

## Guidelines and Restrictions – Port of Trelleborg

### 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 Trelleborg.

### 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  $\pm 0$  RH2000 (BSCD) – Reference RH2000 in ViVa.

### Pilot boarding position

- Pilot boarding position is in position N 55°19,64'E 013°08,6', approximately 1,1 NM south of the first green buoy in the fairway (No 1).

### 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 Trelleborg Port Control on Vhf ch. 12.
- Communication with linesmen, Vhf ch. 12.
- Communication with tugboats, Vhf ch. 08 (69).
- If northbound departure via Flintrännan or Drogden, 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**

Port	Fairway to/from Port of Trelleborg				
	Distance from Pilot boarding position to berth	Distance from anchorage to berth	Distance from anchorage to pilot boarding position	Minimum width in fairway	Minimum depth in fairway (outside breakwater)
Outer port	1,2 NM	3,1 NM	1,9 NM	150 m	9,2 m
Inner port	1,5 NM	3,4 NM	1,9 NM	150 m	9,2 m
Explanatory notes					

**Anchorage and use of anchor inside port**

- **Anchorage areas:**
  - Anchorage area, 1,9 NM southwest of the first green buoy in the fairway (No 1), position N 55°19,8'E 013°05,5'. Maximum recommended draft 9 meters. Holding ground: Sand and gravel.
- **Unsuitable areas:**
  - Not Applicable.
- **Prohibited areas:**
  - Not Applicable.
- **Use of anchor inside port:**
  - No limitations.

**Berth information and maximum dimensions**

Trelleborg – Inner port								
Depth & draught +/- 0 RH 2000 (BSCD) (Ref. RH 2000 in ViVa)								
(Maximum dimensions in the harbour, loa 200 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
101/102 (Oljekajen/Handelskajen)	Oil/chemicals/General cargo	314°/134°	345	150	-	101:7,5 102:6,6	101:6,8 102:6,1	101: If loa ≥130 m, no vessels at berth 2E at arrival  102: Shallowing of 6,3 m in the NW corner of the berth
1/2W	RoRo	314°/134°	275	200	32	1:3,2 2W:4	N/A	Not in use/berth closed for traffic
2 E	RoRo	314°/134°	165	200	32	7,5	6,8	
3	RoRo	006°/186°	275	200	32	7,3	6,8	
4	RoRo	014°/194°	165	200	32	7,5	6,8	
5	RoRo	014°/194°	165	200	32	7,4	6,8	
6	--	020°/200°	180	N/A	N/A	5,8	N/A	Not in use/berth closed for traffic
7	RoRo	043°/223°	300	200	32	5,6	5,1	
Explanatory notes								

Trelleborg – Outer port								
Depth & draught +/- 0 RH 2000 (BSCD) (Ref. RH 2000 in ViVa)								
(Maximum dimensions in the harbour, loa 250 m, boa:36,5 m)								
Tugboat guidelines in separate chart below								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
8	RoRo/train	043°/223°	145	--	--	6,8	6,3	
9	RoRo/train	043°/223°	195	--	--	7,3	6,8	
10	RoRo	043°/223°	245	250	36,5	8,2	7,7	
11	RoRo	043°/223°	260	250	36,5	8,3	7,8	
12	RoRo	058°/238°	260	250	36,5	8,3	7,8	
13	RoRo	058°/238°	245	250	36,5	8,3	7,8	
14/15	RoRo/ General cargo	058°/238°	500	250	36,5	8,5	7,8	
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; Trelleborg’s hamn.
  - Wind information from Trelleborg Port’s Web site or “Trelleborg Port Control”.
  - 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 Cruise ships Trelleborg		
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
200-250	0	1
Remarks		

Number of tugboats Trelleborg 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 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
200-250	3	2	2	2	1	1
Explanatory notes						

### Visibility restrictions

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- No general visibility restrictions, but during restricted visibility, the radar image shall be in good working condition – decision by on-duty pilot.

### Daylight restrictions

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- No restrictions

### Wind restrictions

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- No restrictions.

### Wave and swell restrictions

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- No restrictions.

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### Current restrictions

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- No restrictions.

### Two-man pilotage

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- All movements of Dead ship vessels.

### Ice restrictions

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- Normally Not Applicable.

### Other restrictions

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- Vessels should always proceed in the fairway. Outside the fairway there is unmarked boulders.
- The ferries have priority over other traffic in the port of Trelleborg, according to Port regulations.