Guidelines and Restrictions – Port of Malmö

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 Malmö.

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

Malmö – Centralhamnen/Central harbour

- The normal pilot boarding position is abeam the Malmö Redd-buoy, in position N 55°38,64´ E 012°56,9´

Malmö - Swede Harbour/Malmö Oljehamn

- For vessels coming from the north pilot boarding position is located west of the west cardinal buoy Vikhög, in position N 55°42,6´E 012° 53,7´.
- For loaded oil tankers with a draft of 7 meters or more and all loaded chemical and gas tankers there is an IMO resolution (IMO 138(76)) to take pilot from M1-buoy (southbound) or Flintrännan SV (northbound).
- For vessels coming from the south, normal pilot boarding position is abeam the Malmö Redd-buoy, in position N 55°38,64´ E 012°56,9´

Communication and Reports

- 2 hours before arrival, report to Pilot Dispatch Center, Vhf ch. 82.
- Communication with pilot boat, Vhf ch. 82.
- Report according to Port regulations to CMP Port Control on Vhf ch. 14 before entering the fairway/before departure.
- Communication with linesmen, Vhf ch. 14.
- Communication with tugboats, Vhf ch. 08 (69).
- Report, according to ALRS volume 6 (2), shall be sent to Sound traffic (online, email or verbally, Vhf ch. 71) 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 Port of **Malmö**						
Port	**Distance from pilot boarding position – Malmö Redd – to turning basin**	**Distance from pilot boarding position - Vikhög – to turning basin**	**Distance from M1 to pilot boarding position**	**Distance from Flintrännan SV to pilot boarding position**	**Distance from A, B, C & D anchorage Pilot boarding**	**Minimum depth in the fairway**	**Minimum width in fairway**
Swede Harbour/ Malmö Oljehamn	5,9 NM	4,9 NM	29 NM	13,5 NM	4,2/0,8/1,0/4,7 NM	13,3 m (outside OH19 & OH20-buoy)	160 m
Centralhamnen	1,8 NM	6,2 NM	33 NM	13,5 NM	8,2/3,6/3,0/0,8 NM	11,5 m (outside MA1 & MA2 buoy), but after passing above buoys, 9,2 meters.	165 m
Remarks							

Anchorage and use of anchor inside port

- **Anchorage areas:**
  - Anchorage area “A” in the bay of Lundåkra, approximately 1 NM northwest of Barsebäckshamn. Holding ground: Clay. Minimum depth: 15,8 meters. Recommended maximum draft: 12,5 meters. Recommended for vessel with a draft > 9 meters.
  - Anchorage area “B” in the bay of Lomma, approximately 3 NM northwest of Swede Harbour. Holding ground: Clay. Minimum depth: 11,9 meter. Recommended maximum draft: 9 meters.
  - Anchorage area “C”, west of anchorage “B”. Holding ground: Clay. Minimum depth: 13,5 meters. Recommended maximum draft: 9 meters.
  - Anchorage “D*”, approximately 1,5 NM north northwest of Malmö Harbour. Holding ground: Clay. Minimum depth: 13,1. Recommended maximum draft: 8 meters.

*Short time anchorage.

- **Unsuitable areas:**
  - Outside designated anchorage areas.

- **Prohibited areas:**
  - Not Applicable.

- **Use of anchor inside port:**
  - No limitations.

Berth information and maximum dimensions

Malmö oljehamn and Swede Harbour Depth & Draught at +-0 RH2000 (BSCD) (Ref. RH2000 in ViVa) Maximum dimensions in the harbour, loa **250** m, boa:**45** m Tugboat guidelines in separate chart below								
Berth	**Cargo**	**Direction**	**Length (m)**	**Maximum loa (m)**	**Maximum boa (m)**	**Depth (m)**	**Maximum draft (m)**	**Remarks**
1001/1002	Dry bulk	353°/173°	200	250	45	12,4	11,6	
1003	Oil/Chem	262°/082°	70	250	45	12,4	11,6	Vessel LOA <240 m = not less than 50 m to vessel at 1004. Vessel LOA ≥240 = No vessel at berth 1004.
1004	Oil/Chem	262°/082°	70	250	45	12,4	11,6	Vessel LOA <240 m = not less than 50 m to vessel at 1003. Vessel LOA ≥240 = No vessel at berth 1003.
1005	Oil/Chem	262°/082°	65	130	22	8,7	8	
1010	Oil/Chem	262°/082°	35	100	17	5,8	5,3	
Explanatory notes								

