

Guidance & Restrictions regarding the coast of Halland

Mesures in meters if not stated.
Depth & Draught at ±0 RH2000(BSCD)
(Ref. RH2000 in VIVA)

Its purpose solely to preserve and protect safety of the environment, life, vessels, cargo, facilities, and all other concerned parties involved.

Updated: 2025-01-22

Port Of Halmstad

VHF: Traffic channel: 18, Working channel: 12.

Remarks:

Average Winds force of more or equal to 15m/s onshore require special assesment by pilots for arriving vessels.

**Vessel Length or Beam more then 180m/28m requires two pilots **

Vessels berthing at 200, 300, 400 with a Length or Beam more then 160m/26m will require two pilots

Vessels more then 200m will only operate in daylight

	Depth	Max Draught	Max LOA	Max Beam	Turning area Diameter	Remarks
Fairway to Berth 800	10,4	9,5	229	32,5	270	Fairway between L-Lights: 125m wide
Inner pierhead to turning area	9,9	9,4	200	32,5	N/A	
Turning area Kattegatt	9,9-9,0	8,4	200	32,5	270	
River Nissan	7,6	7,0	125	NIL	150	

Berth	Cargo	Depth	Max Draught	Length	Max LOA	Direction	Boll. Dist.	Remarks
Nissan Upper	Bulk/GC	7,7	7,0	750	125	024°/204°	15	
Nissan Lower	Bulk/GC	7,7	7,0			030°/210°		
200-219	Bulk/GC	8,7	8,2	550	200	037°/217°	15	
219-234	Bulk/GC	8,6	8,1			037°/217°		
B.tween 200-300	Lay-by	6,0	5,5	90	NIL	127°/307°	13	
300-316	Bulk/GC	8,6	8,1	220	200	032°/212°	15	
400 (Oil Jetty)	Petroleum	8,7	8,2	70	160	048°/228°	20	
501-512	Ro/Ro	8,2	7,7	320	200	045°/225°	15	
512-524	Ferry	8,2	7,7			045°/225°		
600-609	Cont./Roro	8,9	8,4	310	200	089°/269°	15	
609-620	Container	9,4	8,9			NIL		
700	Cement	9,9	9,4	50	NIL	087°/267°	25	Wind force more then 8m/s of berth, use anchor or tug, for safe berthing.
800	Bulk/GC	10,4	9,5	100	229	113°/293°	20	

Mesures in meters if not stated.
 Depth & Draught at ±0 RH2000(BSCD)
 (Ref. RH2000 in VIVA)

Port of Falkenberg

Remarks:

****VHF: Traffic channel: 18, Working channel: 12, Docking/Shipyard Channel: 6 ****

**** Average Windforce of more or equal to 15m/s onshore, vessels not recommended to enter port of Falkenberg ****

**** Vessel Length or Beam more than 130m/23m will require two pilots ****

****2) CDM - Berth, Exemption to max 5,6m draft by consulting Master & Shipping company ****

**** Vessel Not Under Command arriving/departing require Two Tugs ****

**** Shifting Vessel NUC within Shipyard: LOA less than 100m Req. One Tugboat, More than 100m Req. Two Tugboats ****

****1) Inner turning area: Vessel up to 100m max 5,2m draught, more than 100m max 5,0m draught ****

	Depth	Max Draught	Max LOA	Max Beam	Turning area Diameter	Remarks
Fairway buoy - First bouy pair	15 - 9	NIL	NIL	NIL	N/A	Fairway between L-Lights: 50m wide
Lighthouse - "Magasinkajen"	6,5	6,0	145	25	N/A	
"Magasinkajen" - Drydock 2	6,2	5,7	145	25	N/A	
Drydock 2 - "Lantmännen"	6,2	5,7	125	25	N/A	
Inner Turning area	5,0	4,5	125	25	145	
Outer Turning area	6,7	6,2	145	25	175	

