Kotka VTS

About Vessel Traffic Services

The provisions on vessel traffic services are laid down in the Vessel Traffic Service Act 623/2005 and in the Government Decrees on Vessel Traffic Service 763/2005, 1798/2009, 1304/2011, 1216/2018 and 93/2024.

Participation in Vessel Traffic Services

Vessels of 24 metres in length overall or more are obliged to participate in the vessel traffic services.
When navigating in the VTS area, vessels are required to maintain a continuous listening watch on the working channel used in the area. Furthermore, vessels are obliged to obey the rules relevant to the traffic in the VTS area. More detailed instructions about the required reports and working channels can be found in the regional VTS guide.
Vessels navigating in the VTS area, which are not obliged to participate in the vessel traffic services, are recommended to maintain a listening watch on the working channel in the VTS area or sector in question.

Operational hours and location of VTS Centres

In Finland the vessel traffic services (VTS services) are operated by Fintraffic Vessel Traffic Services Ltd (Fintraffic VTS). VTS centres are located in Turku and Helsinki. The sea areas at the Finnish coast are divided into six VTS areas. These are Bothnia VTS, West Coast VTS, Archipelago VTS, Hanko VTS, Helsinki VTS and Kotka VTS. In addition, Saimaa VTS operates in the Saimaa deep water fairway.
Along the coast VTS services are provided 24 h/day throughout the year. There may be operational interruptions due to technical problems or an unexpected shortage of personnel. Information about the interruptions is given as navigational or local warnings. Saimaa VTS only provides services during its period of operations. The period of operations is largely equivalent to the opening hours of the Saimaa Canal, but Fintraffic VTS will provide information about when the operational period begins and ends.

Service and languages

Vessel Traffic Service includes providing information, responding to developing unsafe situations, and organizing traffic.
To improve safety and to create a consistent maritime situational awareness, English is used as the primary communication language in the VTS areas along the Finnish coast. As required, vessel traffic service is also provided in Finnish and Swedish.

Information
is given to all vessels whenever necessary, at set intervals, when they report or when a vessel so requests. The information to vessels comprises matters which affect the vessels' safe and smooth navigation. Such information includes, among other things, traffic in the VTS area, weather conditions, pilotage, icebreaking, towage, and port operations, as well as information on the status of navigational aids and fairways. VTS monitors the movement of vessels and, if necessary, provides information to the vessel about a developing unsafe situation.

Responding to developing unsafe situations:
Identified vessels are assisted in navigation upon request or when deemed necessary by the VTS.
Navigational assistance may include information about the vessel's position and bearings/courses over ground to for example the fairway centre line or the pilot boarding position. Bearings or COG's can also be given so that vessels can pass navigational hazards, for example shoals, at a safe distance.
Assistance is advisory and normative in nature. The responsibility for navigating the vessel remains with the vessel's master.
The information, warnings, advice, and instructions provided by the VTS are based the situational awareness system at the VTS center.

Vessel traffic is organized
in order to improve traffic flow and safety. Methods of organization include, among others, permanent meeting and overtaking prohibition areas, departure procedures for ports, and traffic organization based on time or distance. The aim is to prevent dangerous meeting and overtaking situations and congestion.

Contact information

Emergency number in Finland

Emergency number in Finland
112

Only call the emergency number 112 in real emergencies when you need urgent assistance from the authorities.

Maritime Rescue Centres

National Maritime Search and Rescue alarm number
VHF 16 / DSC 70 / MF-DSC 2187,5 kHz
Alarm hotline +358 294 1000

Maritime Rescue Co-ordination Centre MRCC Turku
VHF 16 / DSC 70 / MF-DSC 2187,5 kHz
mrcc@raja.fi
Alarm hotline +358 294 1001

Maritime Rescue Subcentre MRSC Helsinki
VHF 16 / DSC 70 / MF-DSC 2187,5 kHz
mrsc.helsinki@raja.fi
Alarm hotline +358 294 1002

Kotka VTS

Kotka VTS
VHF 67
kotka.vts@fintraffic.fi
+358 20 448 5660

Gulf of Finland Vessel Traffic Centre Supervisor
supervisors.hki@fintraffic.fi
+358 20 448 5391

All phone calls will be recorded.

