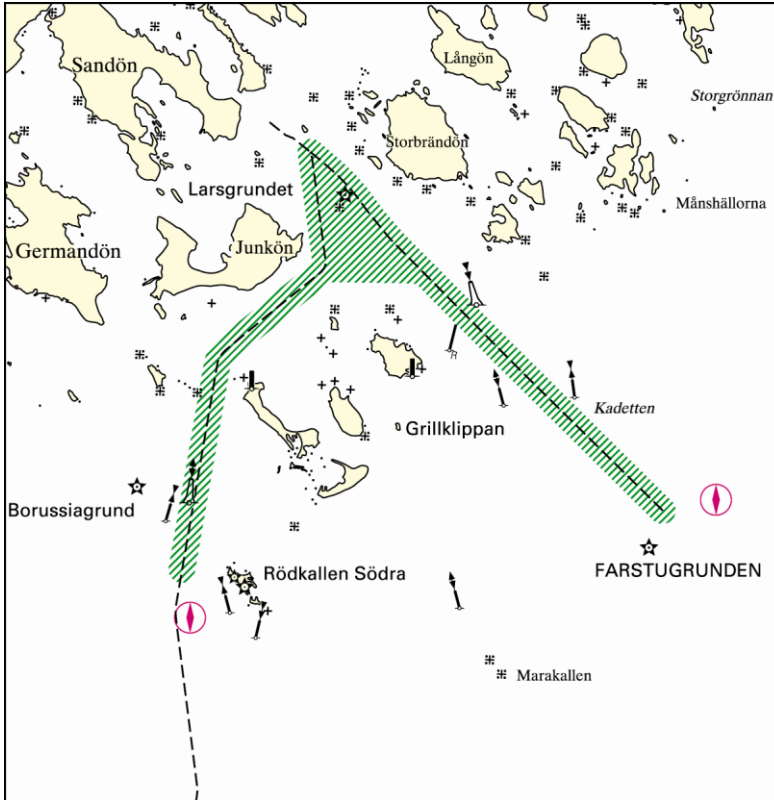


Traffic Area Bottenviken

Parts of the designated pilotage fairways Farstugrunden–Luleå
and Rödkallen–Sandgrönnfjärden–Luleå

- Area**
- Designated pilotage fairway section Farstugrunden–Larsgrundet/Junköfjärden.
 - Designated pilotage fairway section Larsgrundet/Junköfjärden–Rödkallen via Sandgrönnfjärden.



Not to be used for navigation.

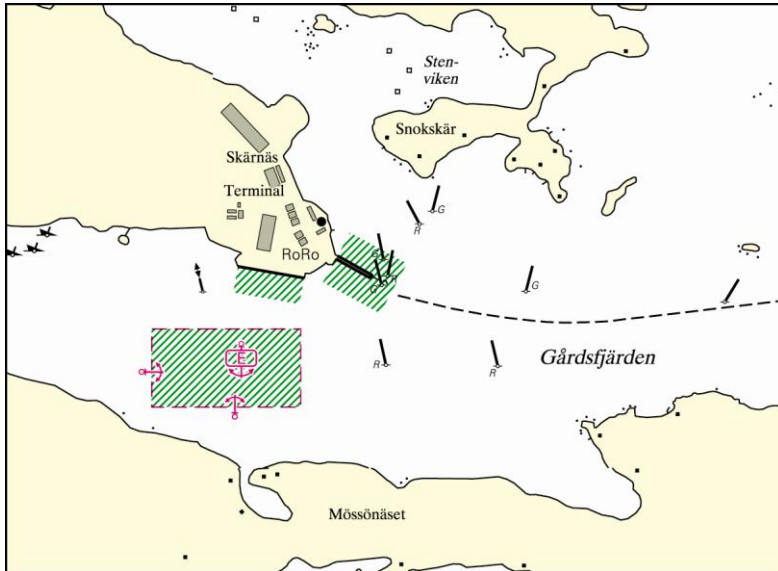
Traffic All vessels subject to compulsory pilotage.

Conditions The exemption is applicable for passage in the sections of the designated pilotage fairways in convoy lead by a state owned ice breaker during ice season.

