



Göteborgs Stad
Trafikkontoret



**Regulations for navigation under
the Götaälv Bridge in Göteborg, Sweden
Valid as of 1 January 2007**



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FOREWORD

The City of Göteborg, Traffic & Public Transport Authority, drew up new regulations for navigation under the Götaälv Bridge in Göteborg, Sweden, valid as of 1 September 2004. Since that the bascule span has been kept closed for all navigation purposes on *non-holiday Mondays through Fridays between 7:30 a.m. and 8:30 a.m. and again between 3:30 p.m. and 5:00 p.m.*

In addition the bascule span has been closed to all boats not sailing for commercial purposes on *non-holiday Mondays through Fridays between 7:00 a.m. and 9:00 a.m. and again between 3:00 p.m. and 6:00 p.m.*

In February 2006 the Traffic & Public Transport Authority decided to increase the restricted period, as a test during one year from 1 January 2007

the bascule span will be kept closed for all navigation purposes and all types of boats on non-holiday Mondays through Fridays between 6:00 a.m. and 9:00 a.m. and again between 3:00 p.m. and 6:00 p.m.

The trial will be evaluated during the second half of 2007.

During these restricted periods, it will however, be possible for the pilot/master of the vessel on duty going downstream to order that the bridge will be opened, for safety reasons.

Director General of Traffic & Public Transport Authority is, within the frame of execution of the decision, allowed to take a position of divergences for vessels, which are difficult to adjust to the Götaälv Bridge and which are especially important to the merchant shipping for the region around Lake Vänern.

These new *Regulations for navigation under the Götaälv Bridge in Göteborg, Sweden*, includes all rules of behaviour when passing the bridge.

Consultation

The Swedish Maritime Authority has been kept regularly informed regarding work on the new regulations. They have expressed their understanding of the need, owing to the fact that the Göteborg traffic system is so easily disrupted by the opening of the Götaälv Bridge.

CITY OF GÖTEBORG
TRAFFIC &
PUBLIC TRANSPORT AUTHORITY

PORT OF GÖTEBORG
PORT AUTHORITY

Lars-Bertil Ekman
Director General

Jörgen Wallroth
Harbour Master

1. REGULATIONS FOR NAVIGATION UNDER THE GÖTAÄLV BRIDGE IN GÖTEBORG, SWEDEN

1.1. Chapter 1

Navigation under the Götaälv bridge has its regulation base in the Port Ordinance for Göteborg (1995-05-01), the Proclamation of the Swedish Maritime Administration (SJÖFS 1993:28) with traffic regulations for the Södertälje canal and the Trollhätte canal, and the relevant instructions issued by the Port Authority.

Below follows a summary of the relevant rules for traffic under the Götaälv bridge.

1.2. Chapter 2

All navigation is to take place in the three spans of the bridge within the fairway indicated for through traffic. Of these three, the middle span, the bascule span, is the principal and central navigation channel, and can be opened, with 20 metres of free width and 19.5 metres of free headroom over middle water level when the span is down. The other two spans intended for through traffic, the side spans, are stationary, and both have 27 metres of free width and 18.5 metres of free headroom over middle water level. The depth of the water is accounted for in accordance with the relevant nautical chart.

Passage shall take place through the side spans whenever possible with reference to the height and draught of the vessel, when travelling downstream through the north side span and when travelling upstream through the south side span. Passage shall only take place through the bascule span when, owing to its height, the vessel cannot pass freely through the side spans. Vessels are not to meet in the bascule span area.

Vessels are not to be taken through the bascule span without having received the required nautical signal from the bridge. No particular signal is required for passage through the side spans unless there has been a specific signal to stop.

1.3. Chapter 3

The Göteborg land traffic system is easily disrupted by the opening of the Götaälv Bridge. As a result of the expansion of construction on the island of Hisingen, the bridge is now of even greater significance than previously, in that it links the island's public transportation with that of the rest of the city.

