots
  - Vessels > 245 x 32,31  
A valid port call permit issued by the pilot area manager is required.  
At least six months prior to the first entry, Stockholm pilots must be provided with the necessary ship data. Further evaluation, including onboard testing and simulator assessments, may be required.

### **Pilot boarding position**

- For vessels coming from the north, normal pilot boarding position is 1,3 nm WNW of lighthouse Tjärven.
- For vessels coming from the south or east, normal pilot boarding position is 1,1 nm SSE of lighthouse Tjärven.

### **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

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## 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

## 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 Northern fairway are centered at:  
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
South Plomgrund	9,0		Kodjupet	3,3	Max 300 GRT
South Ålandsgrund	8,0		Stegesund	1,7	
Vagnsundaleden	9,0		Tenössund	5,5	
North Norra Växlet	2,5		Furuhålet	5,5	
East Klumpgrund	9,0		Askrikefjärden	8,0	North of Lidingö
Linanäs	9,0		Värmdö-Garpen	9,0	Max 300 GRT inbound
Lerviksleden	5,5		West Fjärderholmarna	11,0	
Ramsösund	5,5				

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### **Anchorage and use of anchor inside port**

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Name	Position	Note
Fjäderholmarna	59°20.03'N 018°09.77'E	Permission must be obtained by Ports 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/V502	Oil, dry bulk, GC	160	120	~7,3	2,9	335 / 155	Max draft alongside UKC > 0,5 m Depth ± water level – 0,5 m	Consult Port of Stockholm for present requirements
V503	Oil	83	162	11,5	3,25	336 / 156		Consult Port of Stockholm for present requirements
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.

Number of tugboats – Standard for Stockholm pilotage area						
Loa (m)	Conventional No bow thruster Normal rudder Fixed propeller	Bow thruster <sup>1</sup>	Bow thruster + CPP + Normal rudder	Bow thruster + CPP + Active rudder	Bow thruster + stern thruster or Azipod <sup>2</sup>	Bow thruster + twin screw + 2 rudders
100 -140	1	0	0	0	0	0
140-200	2	1 <sup>3</sup>	1 <sup>3</sup>	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 <sup>1</sup> A bow thruster in good working order can replace one (1) tugboat <sup>2</sup> 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 <sup>3</sup> 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 > 300 m - Specific visibility restrictions will be stated in the port call permit
- Vessels 175-300 m - Pilotage may be suspended if poor visibility conditions prevail. Transit will be at the pilot's discretion.

## Daylight restrictions

- Vessels > 300 m - specific daylight restrictions will be stated in the port call permit
- Vessels 200-300 m and naval vessels - daylight restrictions as per below table
- Vessels 200-255 m - Applications for applicable exemptions must be submitted no later than 10 days prior to the vessel's first call to Stockholm each year. An evaluation will normally be made during the first inward voyage.

Daylight restrictions Furusund – Northern fairway - 2025								
Earliest/latest start of pilotage at Tjärven and earliest/latest departure from Stockholm								
	1-5	6-10	11-12	13-15	16-20	21-25	26-31	Remark
January	06:45 / 11:40	06:45 / 11:40	06:30 / 11:55	06:30 / 11:55	06:30 / 12:10	06:15 / 12:25	06:15 / 12:25	LT
February	06:00 / 12:40	05:45 / 10:55	05:30 / 13:10	05:30 / 13:10	05:30 / 13:10	05:15 / 13:25	05:15 / 13:40	LT
Mars	05:00 / 13:55	04:45 / 14:10	04:30 / 14:25	04:30 / 14:40	04:15 / 14:25	04:00 / 14:40	03:45 / 14:55	LT
April	04:30 / 16:10	05:15 / 16:25	04:00 / 16:40	03:45 / 16:40	03:30 / 16:55	03:15 / 17:10	03:00 / 17:25	LT
May	02:45 / 17:40	02:30 / 17:55	02:15 / 18:10	02:15 / 18:10	02:00 / 18:25	01:45 / 18:25	01:30 / 18:40	LT
June	01:30 / 18:55	01:15 / 19:10	01:00 / 19:25	01:00 / 19:25	01:00 / 19:25	01:00 / 19:25	01:15 / 19:25	LT
July	01:15 / 19:10	01:30 / 19:10	01:45 / 18:55	01:45 / 18:55	02:00 / 18:40	02:00 / 18:25	02:15 / 18:10	LT
August	02:30 / 17:55	02:45 / 17:40	03:00 / 17:25	03:00 / 17:25	03:15 / 17:10	03:30 / 16:55	03:45 / 16:40	LT
September	04:00 / 16:25	04:15 / 16:10	04:30 / 15:55	04:30 / 15:55	04:45 / 15:40	05:00 / 15:25	05:00 / 15:10	LT
October	05:15 / 14:55	05:30 / 14:40	05:45 / 14:25	05:45 / 14:25	05:45 / 14:10	06:00 / 13:55	05:15 / 12:40	LT
November	05:30 / 12:25	05:30 / 12:25	05:45 / 12:10	05:45 / 12:10	06:00 / 11:55	06:15 / 11:55	06:15 / 11:55	LT
December	06:30 / 11:40	06:30 / 11:40	06:30 / 11:40	07:30 / 11:40	06:45 / 11:40	06:45 / 11:40	06:45 / 11:40	LT

## Wind restrictions

- Vessels > 300 m specific wind restrictions will be stated in the port call permit
- Vessels 245-300 m:  
Sustained wind 12-15 m/s: Transit may be suspended or postponed at the discretion of the pilot following an evaluation.  
Pilotage will be suspended if sustained wind speeds exceed 15 m/s.  
During non-daylight hours, transit through Furusund (Viva Ålandsgrund) is restricted to a maximum sustained wind speed of 10 m/s.
- Vessels 175 -245 m  
Sustained wind 15-18 m/s: Transit may be suspended or postponed at the discretion of the pilot following an evaluation.  
During non-daylight hours, transit through Furusund (Viva Ålandsgrund) is restricted to a maximum sustained wind speed of 12 m/s.  
Pilotage will be suspended if sustained wind speeds exceed 18 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 m<sup>2</sup> at a sustained wind speed of 14 m/s.

## Two-Pilot Requirement

- Vessels > 175 m – If any daylight restrictions during the pilotage
- Vessels > 200 m

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### Ice restrictions

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- Will be duly announced if applicable.

### Other restrictions

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- **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

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- N/A

### Current restrictions

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- N/A

### Useful information

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- 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/](http://www.sjofartsverket.se/en/services/icebreaking/)
- Port of Stockholm (bridges, locks, berths) [www.portsofstockholm.com](http://www.portsofstockholm.com)
- Swedish Transport Agency [www.transportstyrelsen.se/en/shipping/](http://www.transportstyrelsen.se/en/shipping/)
- Routes in [rtz-format](#)