Pilot Area Malmö

Guidelines and Restrictions – Port of Höganäs

Purpose

To be used by pilots, port authorities, ship owners, charterers, cargo owners, ship agents or other stakeholders for guidance about limitations and restrictions in the port of Höganäs.

General information

- If no deficiencies have been reported upon pilot ordering, the vessel must be suitably ballasted so that propeller, rudder and any bow- and/or stern thruster operates with optimum efficiency. If not, due to safety reasons, the pilot has the right to postpone the arrival/departure until deficiencies have been rectified.
- A vessel is considered *Dead ship* when the main propulsion is out of order.
- Pilotage of Dead ship vessels shall be carried out with two pilots onboard.
- All depths and drafts at ± 0 RH2000 (BSCD) – Reference RH2000 in ViVa.

Pilot boarding position

- For vessels coming from the north, the normal pilot boarding position is 0,.2 NM WSW of the Öresund N light buoy outside Höganäs.
- For vessels coming from the south, pilot normally boards outside Helsingborg (abeam the M5-buoy), approximately 1 hours before pilot ordering time. This will be confirmed by Pilot Dispatch Center at least 2 hours before arrival. Normal boarding position (0,2 NM WSW of the Öresund N light buoy) can also be used, if deemed necessary by the Pilot Dispatch Center.

Communication and Reports

- 2 hours before arrival, report to Pilot Dispatch Center, Vhf ch. 80.
- 1 hours before arrival, linesmen to be contacted by telephone to confirm arrival time.
- Communication with pilot boat on Vhf ch. 80.
- Communication with linesmen on Vhf ch. 10 (official harbour channel).
- Communications with tugboats on Vhf ch. 69 (08). *Use of tug assistance is normally not applicable in Höganäs.*
- Report, according to ALRS Volume 6(2), shall be sent to Sound traffic (online, email or verbally on Vhf ch. 73) before departure. Upon departure confirm that Sound traffic has received the report and confirm maximum draft.

Arrival/departure may, if communication with linesmen cannot be established, have to be postponed due to safety reasons until line of communication is established.

Linesmen

- Ships agent or Master of the vessel orders linesmen separately in advance.

Fairway information

Fairway to/from Höganäs						
Distance from pilot boarding position to berth	**Distance from Höganäs/Skärbådan anchorage to pilot boarding position**	**Distance from M1-buoy to berth**	**Distance from boarding position outside Helsingborg to berth**	**Distance from berth to pilot disembarkation position at M3-buoy (southbound vessels)**	**Minimum depth in fairway**	**Minimum width in fairway**
1,9 NM	2,4 NM	6,5 NM	14,5 NM	10,7 NM	8,4 m	70 m (between the buoys Höganäs 5 and Höganäs 6
Remarks North going vessels bound for Höganäs and southbound vessels departing Höganäs are allowed to use the inshore traffic zone for transit.						

Anchorage and use of anchor inside port

- **Anchorage areas:**
  - Höganäs/Skärbådan anchorage, 2,4 NM north of Öresund N-buoy. Minimum depth inside anchorage area is 13,9 meters. Nature of seabed: clay and gravel.
  - Vessels coming from south can use Råå anchorage or Ven anchorage if considered more suitable. Minimum depth inside Råå anchorage area is 14 meters, nature of seabed: clay. Minimum depth inside Ven anchorage area is 27 meters, nature of seabed: clay

- **Unsuitable areas:**
  In inshore traffic zone.

- **Prohibited areas:**
  Anchoring is not allowed in separation scheme (TSS)

- **Use of anchor inside port:**
  Allowed inside port when maneuvering to and from berth 201.
  Not allowed when maneuvering to and from berth 200 due to bottom condition alongside berth.

Berth information and maximum dimensions

Höganäs (Maximum dimensions in the harbour are loa: 115 m, boa: 20 m)								
Berth	**Cargo**	**Direction**	**Length (m)**	**Maximum loa (m)**	**Maximum boa (m)**	**Depth (m)**	**Maximum draft (m)**	**Remarks**
200	Lay by berth	345°/165°	90 (108)[1]	90 (100)[2]	20	6,3 (6,1)[3]	5,8 (5,6)	The turning basin in the harbour has a diameter of approximately 160 meters.
201	Bulk	024°/204°	160	110 (115)[4]	20	8,1 (6,1)[3]	7,4 (5,6)	The turning basin in the harbour has a diameter of approximately 160 meters.
202	Ferry	024°/204°	100	N/A	N/A	3,6	N/A	Not in use for commercial traffic anymore
Explanatory notes								

[1]Including north section with a different angle/direction.
[2]Exemptions can be given for vessels up to loa of 100 meters under the following circumstances: the stern of the vessel is of a suitable shape (incline), to be safely moored against the angle of the berth. Master of the vessel agrees with above.
[3]A small area (20 meters long), between north part of berth 200 and south part of 201.
[4]Vessels of a loa above 110 meters and up to 115 meters can be accepted, but after consultation with Swedish Maritime Administration (Malmö) only.

Tugboat information and requirements

*The following are general guidelines. The pilot has the right, after consultation with the Master of the vessel, to require an **increase** of the number of tugboats if deemed necessary due to wind and/or current conditions.*

- Tugboats are ordered by the Master of the vessel or the ships agent.
- 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 with a tugboat there must be a minimum distance of 30 meters forward and aft of the vessel.

- **Escort tug requirements**
  - None

- **Bollard pull/safe working load requirements – SWL (bollards and fairleads)**
  - No specific requirements but the vessel to have sufficient SWL for the current operation concerning weather and loading conditions.

- **Local tugboat requirements**
  - Tugboat is normally not used in Höganäs.

Number of tugboats – Standard for the port of Höganäs						
Loa (m)	**Conventional No bow thruster Normal rudder Fixed propeller (FP)**	**Bow thruster Normal rudder Fixed propeller (FP)**	**Bow thruster Normal rudder Controlable Pitch Propeller (CPP)**	**Bow thruster Active rudder Controlable Pitch Propeller (CPP)**	**Bow thruster Active rudder stern thruster or Azipod**	**Bow thruster Two rudders Twin screw or two Azipods**
<110	0	0	0	0	0	0
110-115	1	0	0	0	0	0
Explanatory notes						

Visibility restrictions

- On arrival: Normally, leading lights should be visible when altering course at the fairway buoy into the leading light (092,9°). Decision by on-duty pilot after consultation with the Master of the vessel.

- On departure: Decision by on-duty pilot after consultation with the Master of the vessel.

Daylight restrictions

- No daylight restrictions as long as leading lights, lighthouse and buoys are fully lit.

Wind restrictions

- Depending on wind direction and vessels maneuverability and loading conditions – decision by on-duty pilot after consultation with the Master of the vessel.
- Source of information: reference to anemometer in Höganäs and/or ViVa in Helsingborg.

Wave and swell restrictions

- If wave and swell affecting a safe dynamic Under Keel Clearance (UKC) of at least 0,7 meters in the fairway, restrictions can be in force – decision by on-duty pilot after consultation with the Master of the vessel.

Current restrictions

- Normally no restrictions. Current could in a combined assessment together with wind, wave and swell force, may result in restrictions – decision by on-duty pilot after consultation with the Master of the vessel.
- Source of information: appreciated by on-duty pilot.

Two-man pilotage

- Normally Not Applicable, dead ship movement only.

Ice restrictions

- Normally Not Applicable.

Other restrictions

- Normally Not Applicable.