

Unofficial translation

In the event of disagreement concerning the interpretation and content of this text, the Swedish version shall have priority.

The Swedish Transport Agency's regulations and general advice (TSFS 2019:96) on maritime traffic in the Södertälje canal;

laid down on 13 September 2019.

The Swedish Transport Agency, in exercise of the powers conferred by chapter 2, section 1 of the Maritime Traffic Ordinance (1986:300) and section 1 of the Ordinance on the Establishment, Enlargement and Closure of Public Navigation Channels and Public Ports (1998:898), stipulates the following and lays down the following general advice.

Purpose

Section 1 The purpose of these regulations is to enable accessibility and safe maritime traffic in the Södertälje canal.

Scope of application

Section 2 These regulations apply to maritime traffic in the Södertälje canal, which comprises the fairway through Södertälje between latitudes 59° 10,90' N and 59° 13,55' N.

Definitions and abbreviations

Section 3 In these regulations, the following definitions and abbreviations are used.

<i>tow</i>	a craft or other displacing object that must, permanently or temporarily, be towed by another craft
<i>vessel</i>	a watercraft used for the carriage of goods and/or passengers, or for state purposes
<i>recreational craft</i>	a watercraft solely used for recreational purposes
<i>canal manager</i>	the person or organisation responsible for the fairways, the locks and the dam structures of a canal; in the case of the Södertälje canal the Swedish Maritime Administration
<i>barge</i>	a towable watercraft intended for the carriage of goods
<i>signal-controlled route</i>	a section of a canal where <i>vessels</i> and <i>recreational craft</i> are guided by traffic signals

VHF	(Very High Frequency) marine radio for vessel-to-vessel and vessel-to-shore station communication in the frequency range 156–174 MHz
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Size of vessels, barges and tows

Section 4 A vessel may not pass the Södertälje canal lock without special permission by the canal manager if the vessel's:

1. length overall exceeds 124 meters;
2. breadth exceeds 18 meters; or
3. draught exceeds 6,50 meters.

If the vessel's breadth does not exceed 17 meters, the draught may be a maximum of 6,80 meters.

Section 5 A barge may not pass the Södertälje canal lock without special permission by the canal manager if the barge's:

1. length overall exceeds 60 meters;
2. breadth exceeds 10 meters; or
3. draught exceeds 3 meters.

Section 6 A tow may not pass the Södertälje canal lock without special permission by the canal manager if the tow's breadth exceeds 3 meters or its length, measured from the stern of the towing vessel to the rear end of the tow, exceeds 90 meters.

General advice

The Swedish Maritime Administration provides further information about the conditions to be met for special permission to be granted.

Section 7 Vessels, barges, tows or other craft may not be navigated in the canal if their height above the water's surface exceeds 39,90 meters.

Radio watch and notification

Section 8 On vessels in the Södertälje canal, a continuous listening watch on VHF channel 68 shall be maintained.

General advice

On recreational craft with VHF, a continuous listening watch on VHF channel 68 should be maintained.

Recreational craft can obtain information about passage through the canal and lock on VHF channel 14.

Section 9 A notification on VHF channel 68 to "Södertälje kanal" shall be made:

1. when the vessel passes Fläsklösa going north;
2. when the vessel passes Bornhuvud going south;
3. when the vessel passes Södra kanalbroarna going north;
4. when the vessel passes Sällskapsholmen going south;

5. before the vessel sails from the lock, from a mooring berth or from any other location where it has been holding; or

6. if the vessel runs aground, sinks, knocks into another vessel or into an object on shore, becomes disabled, damages or displaces buoyage, or if, from the vessel, it is observed that buoyage has been damaged or displaced.

General traffic regulations for the canal

Section 10 Vessels and recreational craft shall follow the canal manager's instructions, which are necessary to protect the lock, bridges or other structures as well as to maintain the canal's accessibility.

Section 11 Cargo or appliances may not project outside the side of a vessel or barge. Vessels and barges may not list. However, the canal manager may grant temporary exemptions from this prohibition.

Section 12 Vessels shall pass through the canal in the order indicated by the canal manager.

Section 13 A vessel may not stop in the lock, by bridges or in any other place in the canal where it may be an obstacle to other vessels. However, the canal manager may grant permission for a vessel to stop in such a place.

Section 14 Vessels may not be navigated in the canal if the visibility is less than 400 meters. However, if necessary for safety reasons, the canal manager may decide on another, temporary, visibility limit.

Section 15 Vessels and recreational craft may not be navigated under sail in the canal.

Section 16 Recreational craft shall give way to vessels during lockage and also when passing through bridges and signal-controlled routes. However, the canal manager may indicate another, temporary, order of priority.

General advice

When meeting a bigger vessel, recreational craft should keep well to the side of the fairway.

Recreational craft should pass in and out of the lock without delay.