Traffic Area Bottenhavet

Port of Iggesund (Skärnäs terminal)

- Area**
- between anchorage E in Gårdsfjärden and berth in Skärnäs terminal.
 - between berths in Skärnäs terminal.



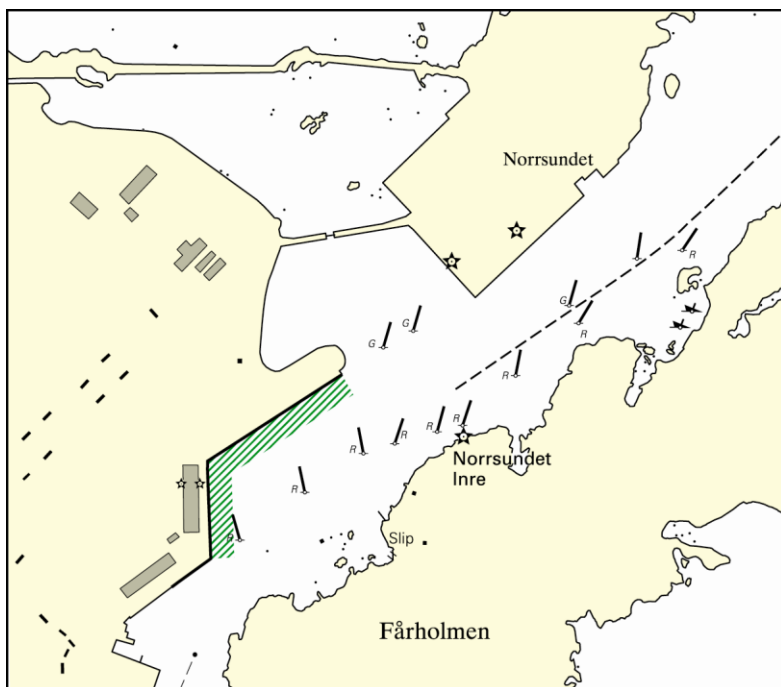
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- General call shall be made on VHF Channel 16 before the transfer is started. The call shall be made in English.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Norrsundet

Area Between berths in the port of Norrsundet.



Not to be used for navigation.

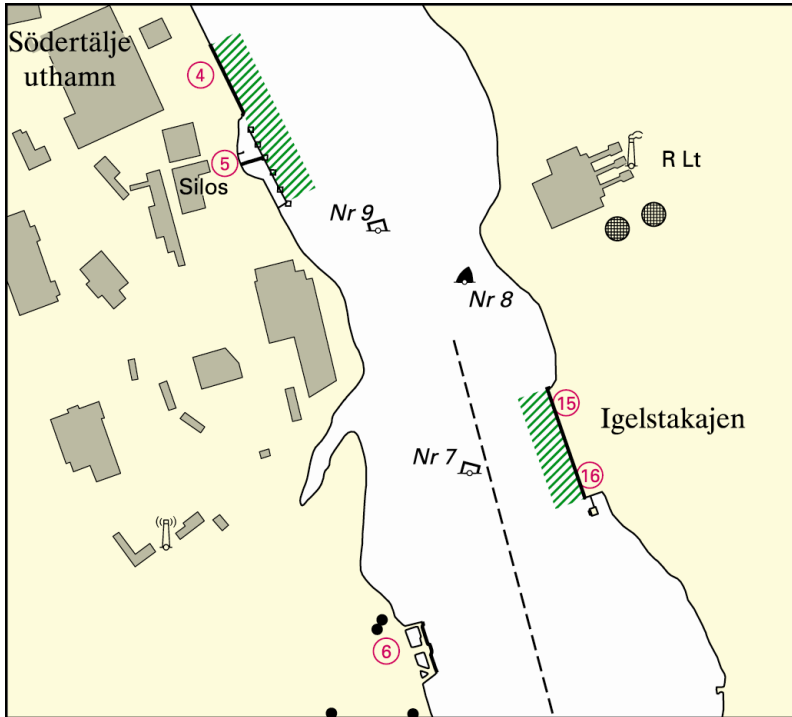
Traffic All vessels subject to compulsory pilotage.

