Helsinki VTS Sector 2

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

Helsinki VTS Sector 2

Helsinki VTS Sector 2
VHF 9 (Radio call: Helsinki VTS)
helsinki.vts@fintraffic.fi
+358 20 448 5389

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

All phone calls will be recorded.

Helsinki VTS Sector 2 Ports

Port of Inkoo
VHF 12 (Only during mooring and unmooring)
traffic@inkooshipping.fi
+358 207 631 506

Port of Kantvik
VHF 12 (Only during mooring and unmooring)
kantvik@inkooshipping.fi
+358 207 631 506

Port of Sköldvik (Neste Porvoo)
VHF 21 or agreed working channel
skoldvik.harbour@neste.com
+358 104 583 120

Port of Tolkkinen
VHF 8 (Only during mooring and unmooring)
info@portoftolkkinen.fi
+358 40 451 7784 (24 hours On Call)

Pilot Dispatch Emäsalo Area

Pilot Dispatch Emäsalo Area
pilotdispatch.emasalo@finnpilot.fi
+358 29 5253 470

Pilot Dispatch Hanko - Helsinki Area

Pilot Dispatch Hanko - Helsinki Area
pilotdispatch.hankohelsinki@finnpilot.fi
+358 29 5253 420

Get familiar with Helsinki VTS Sector 2

VTS area corner point coordinates:
Restriction point coordinates:
Reporting point coordinates:



Helsinki VTS Sector 2 Area Info

Reporting procedures

The working channel of Helsinki VTS sector 2 is VHF 9.

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. 15 mins before entering

   Barösund

2. vessels must report 15 mins before passing

   Kuiva Hevonen
   in the coastal fairway

Commuter ferries must report only in restricted visibility.

Meeting and overtaking prohibitions

Meeting and overtaking is permanently prohibited in the following areas covered by Helsinki VTS Sector 2:

1. **Jaakobin salmi**
   : Buoys Inkoo 15 and Inkoo 16 – buoys Inkoo 21 and Inkoo 22 between latitudes 59º 59,4’ N and 59º 59,8’ N in Inkoo fairway.
2. **Varlaxudden - Esthmansudden**
   : Buoy Varlaxuddenin luoto - sector light Esthamnsudden between latitudes 60° 11,9’ N and 60° 13,6’ N in Sköldvik fairway. The prohibition does not apply to meeting and overtaking situations in which at least one of the vessels has a maximum length of less than 45 meters.
3. **Köllhällen - Neste C**
   : Buoy Köllhällen - buoy Neste C between latitudes 60° 05,5’ N and 60° 08,2’ N in Sköldvik fairway. The prohibition does not apply to meeting and overtaking situations in which at least one of the vessels has a maximum length of less than

45 meters.

4. **Stenören-Orskär buoys**
   : At buoys Stenören itäinen and Orskär läntinen between latitudes 60° 10,0’ N and 60° 10,8’ N in Sköldvik fairway. The prohibition does not apply to meeting and overtaking situations in which at least one of the vessels has a maximum length of less than 45 meters.

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.

In Neste Porvoo Harbour (Sköldvik):

Vessels should avoid passing and overtaking in the harbour area north of latitude 60°17,8'N (quay 8). This prohibition does not apply to passing and overtaking situations in which at least one of the vessels is a tug or a vessel, the size of which is comparable to a tug.

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 Inkoo fairway, traffic is organized with 2 NM safety zones for special transports (LNG carriers escorted with tows). Other vessels are not allowed to enter the safety zone without VTS permission when using the same fairway.
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 Helsinki VTS Sector 2 area:

- Western sector 2 (Porkkala):

1. Inkoo fairway 4350: Anchorage swept depth 15,5 m (MW 2005). Corner point coordinates (WGS84):
59°52.36'N 024°08.75'E
59°54.25'N 024°11.13'E
59°53.78'N 024°09.23'E
59°53.44'N 024°08.44'E
59°52.36'N 024°08.75'E

- Eastern sector 2 (Emäsalo):

1. Sköldvik fairway 5150: Southern anchorage swept depth 19,0 m (MW 2014). Corner point coordinates (WGS84):
60°01.64'N 025°29.17'E
60°00.15'N 025°28.33'E
59°59.78'N 025°30.92'E
60°01.79'N 025°32.06'E
60°01.64'N 025°29.17'E

2. Sköldvik fairway 5150: Northern anchorage swept depth 16,95 m (MW 2000). Corner point coordinates (WGS84):
60°15.88'N 025°31.87'E
60°15.73'N 025°32.42'E
60°15.69'N 025°32.55'E
60°15.38'N 025°33.66'E
60°16.66'N 025°32.68'E
60°16.31'N 025°32.15'E
60°15.88'N 025°31.87'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
There are no remotely operated AtoNs in the Helsinki VTS sector 2 area.

2. Permanenta Virtual AtoNs (V-AIS)
There are following permanenta V-AIS-AtoNs in the Helsinki VTS sector 2 area:
Western sector 2 (Inkoo):

- Laituriallas 1 60°00,85'N 023°54,94'E
- Laituriallas 10 60°00,74'N 023°55,81'E

- Laituriallas 12 60°00,76'N 023°55,26'E

Eastern sector 2 (Emäsalo):

- Sköldvik 60°03,24'N 025°32,78'E

3. Fault Reporting
AtoNs not working correctly? Please inform Helsinki VTS by VHF radio on channel 9 or call Turku Radio 0800-181818.

Harbour areas

Tolkkinen
Vessels are required to maintain a listening watch on VHF channel 8 in the harbour area while mooring.
Port contact information:

- telephone +358 40 451 7784
- e-mail info@portoftolkkinen.fi
- VHF channel 8

Pilot boarding positions

- Emäsalo A
  60°0.01′N 025°32.62′E
- Emäsalo B
  60°2.60′N 025°33.80′E
- Emäsalo C
  60°8.40′N 025°34.68′E
- Inkoo LNG
  59°51.90′N 024°09.45′E
- Porkkala N
  59°55.66′N 024°14.20′E
- Porkkala S
  59°53.60′N 024°11.68′E

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”.

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.