The bascule span of the Götaälv Bridge will therefore now be *kept closed for all navigation purposes and all types of boats on non-holiday Mondays through Fridays between 6:00 a.m. and 9:00 a.m. and again between 3:00 p.m. and 6:00 p.m.*

During these restricted periods, it will, however, be possible for the pilot/master of the vessel on duty going downstream to order that the bridge will be opened, for safety reasons.

Requests for opening the bridge are to be made on VHF channel 9. Vessels needing to wait while the bridge is being opened may be moored to the piled fendering of the Götaälv Bridge if this is deemed necessary from a safety point of view. When mooring upstream of the bridge, vessels should be secured to existing piers whenever possible. The recommended mooring point upstream is the Marieholm bridge, upstream of the Götaälv Bridge.

1.4. Chapter 4

The regulations of the Swedish Maritime Authority are to apply with regard to beacon lighting and signal systems for maritime traffic.

1.5. Chapter 5

The master of any vessel intending to pass under the bridge is to be clearly aware, on every occasion, of the height over the surface of the water of the highest point of the vessel. On the basis of this knowledge and using the water level gauges located on both sides of the bridge, it is up to the master of the vessel to determine whether the vessel will be able to pass through the stationary side spans of the bridge, or whether the passage should take place through the bascule span and, if so, whether it will be necessary to have the bridge open.

Any collapsible mastheads and radio antennas are to be folded down if doing so would make it possible to pass under the bridge. During the period of time in which it is necessary to have the masthead folder down for this purpose, it is permitted to deviate from the principle of using a second masthead light¹, on the condition that the vessel is within the boundaries of the port area, see the map, as stipulated in the Port Ordinance for Göteborg, published 1995-05-01.

1.6. Chapter 6

When a vessel passes under the bridge, the speed is to be adjusted and the vessel otherwise manoeuvred so that no damage occurs to the bridge, the bridge pillars, the piled fendering, the protective dolphins or any other devices.

A vessel is not to lie still in the fairway within a distance of 400 metres of the bridge. It is not permitted to moor to the dolphins and piled fendering set up at the bridge unless so should be necessary for navigation of the vessel, or if notification has been given by the bridge staff that it is not possible to open the bridge for maritime navigation, see Chapter 3 above.