- Conditions**
- General call shall be made on VHF Channel 16 before the transfer is started. The call shall be made in English.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Traffic Area Ostkusten

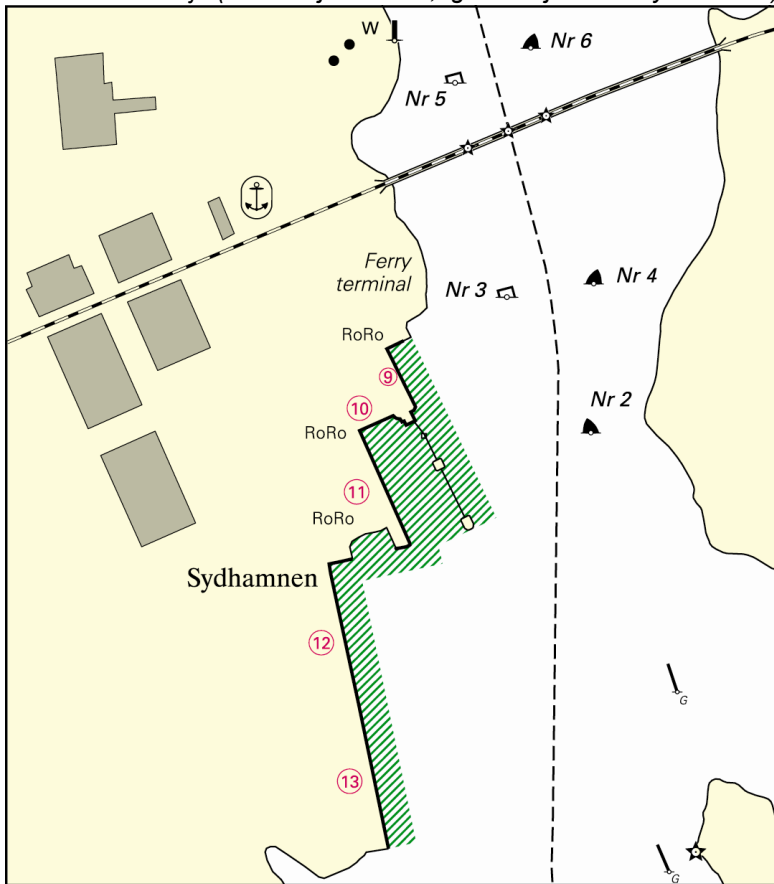
Ports of Södertälje (Södertälje uthamn, Igelstakajen and Sydhamnen)

- Area**
- Between berths in Södertälje uthamn.
 - Between berths along Igelstakajen.
 - Between berths in Sydhamnen.



Not to be used for navigation.

Ports of Södertälje (Södertälje uthamn, Igelstakajen and Sydhamnen) cont'd.

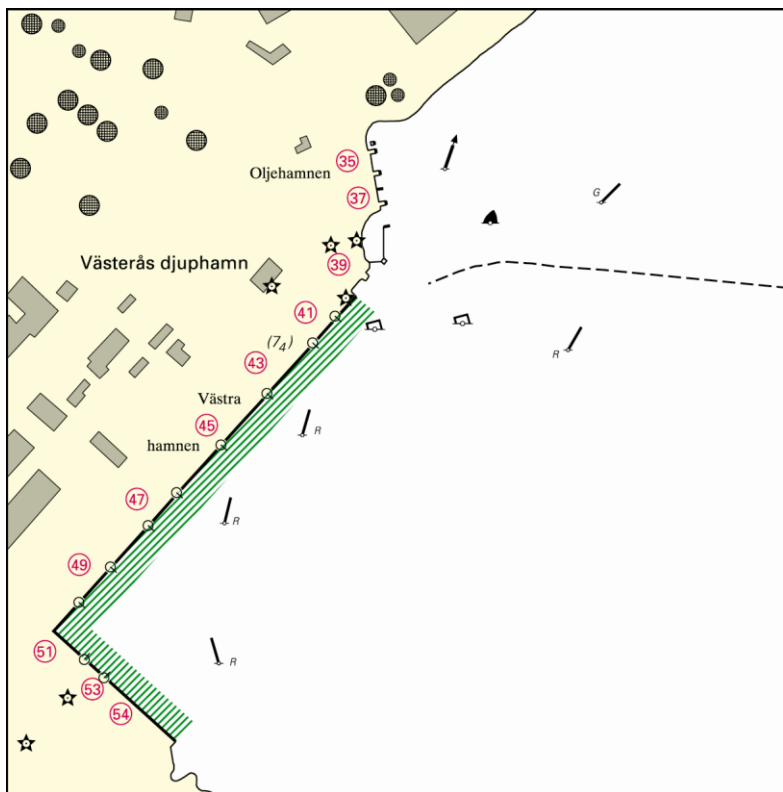


Not to be used for navigation.