Kotka VTS Ports

HaminaKotka On-call traffic service (24h)
VHF 11 (Hamina berth workers VHF 12)
dutyofficer@haminakotka.fi
+358 20 790 8840

Loviisa On-call traffic service (24h)
VHF 12
satatalo@sulo.fi
+358 40 071 7215

Pilot Dispatch Kotka Area

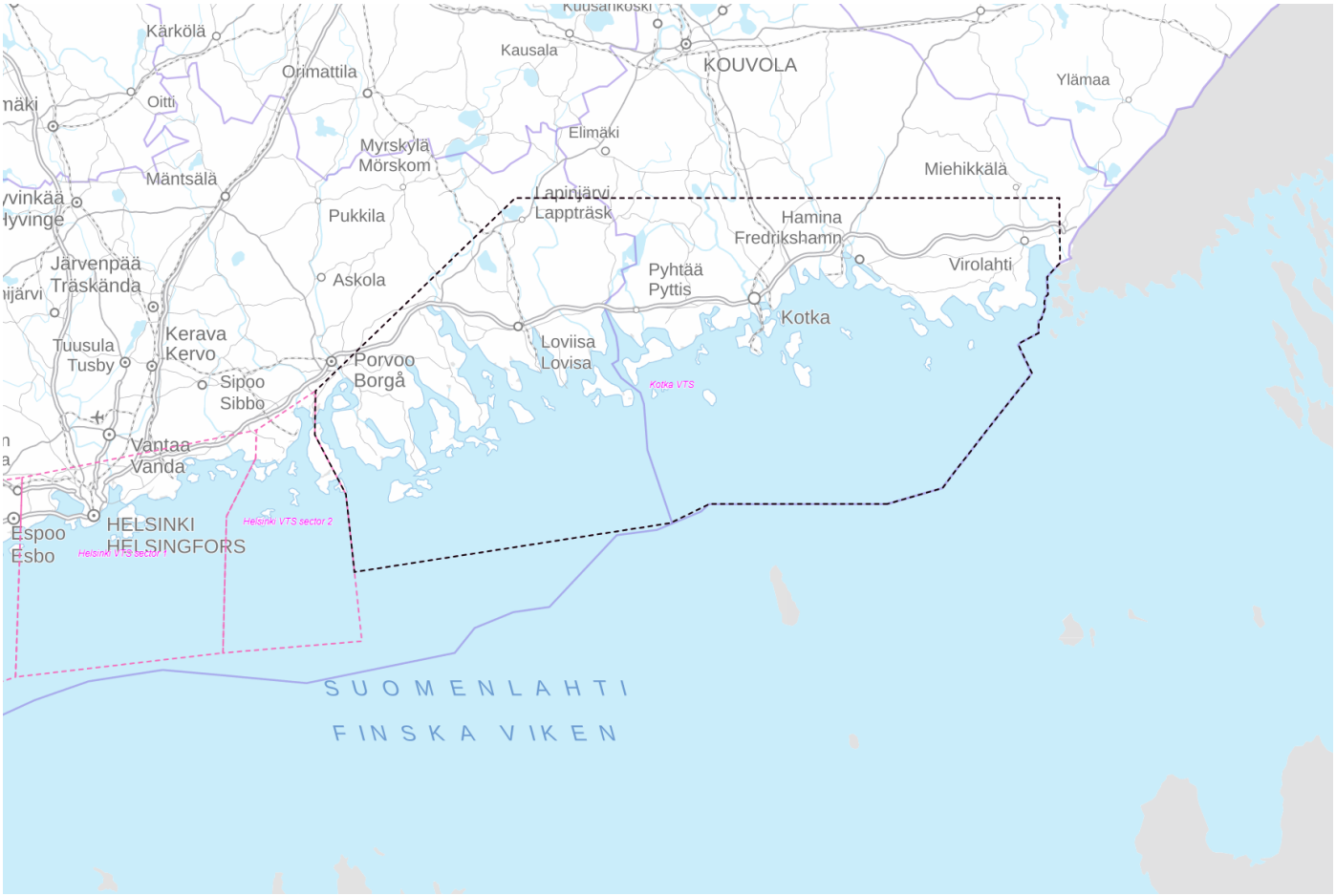
Pilot Dispatch Kotka Area
pilotdispatch.kotka@finnpilot.fi
+358 29 5253 430

Get familiar with Kotka VTS area

The VTS Area covers the areas around Kotka, Hamina and Loviisa including the merchant shipping lanes in the area between Emäsalo and Santio as well as the areas administered by the Port of HaminaKotka. The VTS Area does not cover the areas administered by other ports.

Coordinates of the sector's corner points:

1. 60º12.5'N, 025º41.2'E
2. 60º05.6'N, 025º43.0'E
3. 60º10.3'N, 026º39.0'E
4. 60º12.1'N, 026º45.9'E
5. 60º12.0'N, 027º17.6'E
6. The border between Finland and Russia



Kotka VTS Area Info

Reporting procedures

The working channel of Kotka VTS is VHF 67.

Reports should include the following information:

- Name of the vessel
- Name of reporting point
- Destination
- Intended route. If an alternative route is selected, this must be reported.

Required reports:

- upon entry into the VTS Area
- before anchoring
- before leaving an anchorage
- after berthing
- before leaving port
- at the reporting points in the area, see the reporting points below.

