

Guidence & 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

Remarks:

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

****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					
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					
600-609	Cont./Roro	8,9	8,4	310	200	089°/269°	15	
609-620	Container	9,4	8,9			NIL	20	
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	

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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 then 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 then 100m Req. One Tugboat, More then 100m Req. Two Tugboats ****

****1) Inner turning area: Vessel up to 100m max 5,2m draught, more then 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	5,0	4,5	70*	125	032°/212°	15	35 - 39	*Including dolphin 70m
Lantmännen "D1-2"	Bulk/GC	5,0	4,5	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		

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Port Of **Varberg**

Remarks:

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

Remarks:

**** VHF: NIL ****
**** 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
 *1) Exemption on deparure by consulting CLO/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	
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	-	-	-	-	