Malmö Frihamnen Depth & Draught at +-0 RH2000 (BSCD) (Ref. RH2000 in ViVa) Maximum dimensions in the harbour, loa **240** m, boa:38 m Tugboat guidelines in separate chart below								
Berth	**Cargo**	**Direction**	**Length (m)**	**Maximum loa (m)**	**Maximum boa (m)**	**Depth (m)**	**Maximum draft (m)**	**Remarks**
Frihamnen general (613/615)	General cargo/RoRo	288°/108°	475	225	32,5	8,6	7,9	
Frihamnen general (600/604)	Cruise vessels*	288°/108°	600	240	32,5	8,6	7,9	*Cruise vessels with very good maneuvering capabilities and very favourable weather conditions only.
616	RoRo	262°/082°	325	232	38**	9,1	8,4	**Vessel beam >36 m - 2 pilots on arrival.

								Movement of car carriers in most favourable wind direction – maximum 16 m/s gust of wind.
617	RoRo	262°/082°	190	180	30	8,6	8,1	
605	General cargo/RoRo	262°/082°	155	140***		7,3	6,8	***Vessels with loa > 135 m to have very good maneuvering capabilities such as twin screw arrangement and bow thruster.
Explanatory notes Vessels > 190 meters – mean wind speed not exceeding 15 m/s.								

Malmö Norra hamnen **Depth & Draught at +-0 RH2000 (BSCD) (Ref. RH2000 in ViVa)** **Maximum dimensions in the harbour, loa 240 m, boa:32 m** **Tugboat guidelines in separate chart below**								
Berth	**Cargo**	**Direction**	**Length (m)**	**Maximum loa (m)**	**Maximum boa (m)**	**Depth (m)**	**Maximum draft (m)**	**Remarks**
702-703	RoRo	041°/221°	250	240	--	7,4	6,9	
704	RoRo	027°/207°	210	240	--	7,7	7,2	
705-706	Container/ General cargo	082°/262°	295	232	32	8,7	8,2	
713-714	Cement/Gas	082°/262°	200	150	--	8,1	7,4*	*Maximum draft is currently 7,4 due to UKC policy in turning basin.
740	General cargo/ Bulk	082°/262°	88	90	--	4,5	4	
750-751	General cargo/ Bulk	082°/262°	200	150	--	5,6	5,1	
760	General cargo/ Bulk	082°/262°	135	120	--	5,6	5,1	
Explanatory notes								

Malmö Industrihamnen **Depth & Draught at +-0 RH2000 (BSCD) (Ref. RH2000 in ViVa)** **Maximum dimensions in the harbour, loa 90 m, boa:15 m** **Tugboat guidelines in separate chart below**								
Berth	**Cargo**	**Direction**	**Length (m)**	**Maximum loa (m)**	**Maximum boa (m)**	**Depth (m)**	**Maximum draft (m)**	**Remarks**
801-804	N/A	327°/147°	360	90	15	7,0	6,0	
805-806	N/A	353°/173°	205	90	15	8,8	6,0	
807-810	N/A	353°/173°	390	90	15	7,0	6,0	
812-816	N/A	353°/173°	500	90	15	7,0	6,0	
817-818	N/A	353°/173°	153	90	15	8,8	6,0	
901-906	N/A	262°/082°	710	90	15	8,8	6,0	
907	N/A	262°/082°	105	90	15	7,0	6,0	
908/909	N/A	262°/082°	105+	90	15	7,0	6,0	

			105					
910-918	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Not in used for commercial traffic

Explanatory notes
Maximum allowed draft for Industrihamnen is 6,0 meters.
Industrihamnen is normally not used for commercial traffic anymore.

Malmö Nyhamn, Yttre & Inre hamnen Depth & Draught at +-0 RH2000 (BSCD) (Ref. RH2000 in ViVa) Maximum dimensions in the harbour, loa 150 m, boa: -- m Tugboat guidelines in separate chart below								
Berth	**Cargo**	**Direction**	**Length (m)**	**Maximum loa (m)**	**Maximum boa (m)**	**Depth (m)**	**Maximum draft (m)**	**Remarks**
Malmö Nyhamn	--	288°/108°	330	150	--	6,2	5,6	
Yttre hamnen 24 31	N/A	 324°/144° 346°/166°	 180 215	 150 150	 -- --	 6,3 6,3	 5,6 5,6	
Smörkontrollen 501 (inner) 410 (outer)	 N/A N/A	 332°/152° 335°/155°	 Appr.85m 114 m	 -- --	 -- --	 6,2 6,3	 5,6 5,6	After agreement with Swedish Maritime Administration (Malmö) only
Inre hamnen 401-404 405-407 408	 N/A N/A N/A	 352°/172° 353°/173° 347°/167°	 Appr.310m Appr.230m Appr.90m	 85 85 85	 -- -- --	 -- -- --	 -- -- --	After agreement with Swedish Maritime Administration (Malmö) only
Södra Varvsbassängen	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Not in use – blocked by a footbridge