Berth	Cargo	Depth	Max Draught	Length	Max LOA	Direction	Boll. Dist.	Bollard #	Remarks
Roro "A1"	Bulk/GC	6,7	6,2	57*	145	032°/212°	20	1 - 5	* Including dolphin 140m
Magasinkajen "B1-3"	Bulk/GC	6,6	6,1	303	145	060°/240°	13	6 - 27	
CDM "C"	Bulk/Petro.	5,7	5,2**	30*	145	060°/240°	30	28 - 34	**2) see remarks. *Including dolphin (5) 140m
Femmans brygga "D1"	Molasses	6,2	5,7	70*	125	032°/212°	15	35 - 39	*Including dolphin 70m
Lantmännen "D1-2"	Bulk/GC	6,2	5,7	150	125	032°/212°	15	40 - 52	
Kivoli " E "	N/A	3,0	2,5	54	NIL	032°/212°	NIL	Rings	
Nya Kajen "F1"	N/A	4,5	4,0	140	125	032°/212°	15	55 - 62	
Coastgard "F2"	N/A	4,5	4,0	38	NIL	032°/212°	NIL	63 - 64	
Frikajen "F3-4"	N/A	3,0	2,5	68	NIL	032°/212°	NIL	Rings	

ShipYard									
Equipment quay1 (N) "V1"		5,5	5,0	110	NIL	028°/208°	NIL	NIL	Shipyard Crane hight above water 28m (±0 WL)
Equipment quay2 (S) "V2"		5,2	4,7	100	NIL	046°/226°	NIL	NIL	
Drydock 1 upstream (N)				Dimension 120X19					Capacity 4500 MT. Inner with 20,0m
Drydock 2 downstream (S)				Dimension 155X24					Capacity 7500 MT. Inner with 27,2m

Mesures in meters if not stated.
Depth & Draught at ±0 RH2000(BSCD)
(Ref. RH2000 in VIVA)

Port Of Varberg

**VHF: Trafic channel: 82 , Working channel: 12. **

Remarks:

**Vessel Length or Beam more then 180m/28m will require two pilots **

**1) Fare Berth, Northern Part, a minimum of 245m clearance required upon Pannmax arrival

**2) Gyproc Berth, Vessel more then 90m require 30m clearence at Inner harbour North most part **

	Depth	Max Draught	Max LOA	Max Beam	Turning area Diameter	Remarks
Fairway - Fare harbour	10,9	9,8	215	33	N/A	Fairway between L-Lights: 100m wide
Fare harbour - Inner harbour	7,8	7,3	160	25	N/A	
Fare harbour turning area	10,5	9,8	215	33	320	
Inner harbour, turning	7,8	7,3	160	25	NIL*	*No dedicated turning area widest part of basin: 185m

Berth	Cargo	Depth	Max Draught	Length	Max LOA	Direction	Boll. Dist.	Bollard #	Remarks
"Fare" quay "P" **	Cont/Bulk/GC	11,0	9,8	430	215	014°/194°	15	1-28	**1) see remarks
"Skogen" quay	Cont/Bulk/GC	11,0	9,8	325	200	109°/289°	13-16	29-50	
"Astrid" quay	Cont/Bulk/GC	11,0	9,8	140	125	019°/199°	12-16	51-59	
(N) Inner harbour "L"	GC	7,7	7,2	420	160	008°/188°	13		
(S) Inner harbour "K"	GC	7,8	7,3		160	008°/188°	13		
Gyproc "N" **	Cement	7,7	7,2	113	135	098°/278°	13		**2) See remarks
S. of P.Pulp quay "I"	Bulk	4,6	4,1	245	NIL	008°/188°	13		

Port Of Ringhals

** VHF: NIL **

Remarks:

** Harbour / Terminal closed for all Unauthorized vessels **

	Depth	Max Draught	Max LOA	Max Beam	Turning area Diameter	Remarks
Fairway - Krogstads Point	13 - 9	N/A	N/A	N/A	N/A	
Krogstad Point - Berth	5,0	4,5	100	20	150	

Berth	Cargo	Depth	Max Draught	Length	Max LOA	Direction	Boll. Dist.	Bollard #	Remarks
Powerplant Terminal	Roro	5,0	4,5	100	100	147°/327°	NIL	NIL	

Guidlines for Coast & Ports of Halland to Masters, Agents and Ports regarding use of Tugboats

Only Pilots & Masters involved can determind if and when safety margins are sufficient

Guidelines based on average winds force up to 12m/s and normal currents

Discrepancys: Weather such as wind force, gusty, direction on/off shore/berth, visibility, precipetation and also current strenght & direction

Vessel characters such as , UKC, shape below/above water, equipment, maneuvering capacity, possibility to connect tug, crew experince/capacity.