When stop signals are shown, recreational craft should keep well away from vessels, and keep such a distance from bridges and canal entrances that other vessels can pass safely.

While awaiting lockage or the passage through a bridge, recreational craft should be kept to the side of the fairway or be moored in a place assigned by the canal manager.

Meetings and overtakings

Section 17 Vessels shall follow the instructions given by the canal manager regarding meetings and overtakings in the canal.

Section 18 A vessel may not meet or overtake another vessel in a lock gate or between bridge-pillars.

Section 19 Vessels and recreational craft whose breadth exceeds 4 meters may not meet or overtake vessels in Linasundet between latitudes 59° 12,75' N and 59° 13,40' N.

Traffic signals

Section 20 The traffic signals that apply to vessels and recreational craft and are situated by the bridges, by the lock and in the signal-controlled routes, are found in the annex to these regulations, as is the significance of those traffic signals.

General advice

The Swedish Maritime Administration's official nautical chart of the Södertälje canal contains current information about the location of the lock, the bridges and the traffic signals.

Exemptions

Section 21 The Swedish Transport Agency may grant exemptions from these regulations if special reasons exist. An exemption may be subject to special conditions.

Coming into force and transitional regulations

1. This statute comes into force on 1 November 2019.

2. Exemptions granted under the Swedish Maritime Administration's regulations with traffic regulations for the Södertälje canal and the Trollhätte canal (SJÖFS 1993:28), and valid when this statute comes into force, will continue to be valid after this statute has come into force. Such exemptions will be valid until the date stated on the decision granting the exemption or until the Swedish Transport Agency decides otherwise.

On behalf of the Swedish Transport Agency

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Annex

Södra kanalen ("the southern canal")

Signals are shown

- on the western side of Södra kanalen's northern entrance in Lake Maren
- on the pier at the eastern side of Södra kanalen's southern entrance
- 350 meters east-south-east of the canal's entrance from the bay Igelstaviken.

Signal	Significance
2 red occulting lights placed one above the other (2 ISO R 3s)	No passage.
1 white occulting light (ISO W 3s)	Passage authorised.

When a stop signal is shown at Södra kanalen's entrance from the bay Igelstaviken, vessels may continue only until they are on a level with Igelsta quay.

Södra kanalbroarna ("the southern canal bridges")

Signals are shown on the southern and northern sides of the eastern and western abutments of the bridges.

Signal	Significance
1 red occulting light (ISO R 3s)	The bridges are closed.
1 red occulting light (ISO R 3s) over 1 white occulting light (ISO W 3s)	Signal from vessel has been received.
1 red occulting light (ISO R 3s) over 1 white occulting light (FW)	The bridges are opening.
1 green occulting light (ISO G 3s)	The bridges are open, vertical clearance 30 meters.
2 green occulting lights side by side (2 ISO G 3s)	The bridges are open, vertical clearance 35 meters.
3 green occulting lights side by side (3 ISO G 3s)	The bridges are open, vertical clearance 41,5 meters.
1 red fixed light (FR)	The bridges cannot be opened.

The lock and the lock bridge

Signals are shown by the lock for traffic bound for Lake Mälaren and the Saltsjön.

Signal	Significance
1 red occulting light (ISO R 3s)	Stop, the lock and the bridge are closed.
1 red occulting light (ISO R 3s) and 1 white occulting light (ISO W 3s) side by side	The lock will be opened shortly.
1 green occulting light (ISO G 3s)	The lock and the bridge are open for entry.

Signals are shown in each of the four corners of the lock.

Signal	Significance
1 green fixed light (FR)	All clear to leave the lock.

The bridge Mälärbron (double bascule bridge)

Signals are shown on the southern and northern faces of the bridge Mälärbron's eastern bridge pillar.

Signal	Significance
1 red occulting light (ISO R 3s)	The bridges are closed or closing.
1 red occulting light (ISO R 3s) over 1 white occulting light (ISO W 3s)	Signal from vessel has been received.
1 red occulting light (ISO R 3s) over 1 white fixed light (FW)	The bridge is opening.
1 green occulting light (ISO G 3s)	The bridge is open.
1 red fixed light (FR)	The bridge cannot be opened.

Vessels necessitating opening of the bridge Mälärbron may not pass the bridge until a clearance signal has been given.

Norra kanalen ("the northern canal")

Signals are shown on the bridge Mälärbron's operating tower, which is situated on the northern side of the canal (this applies to southbound traffic).

Signal	Significance
2 red occulting lights placed one above the other (2 ISO R 3s)	No passage.
1 white occulting light (ISO W 3s)	Passage authorised.

Linasundet

Signals are shown on the northern point of Slottsholmen and north-west of the island Limpan.

Signal	Significance
2 red occulting lights placed one above the other (2 ISO R 3s)	No passage.
1 white occulting light (ISO W 3s)	Passage authorised.