Reporting points:

1. 10 minutes before entering

   Ruotsinsalmi

Meeting and overtaking prohibitions

Meeting and overtaking is permanently prohibited in the following areas covered by Kotka VTS:

1. **Ruotsinsalmi**
   : Buoy Ruotsinsalmi B – edge mark Ruotsinsalmen diktaali 2 between latitudes 60° 27,4’ N and 60° 27,95’ N in Ruotsinsalmi fairway.
2. **Hamina, Saukko**
   : Buoy H 13 – buoy H 18 between latitudes 60º 26,2’ N and 60º 27,4’ N in Hamina fairway.
3. **Hudö**
   : Buoys Hudö 4 and Täktarn 3 – buoy Täktarn 7 between latitudes 60° 20,4′ N and 60° 21,4′ N in Loviisa fairway.
4. **Trollholmen**

:Buoy Mackenzie – buoy Kalkgrundet at Port of Loviisa border between latitudes 60° 23,1′ N and 60° 24,2′ N in Loviisa fairway.

The meeting and overtaking prohibition areas do not apply to tugs when they are assisting within the meeting and overtaking prohibition area, or to vessels performing icebreaking assistance.

Safety zones

Vessel Traffic Service can organize traffic in order to prevent danger situations and congestion based on time or distance within its area of operation. The organization arrangement can be based on traffic conditions, such as congestion, a special transport, or other factors that limit or endanger traffic.

On Hamina 12,0 m and 8,6 m fairways, traffic is organized with 0,5 NM safety zones for special transports (LNG carriers). Other vessels are not allowed to enter the safety zone without VTS permission when using the same fairway.
Exact areas:

- On the 8,6 m fairway between Hamina Port and the Einonkari edge mark
- On the 12,0 m fairway between Hamina Port and buoy H 13

In the waters off Kotka Mussalo, between buoy Viikarinsalmi 1 and the Tuohipöllö leading line, 0,5 NM safety zones may be established for tankers in order to prevent meetings with other traffic.
The safety zones are activated through a VTS radio announcement on the VTS area's working channel.

Anchoring

There are following official anchorages in the Kotka VTS area:
1. Mussalo fairway 5510: Anchorage swept depth 19 m (MW 2005). Corner point coordinates (WGS84):
60°10.99'N 026°19.59'E
60°11.00'N 026°21.22'E
60°11.86'N 026°21.20'E
60°11.85'N 026°19.58'E
60°10.99'N 026°19.59'E

2. Orrengrund-Kotka 5385: Anchoreage swept depth 19 m (MW 2005). Corner point coordinates (WGS84):
60°08.43'N 026°26.13'E
60°08.44'N 026°28.07'E
60°09.41'N 026°28.05'E
60°09.40'N 026°26.11'E

60°08.43'N 026°26.13'E

3. Loviisa fairway 5345: Anchorage swept depth 11 m (MW2005). Corner point coordinates (WGS84):
60°22.01'N 026°17.26'E
60°21.53'N 026°18.26'E
60°22.10'N 026°17.70'E
60°22.61'N 026°17.18'E
60°22.34'N 026°16.58'E
60°22.33'N 026°16.61'E
60°22.01'N 026°17.26'E

4. Haapasaari fairway 5730: Anchorage swept depth 9,2 m (MW2005). Corner point coordinates (WGS84):
60°17.93'N 027°11.21'E
60°18.31'N 027°10.57'E
60°18.11'N 027°10.49'E
60°17.77'N 027°11.09'E
60°17.93'N 027°11.21'E

5. Hamina fairway 5507: Anchorage swept depth 13,8 m (MW2005). Corner point coordinates (WGS84):
60°25.32'N 027°15.53'E
60°26.21'N 027°16.00'E
60°26.09'N 027°15.38'E
60°25.57'N 027°15.10'E
60°25.32'N 027°15.53'E

6. Hamina fairway 5507: Anchorage swept depth 13,5 m (MW2005). Corner point coordinates (WGS84):
60°28.64'N 027°15.27'E
60°28.97'N 027°15.30'E
60°29.13'N 027°14.87'E
60°29.04'N 027°14.23'E
60°28.64'N 027°15.27'E

A vessel must always notify both the VTS and the Finnish Border Guard when anchoring in Finland’s territorial waters. The vessel must make the notification either itself or through its agent. In addition, a vessel anchoring in territorial waters is required to make an electronic customs declaration, even if the vessel is not going to

call at a Finnish port.
After leaving a port in Finland, the vessel must also check with the Finnish Border Guard whether anchoring in Finnish territorial waters is possible. Also in this case, a vessel remaining at anchor must make an electronic customs declaration.

Aids to Navigation

1. Remotely operated AtoNs
Upon request, VTS can adjust the brightness of aids to navigation in the 15,3 m fairway between Kiviletto and Mussalo.