- Traffic** All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 120 metres.
- Conditions**
- The exemption may not be used by vessels which turn in the main fairway to and from Södertälje lock (fairway No. 511).
 - The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

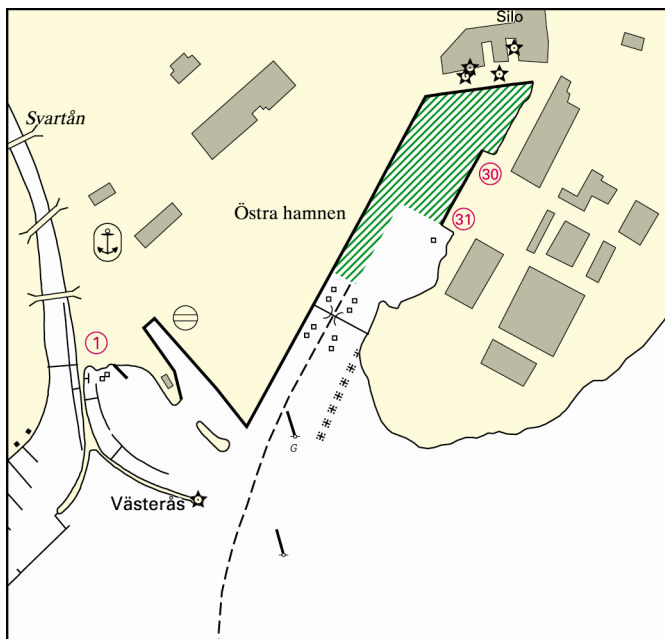
Ports of Västerås (Djuphamnen and Östra hamnen)

- Area**
- Between berths 40–54 in Djuphamnen.
 - Between berths in Östra hamnen north of Lillåbron (the bicycle bridge crossing the port basin).



Not to be used for navigation.

Ports of Västerås (Djuphamnen and Östra hamnen) cont'd.



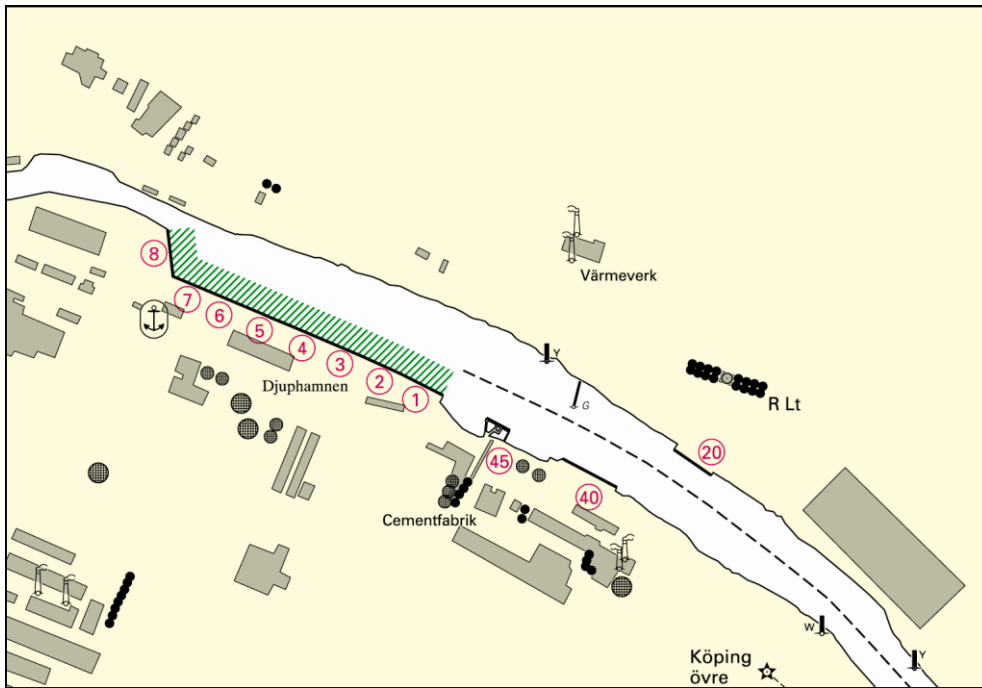
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Köping (Djuphamnen)