** Note: Due to availability necessary tugs are commonly ordered based on forecast weather, actual weather may differ, margin avoids cancellation **

** CLO handles any tugboat exemptions / exeptions **

Port Of Halmstad

Guidelines Regarding Tugboats

Remarks:

(Ex. Active Rudder: schilling, flap/becker-R.)

(Ex. **Not** Active Rudder: spade/norm./high angle-R.)

Required tygboats: "A"= ASD/Tractor, "C"= Conventional ("A" type tug preferable to "C" type)

*1) Second vessel more then 160/26m entering 200/300 basin, special assasment need to be made, consult pilots

*1) If berth 200 & 400 (Oil jetty) oposite occupide by vessels , special assasment need to be made, consult pilots

**2) One of two tugs may be Conventional type when average windforce up to 6m/s & Gust 10m/s

**2) Exemption on deparure by consulting CLO/Pilots

Size (LOA)	Norm. Vessel (FPP)	Norm. Vessel & Bowth. (FPP)	Bowth. & CPP & Norm. Rudder	Bowth. & CPP & Active Rudder	Bowth. & Stern Thruster (FPP/ CPP)	Bowth. & Twin Prop. & Twin Rudder	
To Berths: 200-300							
120m - 140m	C	-	-	-	-	-	
140m - 160m	A+C	A	C	-	-	-	
160m - 200m *) **)	A+A	A+A	A+C	A	A	A	*1)**2) See Rem.
To Berths: 400-700							
120m - 140m	C	-	-	-	-	-	
140m - 160m	A+C	A	C	-	-	-	
160m - 200m *) **)	A+A	A+A	A+C	A	A	A	*1)**2) See Rem.
To Berth: 800							
120m - 140m	C	-	-	-	-	-	
140m - 160m	A+C	A	-	-	-	-	
160m - 200m	A+A	A+A	A	A	A	A	
200m - 275m	A+A+C	A+A	A+C	A+C	A+C	A+C	
To Berths: Nissan							
100m - 125m	C	-	-	-	-	-	

Port Of Falkenberg

Guidelines Regarding Tugboats

Required tygboats: "A"= ASD/Tractor, "C"= Conventional

"C" type replaceable by "A" type tug, consult pilots.

Remarks:

Ex. Active Rudder: schilling, flap/becker-R.

Ex. **Not** Active Rudder: spade/norm./high angle-R.

Size (LOA)	Norm. Vessel (FPP)	Norm. Vessel & Bowth. (FPP)	Bowth. & CPP & Norm. Rudder	Bowth. & CPP & Active Rudder	Bowth. & Stern Thruster (FPP/ CPP)	Bowth. & Twin Prop. & Twin Rudder
Outer Turn area:						
125m - 145m	A+C	A	A	-	-	-
Inner Turn area:						
115m - 125m	A	-	-	-	-	-

Port Of Varberg

Guidelines Regarding Tugboats

Required tygboats: "A"= ASD/Tractor, "C"= Conventional ("A" type tug preferable to "C" type)

*1) One of two tugs may be Conventional type when average windforce up to 8m/s & Gust 12m/s

Remarks:

(Ex. Active Rudder: schilling, flap/becker-R.)

(Ex. **Not** Active Rudder: spade/norm./high angle-R.)

*1) Exemption on deparure by consulting CLO/Pilots

Size (LOA)	Norm. Vessel (FPP)	Norm. Vessel & Bowth. (FPP)	Bowth. & CPP & Norm. Rudder	Bowth. & CPP & Active Rudder	Bowth. & Stern Thruster (FPP/ CPP)	Bowth. & Twin Prop. & Twin Rudder
Fare Harbour:						
120m - 160m	A	A	A	A	-	-
160m - 215m *1)	A+A	A+A	A+C	A	A	A *1) See Rem.
Inner Harbour:						
120m -150m	C	-	-	-	-	-
150m - 160m	A+C	A	-	-	-	-