2. Permanent Virtual AtoNs (V-AIS)
There are no permanent V-AIS-AtoNs in the Kotka VTS area.

3. Fault Reporting
AtoNs not working correctly? Please inform Kotka VTS by VHF radio on channel 67 or call Turku Radio 0800-181818.

Notice of channel use

Use of channels that deviates from the channel design refers to a situation where a vessel uses a channel in a manner that deviates from the channel's design and the adequacy of the channel space cannot be ensured based on the design. If the vessel's static draught is greater than the channel's design draught taking into account the current water level, the vessel shall ensure that her net under keel clearance remains adequate and demonstrate it to the VTS Centre that is responsible for monitoring the fairway.
Vessel's operator, agent or master shall give the notice of channel use at least 24 hours before its arrival at the pilot boarding position, or if the vessel is expected to arrive in less than 24 hours, no later than when the vessel has left the port of departure for a Finnish port. A vessel departing a Finnish port shall give the notice of channel use as soon as possible, at latest when the departure report is given.

The notice of channel use shall include the following items:
1. Ship identification details
2. The channel or channel section the ship intends to use in a manner deviating from the channel design
3. Planned control measures for maintaining the net underkeel clearance
4. Length between perpendiculars and maximum breadth (LBP, Breadth)
5. Static draught
6. Centre of buoyancy (KB)
7. Centre of gravity (KG)
8. Metacentric height (GM)
9. Block coefficient (Cb)

10. Individual underkeel clearance calculation based on the information above
When ensuring the adequate net UKC and giving the notice of channel use, it is recommended to utilize the tools provided by the Finnish Transport and Infrastructure Agency. The notice of channel use can be given in the form of a squat calculation made with the Squat Calculator with regard to items D–I. The calculation can be shared as a link, or as a pdf-printout sent by e-mail to the VTS Centre. When using the Squat Calculator, it is enough to write the information of points 1.–3. in the e-mail.

Special situations
The notification obligation will be considered fulfilled in a situation where:

1) a deck officer on board the ship has a valid Pilot Exemption Certificate (PEC) issued in compliance with section 39 of the Pilotage Act (561/2023) that grants an exemption from compulsory pilotage for both the channel and the ship in question; and
2) underkeel clearance calculations that cover the prevailing conditions have been prepared for the ship and the channel in question; and
3) the ship in question operates in the relevant channel in a scheduled service referred to in section 2, subsection 1, paragraph 28 of the Vessel Traffic Service Act.

Sending the notice
In Hanko VTS, Helsinki VTS and Kotka VTS monitoring areas the notice of channel use should be sent to the email address supervisors.hki@fintraffic.fi. Title the email ”Notice of channel use”.

Harbour areas

Hamina and Kotka
Vessels are required to maintain listening watch on VHF channel 11 in the port area and VHF channel 12 in the Hamina port area.
Entry reports by phone (or VHF):

1. Vessels arriving at the Hamina and Kotka ports must report their entry to the shift supervisor at the pilot boarding position.
2. In addition, vessels with a destination in Hietanen, Hietanen South, Kantasatama and Sunila must report to the shift supervisor when passing Mussalo.
3. The additional report to be made by vessels with a destination in Hamina is agreed upon in the first report.

An unmooring request must be submitted to the shift supervisor at least two hours before departure.

The port regulations, general guidelines and other instructions provided by the Port of HaminaKotka must be complied with in the area.
Anchoring next to berths is forbidden.
Contact details of the shift supervisor in charge of monitoring the port's vessel traffic 24/7:

- phone +358 (0)20 790 8840
- email crane.vessel@haminakotka.fi
- VHF channel 11

Pilot boarding positions

- Haapasaari
  60°15.05′N 027°16.90′E
- Kotkan Majakka
  60°10.01′N 026°36.20′E
- Orrengrund N
  60°16.80′N 026°26.00′E
- Orrengrund S
  60°14.30′N 026°25.36′E
- Santio
  60°26.71′N 027°41.76′E

Accidents and incidents

Accidents and incidents

In coastal areas vessels involved in an accident or in imminent danger shall first contact the MRCC or MRSC (tel. +358 294 1000).

Vessels must immediately report all accidents and incidents relating to maritime safety to the VTS centre. Some examples of such accidents and incidents are listed in section 23 in the Finnish Vessel Traffic Service Act.

Exceptional situations

In exceptional situations, such as extraordinary weather conditions, search and rescue situations or any other incidents in which vessel traffic is restricted or put at risk, the VTS can temporarily close a fairway or fairway section, issue speed limits or instruct vessels to anchor.

Unable to participate?

If the master of the vessel, for a valid reason relating to the vessel’s safety, is unable to participate in the vessel traffic services, or to follow the instructions given by the VTS in exceptional situations, he must immediately inform the VTS about this.

The vessel’s participation in the vessel traffic services does not affect the master’s responsibility for manoeuvring the vessel.