Area Between berths in Djuphamnen.



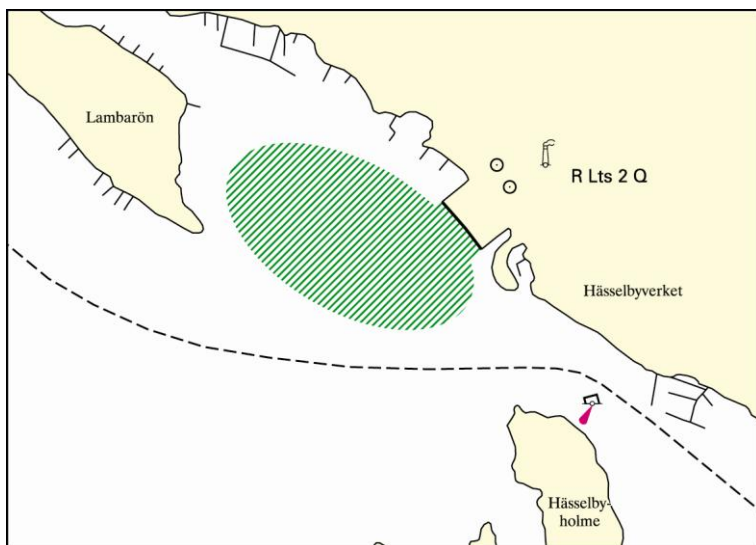
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Hässelby

- Area**
- Between anchorage off Port of Hässelby and the berths in the Port of Hässelby
 - Between berths in Port of Hässelby



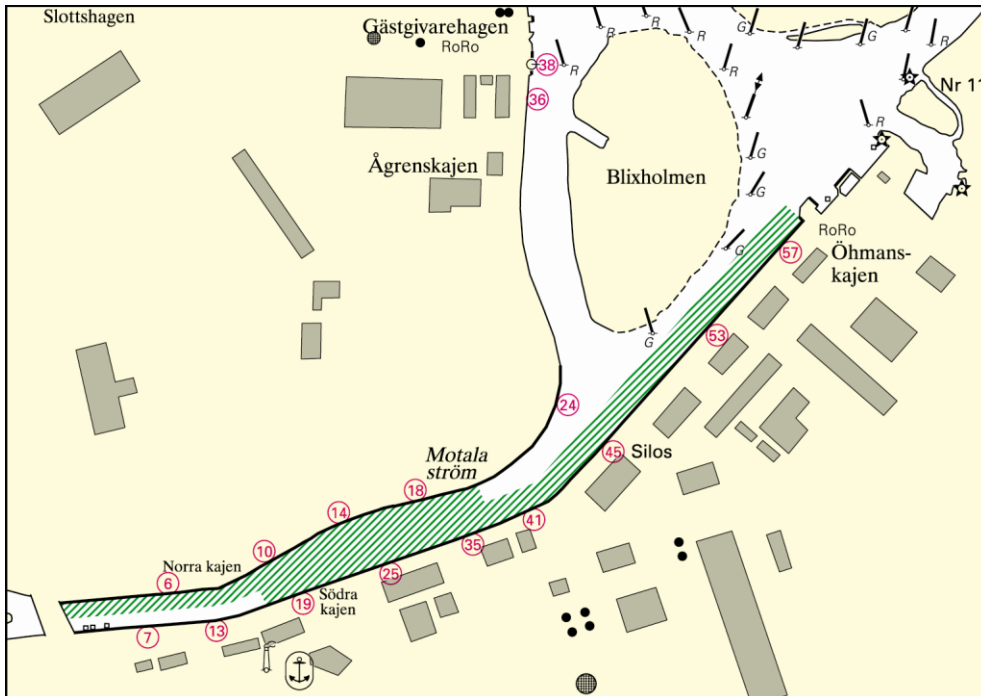
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Norrköping (Norra kajen, Södra kajen and Öhmanskajen)

- Area**
- Between berths with even numbers from 4 up to and including 20.
 - Between berths with uneven numbers from 17 up to and including 59.
 - Between berths with even numbers from 4 up to and including 20 and berths with uneven numbers from 17 up to and including 59.



