

Guidelines and Restrictions – Port of Landskrona and Oresund Dry Docks (ODD)

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 Landskrona.

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

- Normal boarding position is located 0,95 NM north of the east cardinal light buoy Staffans Bank Östra.
- Vessels coming from the north can occasionally be boarded when passing the M5-buoy in the TSS outside Helsingborg. In such cases, the Pilot Dispatch Center will inform the vessel at least two hours in advance.
- Vessels coming from the south and have ordered tug boat assistance, shall pass west of Staffans Bank Västra, where pilot will embark.

Communication and Reports

Port of Landskrona

- 2 hours before arrival, report to Pilot Dispatch Center, Vhf ch. 80.
- 1 hour before arrival at berth the linesmen are to be called by telephone (applies to port of Landskrona only – not ODD)
- Communication with pilot boat, Vhf ch. 80
- General call on Vhf ch. 16/10 when entering the fairway/leaving the berth, stating name of the vessel and present berth.
- Communication with port of Landskrona, Vhf ch. 10.
- Communication with linesmen, Vhf ch. 10.
- Communication with tugboats, Vhf ch. 69 (08).
- Report, according to ALRS volume 6(2), shall be sent to Sound traffic (online, email or verbally, vhf ch. 73) before departure. Upon departure confirm that Sound traffic has received the report and confirm maximum draft.

Pilot Area Malmö

Oresund Dry Docks (ODD)

- 2 hours before arrival, report to Pilot Dispatch Center, Vhf ch. 80.
- Communication with pilot boat, Vhf ch. 80
- Before entering the fairway call the ODD Docking Master, Vhf ch. 69 or by telephone, stating ETA, draft and receive confirmation that the berth or dock is ready for arrival.
- General call on Vhf ch. 16/10 when entering the fairway/leaving the berth/dock, stating name of the vessel and present berth/dock.
- Communication with ODD Docking Master and linesmen, Vhf ch. 69.
- Communication with tugboats, Vhf ch. 69 (08).
- Report, according to ALRS volume 6(2), shall be sent to Sound traffic (online, email or verbally, 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 (port of Landskrona) or Docking Master (ODD) 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 – applies to port of Landskrona.

Fairway information

Fairway to/from port of Landskrona and ODD					
Distance from pilot boarding position to the turning basin	Distance from M5-buoy to turning basin	Distance from Landskrona anchorage to pilot boarding position	Distance from Ven anchorage to pilot boarding position	Minimum width in fairway	Minimum depth in fairway
4 NM	12 NM	0,7 NM	3,3 NM	74 m	10,7
Remarks					
Ferry between Landskrona and island Ven trade the fairway daily from early morning to evening time.					

Anchorage and use of anchor inside port

- **Anchorage areas:**
 - For vessels up to 8 meters draft: Landskrona anchorage, located 0,6 NM NNW of the Polkagrisen light buoy. Minimum depth inside anchorage: 10,8 meters. Nature of seabed: Sand
 - For vessel with greater draft than 8 meters are recommended to use the Ven anchorage, located 0,5 NM north of island Ven. Minimum depth inside anchorage: 27 meters. Nature of seabed: Clay
- **Unsuitable areas:**
 - Due to dense traffic in the area between island Ven and Landskrona, it is not recommended to anchor outside designated anchorage areas.
- **Prohibited areas:**
 - Cable areas between island Ven and the mainland.

- **Use of anchor inside port:**

- It is allowed to use the anchor inside the port of Landskrona, but a restricted area exist along a part of Fosfatkajen (see chart for exact position).
- No general restrictions in the ODD-area.

Berth information and maximum dimensions

Port of Landskrona (Maximum dimensions in the harbour, loa: 190 m, boa:30 m)								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
Skeppsbrokajen	General cargo	140°/320°	125	100(110) ¹	30	8,2	7,7	Bollard 12-20
Simidakajen	General cargo	163°/343°	90	90	30	7,7	7,2	Bollard 20-24
Siloskajen	Cement & Bulk	167°/347°	45	190	30	8,9	8,1	Bollard 24-27
Fosfatkajen	Grain, Cement & Bulk	167°/347°	409	190	30	8,9	8,1	Bollard 27-54
Bruuns kaj	Scrap	122°/302°	82	90 (100) ²	30	6,8	6,3	Bollard 54-59
Södra kajen	Bulk/Dry chemicals	078°/258°	190	Not in use	Not in use	5,5	Not in use	Bollard 59-72
		060°/240°	240	100(120) ³	30	6,5	6,0	Bollard 72-86
		060°/240°	25	100(120) ³	30	6,2	5,7	Bollard 86-89

Explanatory notes

¹Exemptions can be given to vessels of maximum loa of 110 meters if the following criteria's are met: Simidakajen to be free of vessels and the angle between Skeppsbrokajen and Simidakajen does not interfere with a safe mooring.