1.7. Chapter 7

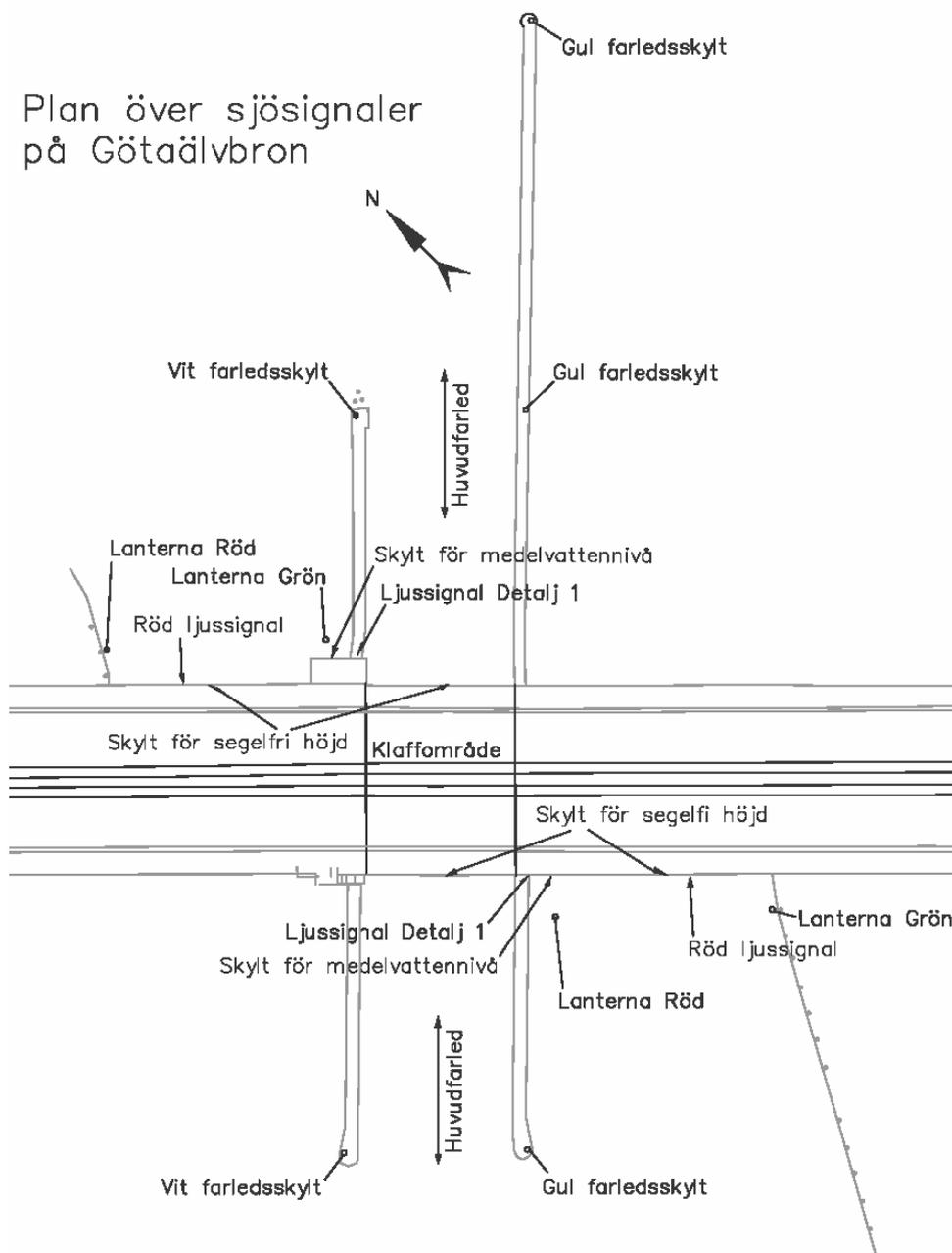
Orders and instructions from the bridge operator regarding traffic both on the surface of the bridge and under the bridge spans must be complied with without objections by all those using the bridge.

¹ Pursuant to rule 23 in "Chapter c – vessel lights and signal figures" in *Svenska Sjötrafikföreskrifter m.m.*, which is only available in Swedish and was published in 2001 by the Swedish Maritime Authority.

2. SIGNALLING IN ACCORDANCE WITH THE REGULATIONS OF THE SWEDISH MARITIME AUTHORITY

Signalling relating to the Götaälv Bridge has been adapted to SJÖFS 1993:28, the Proclamation of the Swedish Maritime Administration with traffic regulations for the Södertälje canal and the Trollhätte canal, see also point 3 below, though section 3.4.