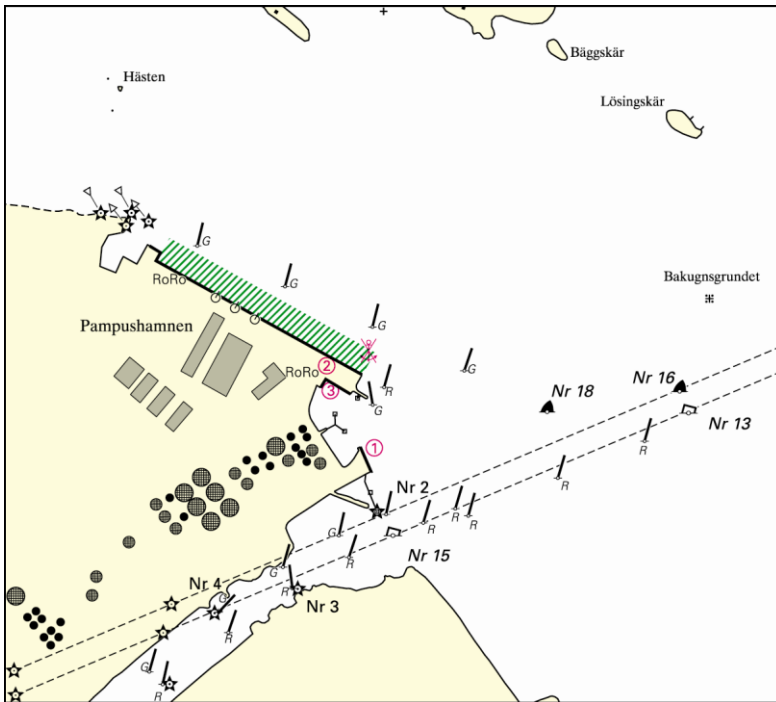
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 120 metres, with the exception of barges subject to compulsory pilotage which are moved by a pusher.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Norrköping (Pampushamnen)

Area Between the berths along the dry cargo berth of Pampushamnen. Berths P1 and P3 are not included in the area.



Not to be used for navigation.

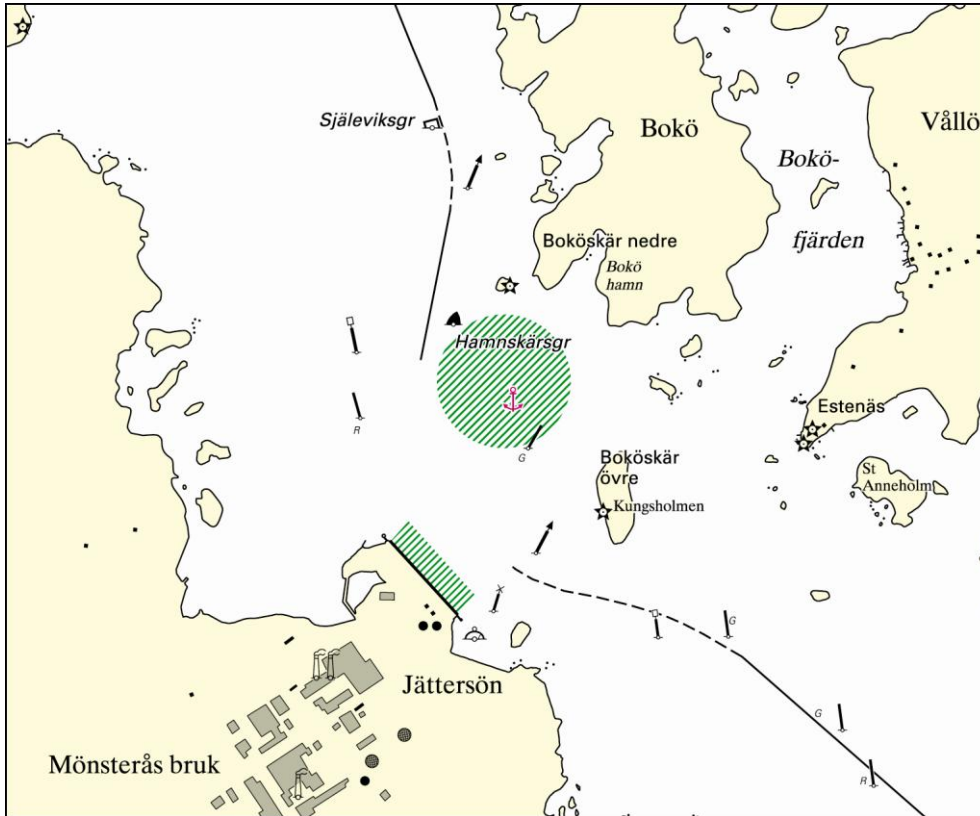
Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 150 metres.