²Exemptions can be given to vessels of maximum loa of 100 meters if the following criteria's are met: At least 30 meters of clear space on the south part of Fosfatkajen and no movements to and from Södra kajen. Vessels that are outside the corner of the quay must illuminate this part of the vessel.

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

Oresund Dry Docks (Maximum dimensions in the harbour, loa: 190 m, boa:30 m)								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
Flytdockan/ Floating dock	N/A	077°/257°	165x28		26	7,8	6,0	
Bäddkajen	N/A	042°/222°	105		30	5,1	4,6	
Torrdockan/ Dry dock	N/A	132°/312°	195x34		30(32,5)		6,8	
Västra Varvskajen	N/A	166°/346°	260		30	7,1	6,6	
Södra Varvskajen	N/A	087°/267°	240		30	6,0	5,5	

Explanatory notes
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.

Pilot Area Malmö

- 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**
 - Normally Not Applicable.
 - **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**

Number of tugboats – Standard for Helsingborg pilotage area						
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-<130	1	0	0	0	0	0
130-250	2	1	1	0	0	0
Draught ≥9,5m	2	2	2	2	2	2
Specifically, for Landskrona fairway, port and ODD						
Docking in/docking out	2	1	1	1	X ¹	X ¹
≥150 m	2	1	1	1	X ¹	0
Explanatory notes						
¹ Necessity to consult with Swedish Maritime Administration (Malmö) in order to decide the number of tugboats required.						

Visibility restrictions

- A visibility of minimum 1 NM applies to vessel with a loa equal to or greater than 130 meters. This restriction applies in the fairway only, not inside the harbour.
- All other vessels: restrictions may be in force – decision by on-duty pilot after consultation with the Master of the vessel.

Daylight restrictions

- No movements in the fairway during dark hours (commencement of pilotage, i.e. leaving the berth or entering the fairway, at least 30 minutes before sunset) for vessels with a loa equal to or greater than

130 meters and/or with a draft equal to or greater than 7,0 meters. This restriction applies in the fairway only, not inside the harbour.

Wind restrictions

- For vessels with a substantial lateral wind area or for two-man pilotage-vessels, gusts of wind maximum 8-10 meters/second.
Source of information: reference to ViVa-station at Gräsrännan. Decision by on-duty pilot after consultation with the Master of the vessel.

Wave and swell restrictions

- If wave and swell affecting a safe dynamic Under Keel Clearance (UKC) of at least 1,0 meters in the fairway, restrictions may be in force – decision by on-duty pilot after consultation with the Master of the vessel.

Current restrictions

- Four vessels with a loa equal to or greater than 130 meters restrictions may apply when speed of current is above 0,5 knots. Decision by on-duty pilot after consultation with the Master of the vessel.

Two-man pilotage

- Vessels with a factor (loa x boa) equal to or greater than 3800 or with a boa equal to or greater than 25 meters.
- Customer will be charged when the loa is equal to or greater than 180 meters or with a boa equal to or greater than 25 meters only.
- Restrictions does not apply for ferries trading Helsingborg and Helsingør if external conditions (wind, current and visibility) are favourable – decision by on-duty pilot.
- All movements of Dead ship vessels.

Ice restrictions

- Normally Not Applicable.

Other restrictions

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

- When vessel with a loa equal to or greater than 150 meters to be swung in the turning basin a maximum forward draft of 5,2 meters and a maximum aft draft of 6,8 meters applies. No vessel to be alongside at Brunns kaj during this maneuver.
- When vessel with a loa equal to or greater than 180 meters to be swung in the turning basin, no vessels alongside at Bruuns kaj and/or Bäddekajen.