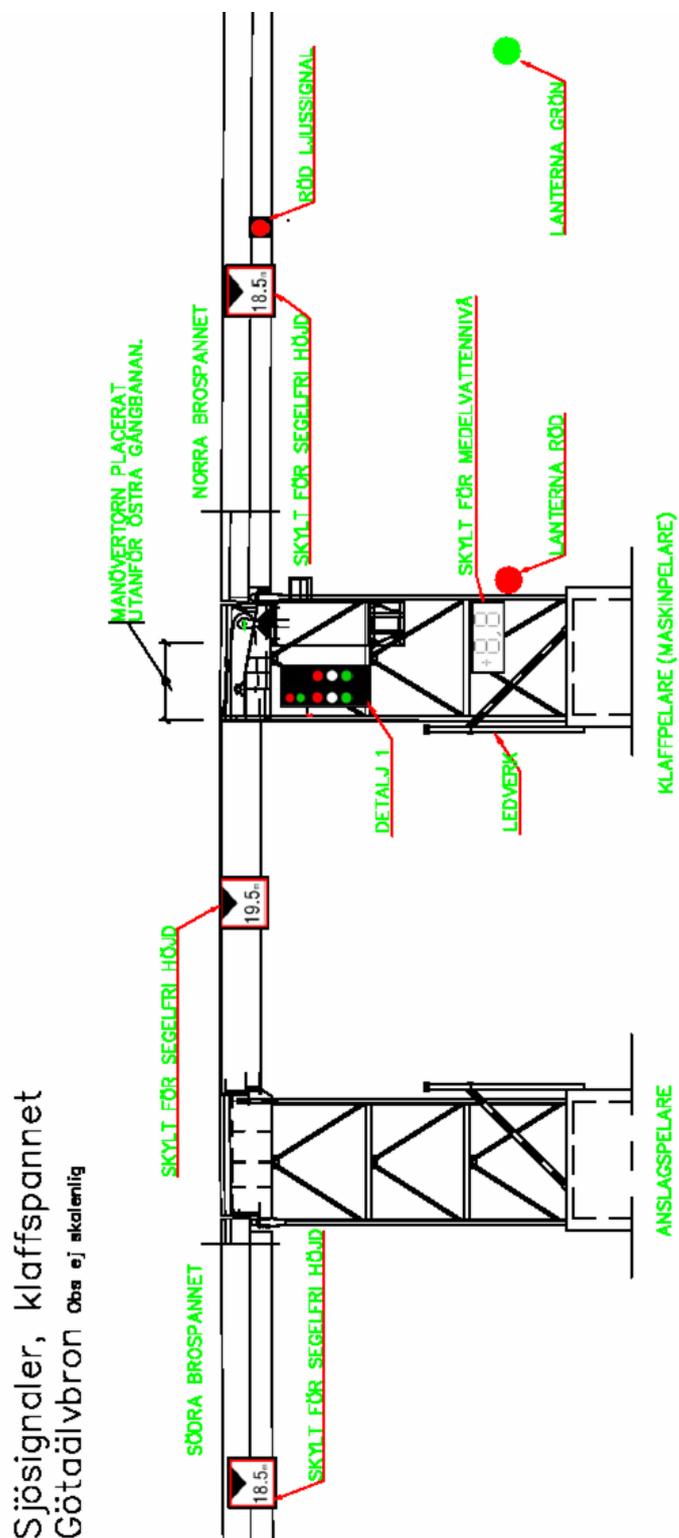
2.1. Plan of lanterns, signposts and nautical signals, Götaälv Bridge



2003-09-02

2.2. Nautical signals, bascule span Götaälv Bridge Göteborg

This signal illustration applies to vessels going both upstream and downstream



2003-06-25

2.3. Detail 1 stoplight signals Götaälv Bridge

Nöd röd (stopp),
fungerar även om
styrsystemet ej
fungerar. Glödljus.



Nöd grön (stopp),
fungerar även om
styrsystemet ej
fungerar. Glödljus.

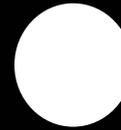
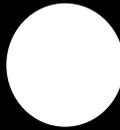


Ordinarie signal, röd.
LED-lampor.



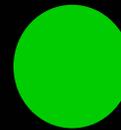
Reserv för ordinarie
signal, röd. LED-
lampor.

Ordinarie signal, vit.
LED-lampor.



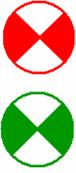
Reserv för ordinarie
signal, vit. LED-
lampor.

Ordinarie signal, grön
LED-lampor.



Reserv för ordinarie
signal, grön. LED-
lampor.

2.4. Signal explanations Götaälv Bridge

	<p>Blinking red light</p>	<p>Bridge closed or not ready</p>
	<p>Blinking red and white light</p>	<p>Bridge being readied</p>
	<p>Blinking red and fixed white light</p>	<p>Bridge being opened</p>
	<p>Blinking green light</p>	<p>Bridge open and ready for passage</p>
	<p>Blinking red and green light</p>	<p>Middle channel ready for passage of vessel under closed bridge.</p>

3. CONTACTS

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