- Conditions**
- The exemption may not be used at tug assistance.
 - The exemption may not be used at transfer from one berth to another if any vessel is moored at one or several berths in between.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Traffic Area Sydkusten

Jättersön (Mönsterås Papermill)

- Area**
- Between anchorage at Hamnskärgrund and berth at Mönsterås Papermill.
 - Between berths at Mönsterås Papermill.



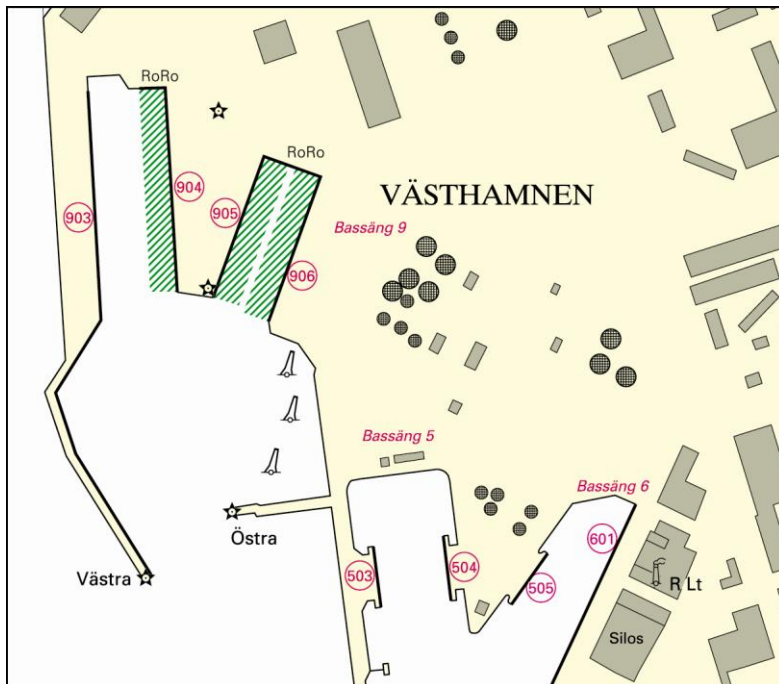
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- The exemption may not be used at tug assistance.
 - General call shall be made on VHF Channel 16 before the transfer is started. The call shall be made in English.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Helsingborg (West Harbour)