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.*

- 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).
- Recommendations are applicable during normal weather conditions (wind 0-12 m/s)
- Definition “tug” = ASD or Tractor (Voith-Schneider) type minimum 50 MT bollard pull.
- PEC. Vessel specific recommendations apply, which are agreed with 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 (www.sjofartsverket.se))

- The wind forecast is based on SMHI Bizmet "special forecast" which is forwarded to the pilots.
- Regular ferries are excluded from tugboats requirements.

- **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 Car carriers (PCTC) 0-12 m/s						
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 + FP or CPP or Azipod**	**Bow thruster Two rudders Twin screw or two Azipods**
<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
Remarks						

Number of tugboats Car carriers (PCTC) 12-16 m/s						
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 + FP or CPP or Azipod**	**Bow thruster Two rudders Twin screw or two Azipods**
<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
Remarks						

Number of tugboats Swede Harbour – Malmö Oljehamn						
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 + FP or CPP or Azipod**	**Bow thruster Two rudders Twin screw or two Azipods**
<99	1	0	0	0	0	0
100- <130	1	0*	0	0	0	0
130 - <170	2	1	1	0**	0**	0**
170 - <200	2	2	2	2***	1	1
200-250	3	3	3	3	2	2
Remarks *If tanker vessel – one (1) tug required **If draught ≥9 meters – one (1) tug required ***Can be reduced to one (1) tug on departure in ballast condition. Tug to be ASD or Tractor type.						

Number of tugboats Cruise ships Malmö		
Loa (m)	**Bow thruster + twin screw + two rudders or Bow thruster + Azipod Wind < 12 m/s**	**Bow thruster + twin screw + two rudders or Bow thruster + Azipod Wind > 12 m/s**
<200	0	0
200-240	0	1
Remarks		

Number of tugboats Malmö - General						
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 + FP or CPP or Azipod**	**Bow thruster Two rudders Twin screw or two Azipods**
<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
200-240	3	2	2	2	1	1
Remarks						

Visibility restrictions

- **Centralhamnen (Central Harbour):** No general visibility restrictions, but during restricted visibility, the radar image shall be in good working condition – decision by on-duty pilot.
- **Swede Harbour – Oljehamnen Malmö:**Vessels with loa > 200 meters – visibility not less than 2 NM.

Daylight restrictions

- **Centralhamnen:** No restrictions.
- **Swede Harbour – Oljehamnen Malmö:**
  - Vessels with loa > 230 meters or with a beam > 40 meter are allowed pilotage during daylight only.
  - Vessel with a loa between 200-230 meters and draft > 9 meters are allowed pilotage during dark hours.

    Pilotage shall not commence earlier than 30 minutes before sunrise.
    Pilotage should not commence later than 60 minutes before sunset.

Wind restrictions

- **Malmö centralhamn:** PCTC max 16 m/s.
- **Swede Harbour/Malmö Oljehamn:**
  - Vessels with loa >200 meters – max wind 13 m/s.
  - Vessels with loa >240 meters – max wind 10 m/s.

Wave and swell restrictions

- Normally no restrictions.

Current restrictions

- **Malmö centralhamn:** No restrictions
- **Swede Harbour/Malmö Oljehamn:**
  Day
  - Vessels with loa ≥170 meters and/or draft ≥ 9,0 meters – current <0,8 knot at outer buoy and < 0,5 knots at inner buoy.
  - Vessels with loa > 240 meters – current < 0,5 knots at both outer and inner buoy.

Night

- No movements of vessel with a loa ≥ 170

Source: according to ViVa "Malmö Oljehamn yttre/inre" or appreciated by on-duty pilot.

Two-man pilotage

- All movements of Dead ship vessels.

- **Malmö centralhamn:**
  - PCTC Vessel with a beam >36 meters.
  - (PCTC Vessel with a draft > 9,0 meters.) *Not Applicable due to maximum draft is currently 8,4 meters.*

- **Swede Harbour/Malmö Oljehamn:**
  - Vessels with a loa > 200 meters.

Ice restrictions

- Normally Not Applicable

Other restrictions

- Movements with vessels with a loa > 240 meters should be in normal ballast condition.
- Vessels with loa and boa in meters should be rounded up if > 0,5 meters and rounded down if < 0,5 meters.