Area Between berths 904, 905 and 906 in the West Harbour



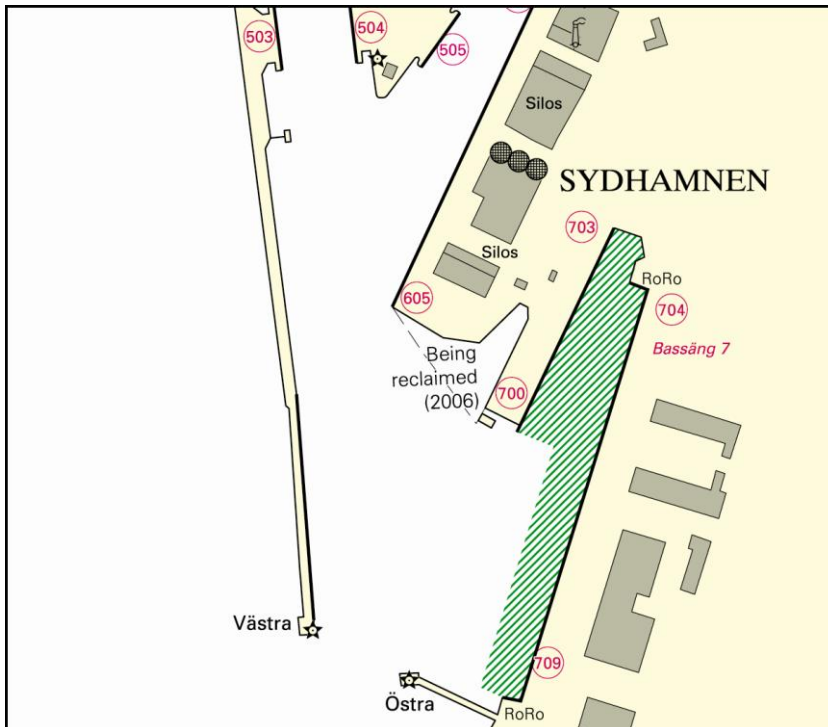
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 150 metres.

- Conditions**
- The vessel shall have a good manoeuvrability and be equipped with minimum two propellers including bow thruster.
 - The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to Helsingborg Port Control and seek information about the traffic situation. The master shall also report to Helsingborg Port Control when the transfer starts and stops. During the transfer communication shall be kept open with Helsingborg Port Control.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Helsingborg (South Harbour)

Area Between berths 700–709 in the South Harbour



Not to be used for navigation.

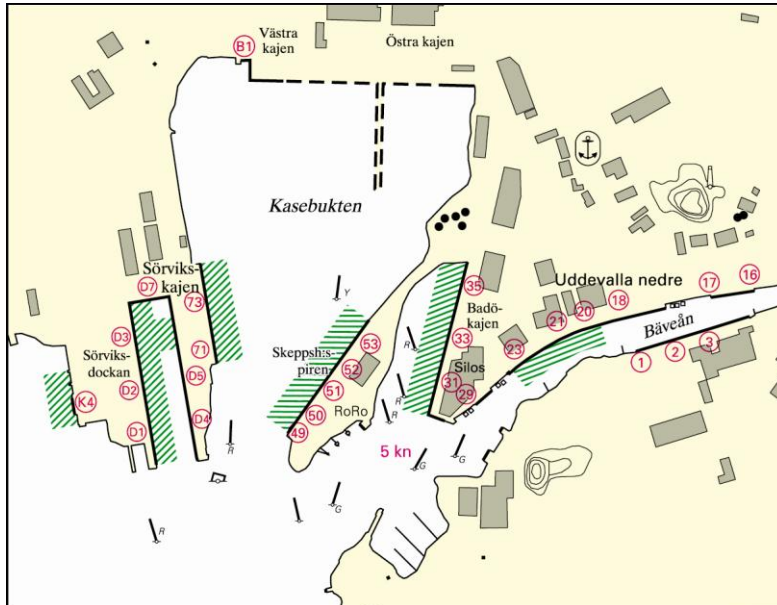
Traffic All container vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 150 metres.

- Conditions**
- The vessel shall have a good manoeuvrability and be equipped with minimum two propellers including bow thruster.
 - The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to Helsingborg Port Control and seek information about the traffic situation. The master shall also report to Helsingborg Port Control when the transfer starts and stops. During the transfer communication shall be kept open with Helsingborg Port Control.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Traffic Area Västakusten

Port of Uddevalla

- Area**
- Between berths K4, D1–D6 and 71–73 in Sörvik
 - Between berths 49–53 along Skeppsholmspiren
 - Between berths 31–35 along Badökajen
 - Between berths 20–23 along Bävekajen
 - Between Sörvik, Skeppsholmspiren, Badökajen and Bävekajen, however only between the berths stated above.



Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 100 metres, with the exception of barges subject to compulsory pilotage which are moved by a pusher.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.